

## 58-62 HOODS

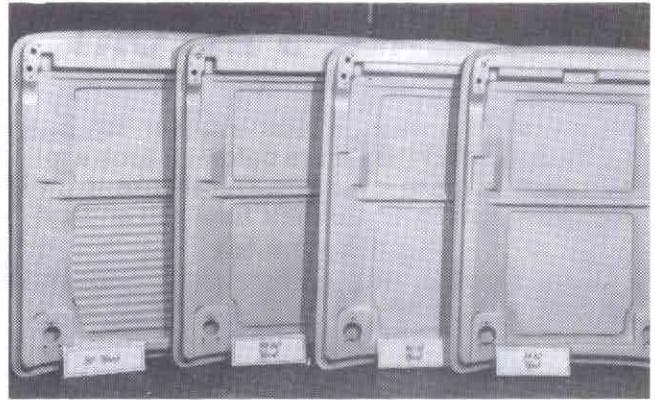
BY SKIP SHARPE

The time finally came in my restoration process to start looking for a correct hood for my late (Aug.) '60 (sure hated to give up that 427 scoop). I checked out various swap meets and classified ads and soon discovered that good used hoods were scarce and usually very expensive. As for reproduction 'glas, all I could find locally was "one side smooth." I mentioned my dilemma to Ed Mechum, a fellow SACE N.W. chapter member, at the February swap meet in Puyallup. He gave me the name of a man who, according to Ed, makes injection moulded panels and bonding strips exactly like original G.M. units. The best part was the fact that this guy lived in the Columbia River Gorge area, only 75 miles up-river from my home in Portland. I phoned the man and set up an appointment to see his work.

Roger Dickenson (Tern Manufacturing) lives so far up in the hills above Lyle, WA (doesn't another 'Vetter live in Lyle?) that I started getting a nose bleed before I got to his house. He told me on the phone to keep going until I started seeing Elk droppings on the road, and then start looking for his mailbox. Seems Roger lived in the Auburn, (Tacoma/Seattle) WA area for umpteem years, finally got fed up with big city life, packed it all up and moved to the mountains, where he continues to manufacture fiberglass and engage in various bucolic endeavors. Anyway, I proceeded up a driveway that I could only assume was correct, deftly dodging geese and a spirited pack of hounds. I came to a 2-story farm house best described as "rustic" along with several out-buildings. A full-bearded gent stepped out of a door in what looked like a barn and waved me forward. After he shooed a cow and a couple of chickens out of the way, I got out and we introduced ourselves.

I told him I needed a complete hood for a 1960 Corvette. He asked "Early or Late?" "Wait a minute," I said, "you mean two different hoods were used in '60?" "Yep" he said. "In fact there were four different hoods used from '58 to '62." We then walked into the "Barn" which turned out to be a modern, well lit and equipped shop. He showed me a picture of four different hoods standing in a row. The one on the left, he said was '58 only. This was obvious because of the fake "louvers." The next one was used on '59's and some early '60's. The third one was produced for the '60's with the top tank aluminum radiator. Notice that the front was re-designed for more clearance. He said this hood was also used on some early '61's. Later in '61, due to a newly designed radiator top brace, there were some more clearance problems. This led to the "notch" in the hood on the right which was used the remainder of '61 and all of '62.

While at the SACE Western Regional in Port Ludlow, I had the chance to examine various hoods. I found an early '60 with a '59 style and an early '61 with a '60 style hood. This seems to confirm Roger's theory.



I took a look at some samples of his 'glas work and was very impressed. I ordered a hood and was told to come back in two weeks and he would have it ready.

Two weeks dragged by and I was finally negotiating the switch-backs up to Roger's house. (The bread-crumbs I dropped on the way down were long-gone). The hood was perfect and I carefully loaded it into my station wagon. Roger makes his own exact duplicate stainless steel internal mounting hardware that he uses on all his hoods, so there should never be any rust problems.

Roger currently makes G.M. correct (i.e. one piece hood surrounds that go under the windshield and from the top of the dash) front end components for '56-'62 'vettes, including all the bonding strips. He does trunk lids and some interior 'glas, but isn't doing rear fenders (yet). His prices are very reasonable. If you need some correct 'glas, check him out. His phone no. is (509) 365-3647.

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