

INVARIANT. Good judging reflects the relativity or absolutes. Experts who deserve the label are certainly aware of this situation. My concept of an expert has a lot to do with EXPERIENCE, willingness to learn, change one's mind and avoid absolutes in rigid standards. It also has to do with sharing information and helping others. I have no problem at all in regarding such people as Noland Adams and many others in this hobby as EXPERTS. They are the leadership and they have my attention and respect.

The point of this rhetorical upchucking is that I wish

we could label Corvette bores as just that: CORVETTE BORES! These folks are the ones with ulterior motives who have the closed minds and "know it all." Lets give the true EXPERTS the label, recognition respect and reward that they have so justly earned. "EXPERT" is NOT a BAD WORD! (It's 90 to 100).

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1958-1962 CORVETTE DASH PADS

by Larry Richter

Yes, installation of the dash pad for these years of Corvettes is a challenge, but I believe that most of us can do a better job than a professional restoration shop due to the time and care that we take in the restoration of our early Corvettes. Once you decide to do this project, there are a couple of books you need to have. First, the Corvette Servicing Guide, body sections 1-4 through 1-9. The second item is a very good article written in the Corvette Restorer Magazine Vol. 16, No. 2 by Joel Calcagno. After you have read and digested those two articles, I will offer the following tips.

1. As you are disassembling items, label them so that they may be reinstalled in reverse order. I do this with masking tape and a ballpoint pen. This is exceptionally important with the instrument cluster and radio wiring.

2. Be sure to clean the old glue from the dash to make a nice, smooth surface. While you are dismantling, observe any problems that you see with the old dash pad such as pulling out behind the windshield, speaker grill not fitting correctly, end caps not fitting correctly, and study as to the why of those particular problems. Save the dash pad that you have removed for a guide as you are reinstalling the new one.

3. Cut a piece of hard plastic approximately 1/8" larger all the way around than the rearview mirror base and put under the dash pad. What this does is hold the rearview mirror up a little bit more so you do not get that tremendous depression when the mirror is cinched down.

4. For glue I use Super Weatherstrip 3M Adhesive, Part No. 051135. The reason for using this over Contact Cement is that it leaves you 5 to 10 minutes to maneuver and work the new pad into position. If you use a contact type of cement, there is no movement once it makes it bond.

5. It helps a great deal if you have at least one or two

other people to help pull, tug and fit. Here, you cannot use the 10 lb. sledge hammer and 4 ton port-a-power, you have to use a little finesse.

6. As Joe referred to in his article, on the insert on the passenger side and behind the instrument cluster, all of the foam needs to be cut out behind those units. Without removal you will be unable to install the grab bar and cluster in its correct position. Be sure to leave as much of the black as you can and just remove the foam.

7. Last, but not least, plan ahead. If you are replacing the dash pad and you need to put rubber in your windshield, change windshields, repair the radio, or do instrument work, you need to do all of this at one time, because it will all be apart.

Like Joe, I believe that we, as Corvette restorers, can do as good or a better job ourselves than a professional restoration shop can. Plus, one more advantage, we learn about these early Corvettes and how they were put together. Good luck in this restoration project.

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Speed Tip #1

by Tony Catalano

THERE IS A good product out on the market that will get rid of the splits and cracks in the steering wheel. It's called MARINE TEX and as you may have assumed from the name, it is originally intended for your plastic boat. It comes as a two part system, mixing a catalyst with the main component. Mix it up, spread it on. The hotter the day or stronger the heat lamp, the quicker it will dry. After it has hardened it can be carved or sanded as needed. This filler will not shrink or check. Then give your wheel a squirt of your favorite color and your rollin'. The product is recommended by the Classic Chevy Club and is available in their parts catalog. It, of course, is also available at most boat marinas and marina supply stores.