

# CHIEF INSPECTORS COLUMN

by Larry Richter

As spring approaches, we un-mothball our cars, decide to do some detailing and pump up the tires, and to find where you put the keys last fall, then have a beer and sit and read Straight Talk. This month I would like to talk about two items.

1. Why have your car inspected? One of the reasons for this club is the knowledge that can be obtained on our Straight axle Corvettes. We are solely dedicated to a nine year span of early Corvettes. As time goes along we will lose various facets of production and will become changed due to lack of research, lack of knowledge and lack of fully understanding what really happened. I have been around the Corvette hobby for many years, and every time I go to a show and judge or observe or listen, I learn something else about these early Corvettes. As we continue to learn about these cars, it becomes an ever increasing need to research and to obtain information that we can use for our cars. We find that someone has discovered or come across a piece of information that is vary unique. Just because it is written in a judging manual or a book is no sign that it may be 100% correct.

If you are interested in the custom cars, what unique item can you do to your car that nobody else has thought of. How can you improve on an idea that somebody else has on thier car. Someone is building thier car and sit around and talk and exchange ideas. How about this? How about that? The best way to learn the car, weather it be original, modified or custom, is to inspect these cars. The best way to know what you have is to have your present automobile inspected. We are a learning club, no one has all of the answers. I received many calls and many letter regarding questions on Corvettes. some I know and some I will admit that I don't know the answer, but I believe we can find the answer with enough people putting thier thoughts together. Wouldn't it be nice to know everything about the car?

So, in closing on this point, come to our conventions and have your car inspected. Who knows, we may find out some unique point or learn something new.

2. The second item is the points situation. We have had much conversation over the last 2 or 3 years about granting points or not. We took the various flight awards away and went to a straight percentage. If we are going to continue to have a good club, we need a measurement. What is the measurement? If you have a pass or fail, what is that measurement? If you have a

pass or fail, what is that level? You still have a mark that is a percentage or points to go against. When we are in a show we are competing with no one. Each car is individual and each person can receive 94+ or everyone can receive 50%. Why did they mark me down? You go back and you look and say, "well this, I suppose, could be a little bit neater" or "yes," I could have done a little better detail on that piece of fiberglass or metal" I could have restored the original part instead of using the incorrect later item. So I believe we must keep our measurement as a benchmark for these automobiles. What we do need to accomplish is better training for our inspectors so we go through the cars a little faster and teach a little better. Again, there are a lot of items that we know the answer to. There are a lot of items that we think we know the answer to., but may not.

In closing this column, we need to all gather information, share information, and learn. Wouldn't it be dull if we knew 100% of everything. So keep your knuckles skinned, the frustration coming, those four-jointed wrenches turning on those little hidden bolts in our cars, and see you at the Convention this summer.

Larry Richter, Chief Inspector

## Seat Belt Reinforcements

THE DRAWINGS on this page show the location of the reinforcements used in Corvette from 56-62. Not all 56-57's had them, 58 up did. They could be added to 53-55, and some were added maybe by the dealer? But usually 53-55 was a 3 inch flat washer type affair. Now, for 56 up, two types were used, one was reinforcement panel inner l/s or r/s having the bolt pressed into the plate, and second was a plate where a bolt was added. They were riveted to the body using 1/8 x 3/8 rivets, if a bolt was used, it was a 5/16 - 18 x 7/8 which also used a lock washer and nut. Remember some 56-57 didn't have them installed to the body, where as you needed to order and install them. The outer reinforcements were always there, riveted to the body, because it was used to support either the power top, or soft top brackets whether they were installed or not. Concerning the belts themselves, is still an on-going argument, so I'll NOT get in to that at this time.

