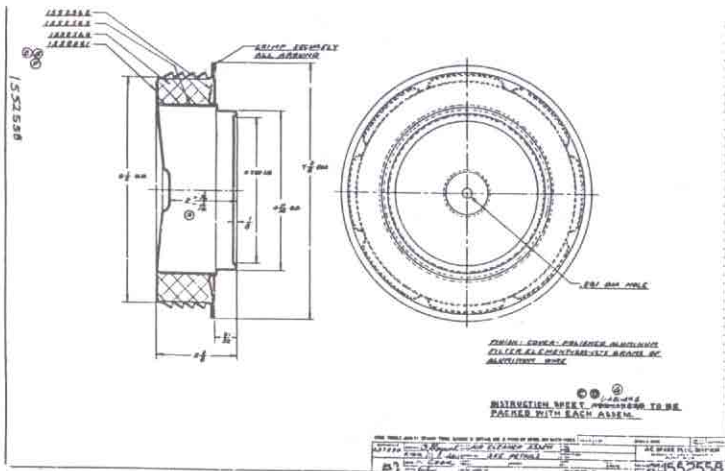
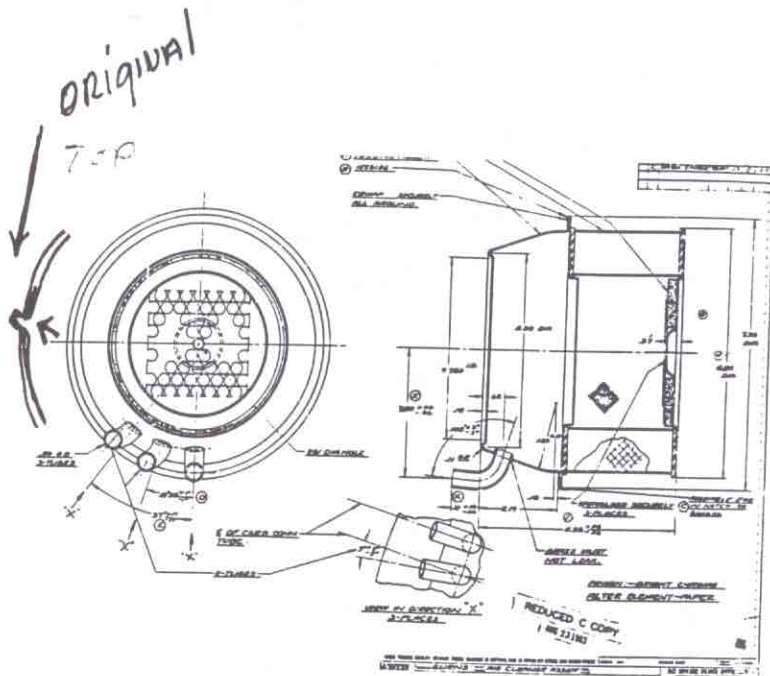


## 1957 F.I. A.C. AIR CLEANER ASSY.

Below is the second design that A.C. made for the 1957 Vette. Missing from these prints is the alignment tab, that was incorporated in production, (see picture). Again repros were made from prints that were later changed in production. So by them not checking to see if the real part was the same as a print, one can tell a repro from original. This is done in many cases using prints and photos, and not going out into the field to see what really happened. So now you know how to tell a repro F.I. cleaner from original. This tab arrangement was to keep the two parts from rotating, some people think it was a alignment tab.

—Editor



## NEW CHAPTER HAS FORMED

A new Chapter has formed which will include Illinois, Nebraska, Kansas and Minnesota. Dick Bennett who is the instigator was elected President on February 16th. Their next meeting will be held on April 5th. The first event will be a road trip May 17th. Any and all interested call Dick at (515) 987-1410.

## CORVETTE EXPERTS REVISITED

I recently had the occasion to read an article in "Straight Talk" (the SACE magazine) superbly written by Carolyn Grasso-Prince, titled, "The Corvette Experts." I must say that I can't agree with her more when she says: "Why can't the 'EXPERTS' swallow their pride and face the facts?" I have the good fortune of owning an unrestored 1962 Corvette. The car was repainted once in 1978, and other than the soft top, the car is original, down to the chrome. This past year it earned two "Top Flight" awards at NCRS regional meets. And I don't plan to, or wish to restore the car.

Not meaning to take anything away from those who have spent countless hours, and dollars on restoring their cars, but there is a need for unrestored cars. I recall Mike McCagh, the NCRS president's comment during the judging of my car in Toronto. As the trunk was being judged a question arose on the point deduction for the condition of my original trunk mat, which contains a couple of minor tears. If I can recall his comment to his partner in judging, it went something like this: If we deduct too many points he'll just go out and buy an aftermarket replacement, and we'll never get to see the original part again. A comparison was even made to show the difference between an original door molding and an after market chrome molding. The difference was very noticeable, to say the least.

Judges take note. There are restored cars and there are unrestored original cars. And as "enthusiasts" we should do our best to see that the hobby remains just that, a hobby. Besides, judging everything against a "perfect car" is not something that we should base our soul judgment on, **judge each vehicle for what is is.** An original unrestored part in less than perfect, but yet good condition, is as good as an aftermarket perfect part, especially in the eyes of the true enthusiast.

Every judging opportunity should be looked at as a "Learning Experience." Learn to appreciate a totally restored car, but also learn to appreciate the good original car, which needs to be preserved so we can continue to learn.

Vincent Peters, Patchogue, New York