



MYSTERIOUS NUMBER

Enclosed is a picture that I took of the filler panel in the trunk on Ken Weichman's 1957. I shot this picture in September 1990 at Ken's house while attending the NCC/NCRS show. Ken was showing me his car when I looked inside the trunk and observed the markings 36-C, as is in the enclosed picture. When I asked Ken about it, he said he had never noticed it before and had no idea what it meant. What do you think? Note that this car has been bead blasted and I don't know if this was visible prior to blasting. I would guess that it was not. I would further guess that it must be some kind of color indicator.

It just goes to show you that every time you look at these cars you find something new.

COMMENTS

I'm writing in response to a couple different articles that have appeared in *Straight Talk*. First is in regard to the article about the different styles of door posts, I was glad to see that as many needed the information. In conjunction with the door posts there is also a corresponding difference in windshield posts. 1st type is used I believe from 56 then approximately mid 59 and the difference on inner side where door post and windshield post blend together. Difference is one of the inner angles is cut at different degree and if newer style door post is used with older style windshield post there is possible interference, but will work vice versa.

Second article I would like to respond to is the article regarding oil pans. 56 didn't use the passenger car pan, part #3735640 with the indents. I have 3 original 56 engines with original pans and all are smooth bottom type part #3727732 which is Corvette type and 5 quart capacity passenger car is only 4 quart capacity. I also show part #3736615 as being pan used for 57 which is also smooth bottom 5 quart variety. Believe only difference between 56 #732 and 57 #615 pan is direction of baffle inside pan. I also have one of the early 56 right side dip stick mt.

pans and it is also smooth bottom 5 quart capacity.

My third response is on the 56-57 seat belt article by Larry Richter. 1st there are 2 GM part #'s for the belts, 56 is #987480 and 57 is #987690 and I don't know what the difference is. Since seat belts has been one of my pet peeves I looked into correct belts for 56-57s. After looking at numerous cars and talking with several knowledgeable 56-57 people, I've reached following: The belts were of heavy woven pattern approx. 2" wide and there were several different manufacturers. I've found the following to be the most prominent in the following order. 1st Mfg. by Rupert Parachute Co., 2nd Lifeline Belt Mfg., 3rd CS3000, 4th Air Associates, Inc. Most seat belt units of the era appear to be aircraft oriented. Also the most prominent colors I've seen have been Red, Gray, Black in that order. I also have the 56 #987480 N.O.S. in GM box and it is Mfg. by Davis Aircraft, but have never seen such a belt installed in Corvette. This belt in my opinion appears with gray 6-band webbing that is too thin for the era, so I'm assuming it was possibly a unit made in 58-59. I also have the N.O.S. 56-57 shoulder harness part #987491 that matches up with seat belt but this is supposedly passenger car only. I'd like to thank 2 very knowledgeable 56-57 owners who provided information about seat belts, Jim Blakely (Colorado) and Richard Robinson (Pennsylvania). Larry keep up the good work.

My fourth response is in regard to the radio delete Corvettes in particular 56-57, and the hold drilled in fiberglass under the scuff plate. This hole under the scuff plate was the factory placement for the antenna lead on mid-late 57s when the aluminum bracing was introduced into dash and rocker areas. Any car previous to aluminum bracing with this type of installation could be viewed as dealer installed. Usually 56's that have had radio dealer installed are very hard to detect. (By the way, a 56 with radio delete is a very rare item) most 56's were really loaded. The most obvious of course is the rear antenna hole plus screw hole on inner fender for lower antenna strap. Also on 56's there are 2 rubber grommets behind left kick panel and 2 grommets in lower body panel below gas filler area. One of these is for rear body wiring and other is for antenna lead. If only one of these is used at both locations and other shows no sign of even having been used it's quite possibly a no radio car, as running the antenna lead then, a finished rocker panel area is indeed a nightmare (the factory did it before outer skin was installed). Starting sometime in late 56 or early 57 a no radio car was easier to detect as only one grommet was present at both locations unless car was to have a radio.

Another pet peeve of mine is regarding the 56-57 carpeting and it appears one of Larry's also. I to have found no reproduction to be the same as original. Not only is the weave different than the original but the edging is not done as original. The original edging material is very thin cloth backed vinyl so can be installed leaving much smaller-