

## SACE TECHNICAL ADVICE

**Requestor:** Pat Jones, Lenexa, Kansas 66215

**Vehicle ID No:** J595100433

**Problem Description:** I recently purchased this car and it is a total mess. I want to do a total frame off restoration. Since I have never attempted such a complete restoration I would like to know where to begin. Are there any books you could recommend? Are there any suppliers you can recommend or stay away from? Any information would be of great help. I have Noland's Book already.

**Answer:** First be prepared to spend \$12,000-\$20,000 for a complete restoration if you do most of the work (\$12,000 + paint + body work) plus 1,000-1,500 hours.) That's what my last Top Flight '60 ran. I can't recommend who to deal with, but I have ordered parts from all of the major suppliers & have always gotten my parts or service. I recommend ordering & purchasing with a Master Card. Any problems will be resolved. Bloomington is a good place to try but it can be expensive. I like Carlisle, PA on weekend before labor day. Join NCRS if you haven't & use part restorer articles. There is an index at the end of many of them. I use 'Vette Shows Magazine & Hemmings for parts. You must have an Assembly Manual for reference as well as Noland's Vol. 1. If you work 3 nights & 1 weekend day per week it takes 1 1/2 to 2 years. Be patient and do not cut corners on originality. You will end up doing it twice if you do it wrong. I also recommend judging NCRS. Get a judging manual for '58-'60. Keep a diary with sketches, time and money spent. It will add significantly to the value & it will help you know what you did 6 months later. Be careful, many reproduction parts are incorrect, i.e., ignition shields, bolts, tach drive, carbs, generators, radiators, screws, hardware, etc. Good luck. Call me on evenings if you need help.

**Advisor:** Dwight Farmer

**Requestor:** Tom Lucius, Toledo, Oh. 43615

**Vehicle ID No.** 008675110084

**Problem Description:** Trunk mat & board. Is it to be straight type or bubbled type for PWP. top? Late serial #10,084th car. Car is non-power top.

**Answer:** After approx. serial #4700 ('60) non-power top cars had a straight cardboard divider. The mat should have "slots" for lug wrench & jack handle. "US" & "60" is embossed on each side of number of mat, depending on color. (See NCRS Judging Manual '58-'60 page 7 & Noland's Vol. 1, page 254.) Also cardboard panel should have a "W" or "FP" stamped in upper left corner. Contrary to Noland's Vol. 1, I have a '54 with an old original turquoise mat with slots for lug wrench & handle. He said it should not!

**Advisor:** Dwight Farmer 7/17/89

**P.S.** Please note instructions to include stamped self-addressed envelope. Thanks.

## Pulled-Through Screws In Fiberglass

—Max Brockhouse

After 25+ years of use and abuse, our straight-axle Corvettes have lots of scars. One of the easiest to correct is pulled-out screw holes.

There are four ways that I have corrected this problem.

If it isn't too bad, the next size (oversize) screw can be used to secure parts in several places (Photo #1).

If the damage is greater than Item 1, the next easiest is to epoxy a scrap of fiberglass or small nut behind the damaged area (Photo #2).

If the area isn't severely damaged, then a mixture of resin and tiger hair (shredded fiberglass) may be used to fill the holes.

The easiest method is to use a FOMOCO part #376309-S (Photo #3). Ford uses them as headlight rim nuts. They come in packages of 30 and measure 1/4" x 1/4".

To use, file the hole out until it is more square than round, and push in the plastic nut. (Photos #4 and #5).

When a screw is inserted, it spreads the nut and will hold securely. The beauty of this is that it can be used repeatedly and not strip through.

