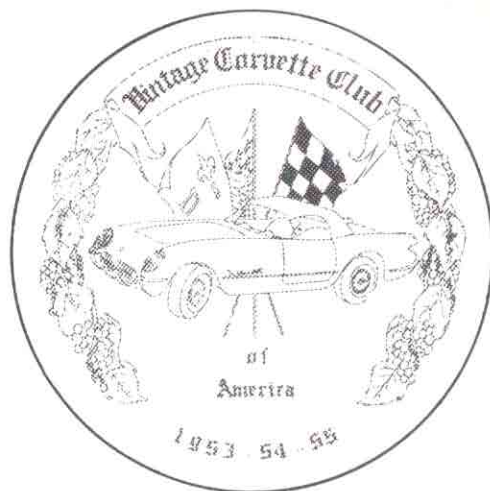


Blue Flame Special



VOLUME 3 NO. 4
NOV. - DEC. 1971



Vintage Corvette Club of America

Vintage Corvette Club of America

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Fresno, Calif. 93706

Vintage Corvette Club of America
Ed and Jean Thiebaud

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Phone 209-266-2153

Blue Flame Special Newsletter is printed quarterly by the Vintage Corvette Club of America, a non-profit organization open to all Corvette enthusiasts. Membership fees as follows: Regular membership (ownership of a 1953-55 Corvette) - \$10.00 per year; Associate membership (ownership of a 1956 through present Corvette or anyone interested in Vintage Corvettes) - \$10.00 per year. Membership fees: Third Class Mailing, \$10.00; First Class, \$12.00 and Air Mail, \$14.00.

NOTICE

Permission to reproduce all or any part of this newsletter must be obtained in writing from the Vintage Corvette Club of America. Also, use of the names on the roster for any purposes other than official club business is strictly prohibited.

All correspondence regarding the Vintage Corvette Club of America should be mailed to 2359 W. Adams, Fresno, California, 93706.

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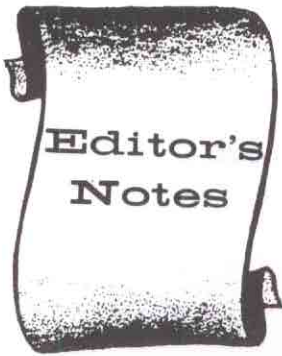


We have a newsletter name: "Blue Flame Special," submitted by our Secretary, Jean Thiebaud. The name Blue Flame Special was written in white letters on the blue-green six-cylinder engine valve cover on the early Corvette models.

--Ed Thiebaud



*This issue's cover car is a trophy winner owned by Wally Thompson,
120 Melvin Ave., St. Helens, Oregon 97051. E54S001998-191,
E54S002110, E57S105310 (cover car). See related story on page 14.*



VCCA IN
THE NEWS

Esquire, "The Magazine for Men" February issue,

issue, price \$1.00 features an article "Instant Classics" by Daniel A. Jedlicka. Picture credits page 44, article and pictures pages 106, 107, and 109. The article features 20 different cars that are either classic or destined to become classics. The Corvette pictured on page 106 is Ed Thiebaud's 1955 Classic Corvette, Lic. No. WAT210. The car is offered for sale in this issue under Cars for Sale (little plug there.) Daniel Jedlicka, Auto Editor and Asst. Financial Editor for the Chicago Sun Times. Daniel also wrote the outstanding recent article "Sweet Chariot" in "Penthouse," the International Magazine for men, July, 1971, issue.

MOTOR TREND

For those of you who do not subscribe to Motor Trend Magazine, the December issue, 1971, carried enough Corvette news to last us awhile. Page 26, "The Great Corvette Controversy," Front engine or rear? Normal V-8 or Wankle? When? Also Corvette classic In Retrospect, pages 58-61, pages 58-59 are the center fold of the magazine featuring a 1957 fuel-injected Venitian Red in color. The car was photographed at the waters edge in city park with a green background - photo credits go to John Lamm of Peterson Publishing Co., L.A. John did a fantastic job on one of the greatest year model Corvettes every to be produced by Chevrolet Motor Division. Pages 60 and 61 give full coverage on the 1957 in contrast, specifications, a word on the Vintage Corvette Club of American, and a good all-around whistle for the 1957 fuel injected engine article by Wally Wyss of Peterson Publishing Co. By the way, the phtos on page 60 were taken in a neighboring almond orchard and it just happened to be harvest day. As you can see the almonds on the ground.

In closing I know for a fact the owner of the 1957 fuel injection had to toss in an "oven ready turkey hen" in the deal to keep the neighbor happy for the loss of the almonds the car ran over during photographing.

CEN-TEX CORVETTE CLUB "BASH" BANQUET

The Cen-Tex Corvette Club of Waco, Texas, and Mike Farley made a dream weekend possible for my wife and I, on January 8,9, & 10th. After receiving tickets from them we boarded United Airlines Friday afternoon at 5:05 p.m. in Fresno enroute to Dallas, Texas. Estimated time of arrival in Dallas, 10:30 a.m. Saturday.

Enroute, we were graciously greeted by V.C.C.A. members; William Dodt, Donald James, Keith Titus and Chuck Valentine. By the way Chuck understands a lot about fuel injection for those of you who need some information he could be the one with the correct answers. We were also greeted by members of the Denver Corvette Association. This was at 10:30 p.m. no less. Dan Kummet, President of the Denver Club helped us locate a motel and then drove us to his home for a late evening party and get-to-gether. Also included in the group were officers from the National Nomad Club of America, whose headquarters are in Denver.

On to Dallas Saturday morning where we were greeted by Mike Farley, V.C.C.A. Regional Rep for the South Central Region, Bobby Batson, President of the Cen-Tex Corvette Club, and Randy Todd. We then journeyed to Irving, Texas for a V.C.C.A. regional meeting hosted by Mike Farley. Plans are under way for an all Corvette Convention weekend in conjunction with the Dallas Corvette Club who will be hosting the National (NCCA) Corvette Convention in Dallas, July 10-16, 1972. VCCA is negotiating to hold its annual Vintage Concours during this meet - more details later under Regional News. I was pleased with the outstanding turnout by the VCCA Region members there. Bob Doucette drove five hours to attend the meeting, which I believe was the farthest distance traveled. The East Texas Chapter was represented by Chapter Head, William B. Lancaster. Most all of our faithful Texas members attended. We all viewed Mike's 1968 Corvette which is being prepared for AHRA Drags - shooting for a nine second quarter mile in 1972.

From Irving we drove to Waco for the annual banquet of Cen-Tex Corvette Club Saturday night, which was a blast! Sunday morning was the high lite of the trip. Jean and I are both green - single engine airplane pilots. We were really thrilled when Mike taxied his twin engine Cessna 310 out of the hanger, loaded Jean and I and baggage aboard, and roared off the Waco runway for a great 22 minute ride to Dallas International, where we boarded a commercial air line for the return trip home. Thanks again Texas for a great weekend.



**Editor's
Notes**



**FINALLY - HORN
BUTTONS**

Reproduced horn buttons are for sale in this newsletter for the first time. They are hand painted and hand assembled. So for those of you (probably 90%) that are tired of looking at that cracked, checked old horn button, now there is a replacement. Listed under 1953-55 Reproductions parts by the Club.



**LOST AND
FOUND**

Lost and found will be added to our magazine. The only time it will appear is when something has been lost or found. Like a Corvette or something? See page 11.

DOOR PULLS

Anyone interested in reproductions on inside top door pulls of fibreglass (Which they were originally) both left and right drop a card to us and if enough people respond we have some one willing to set up for them.

COMPRESSED AIR: CAR LIGHTER - 12 VOLT DC MINI COMPRESSOR

Now have air wherever you go. Space age size.. only 6 1/2 inches long, pressure up to 60 lbs. Only \$29.95 (plus \$1.00 shipping) with air hose and inflator attachments. Send check or money order on 10 day, money-back guarantee. Howard Alan Industries, 8920 Niles Center Road, Skokie, Ill. 60076.

CHANGE YOUR OIL WITHOUT GETTING UNDER YOUR CAR

Powerful rotary vacuum pump works from oil level gauge hole. For boat, car, truck, tractor engines. Full one-year guarantee. \$16.95 plus \$1.00 postage and handling. Howard Alan Industries, 8920 Niles Center Rd., Skokie, Ill. 60076.



**SKI RACKS
FOR CORVETTES**

Hohn Ski Rack Co., 1325 - 15th St., Sacramento, Calif. 95814 writes they have a good ski rack for sale and are available at some ski shops and Chevrolet Dealers. The rack requires no drilling or body modifications, which permits easy removal when summer arrives and a scar-free car for resale. Their brochure pictures a 1968 Coupe and Roadster with rack, retail price quoted \$39.95.

ORIGINAL SHOWROOM BROCHURES

The club is attempting to include original showroom brochures in subsequent newsletters. Plans are projected to run brochures for every year model Corvette sold. 1953-1971. Pictured here in this issue is the 1956 Model.



PARTS WANTED



Wanted for 1954 Corvette:

1. Front emblem - #759237
2. Horizontal front fender chrome - #3706389.
3. Flat "Chevrolet" script - '53 & early '54.
4. Horn blowing cap (emblem) - #759243.
5. Battery retainer - #3653224.
6. (2) vertical grill bars - #3706427.
7. Floor shift knob.
8. Holding clip for jack inside trunk.
9. Front license bar - #2706243.

Chip Miller, Sherry Dr., R. D. 1, York, Pa. 17404.

Wanted for 1954 Corvette:

1. Rear outside horizontal bar, right.
2. Front outside horizontal bar, right.
3. Front inside horizontal bar, right.
4. Front emblem with bezel.
5. 4 vertical bars front and rear.
6. Chrome escutcheon and nut for windshield wiper.
7. Front chrome oval grille frame.
8. Front license plate bars. (1 ea. right and left.)
9. Three air cleaners.
10. 6 volt original signal radio.

Raymond Ford, 103 Braun St., Pittsburgh, Pa. 15223

Wanted for 1954 Corvette:

1. Two full length door chrome, new or excellent condition.
2. Two gullwings for left and right side.
3. 1 rear quarter outside bumper.
4. Two rear vertical bumpers.
5. Two top slotted chrome piece behind left and right doors.
6. One tail light lense.
7. One chrome air cleaner for three-way hook-up.

R. S. Rainey, 15 Claudia Lane, Wolcott, Conn. 06716.

Wanted for 1954 Corvette:

1. Good or new choke cable.
2. Set of rear top hold-down latches.
3. One white radio knob.

Reg Russell, 5100 Hawthorne #509, Waco, Texas 76710.

Wanted for 1953-55 Corvette:

1. Two original 1953-55 hub caps.

Bob Wingate, 18731 Nubia St., Covina, Calif. 91722.

WANTED:

1. One complete soft top frame for late 1954 or 1955 Corvette with the curved side supports.
2. One complete set side curtains.

Bob Doucette, 1708 Williston, Pampa, Texas 79065.

WANTED:

1. 1953 Corvette, body condition not important but must have original drive train.

Ray Williams, 1302 Weatherfield, St. Louis, Mo. 63141.

WANTED:

1. 1956-57 stock aerial.

Cliff Dorsey, 1556 W. Scott, Fresno, Calif. 93706, 209-229-8726.

Wanted for 1953-55 Corvette:

1. 1953-55 Corvette powerglide complete transmission shift linkage and shift lever.

Robert W. Mathews, 2212 Wendy Way, Manhattan Beach, Calif. 90266.

Wanted for 1953-55 Corvette:

1. Side Curtain parts.

Courtney E. Cook, 5240 W. Brown Pl., Denver, Colo. 80227.

Wanted for 1956-57 Corvette:

1. Two door panels.
2. Two kick panels.

Kenneth Wallace, 37 Pinegrove St., Needham, Ma. 02194 (617) 444-1754.

Wanted for 1954 Corvette:

1. Two front horizontal & vertical bumpers.
2. Two rear vertical bumpers.
3. One convertible top latch.
4. One windshield end.

Phil Davis, 2093 Cross Fork Dr., Wilmington, Del. 19808.

Wanted for 1954 Corvette:

1. One exhaust chrome ring.
2. One chrome carburetor breather cover.

G. R. Schneider, Rt. 2, Box 690, Dover, Fla. 33527.

Wanted for 1958-62 Corvette:

1. Vertical bumperettes and brackets for 1958-62 front end to support the license plate.
2. Want 1962 hard top.
3. Want old copies of "Corvette News."

Scott Leon, 2832 W. Granada, Phoenix, Ariz. 085009.

Wanted for 1954 Corvette:

1. One front hood emblem.
2. One horn ring button.

Randy Lohse, 9917 Airport Way, Snohomish, Wash. 98290.

Wanted for 1954 Corvette:

1. Headlight bucket without screen or chrome ring.
2. Dist. shaft, 6 cyl.
3. Dash mirror.
4. Air cleaner - 2 chrome pot 3-way hookup.

Dick Webber, 635 Cottonwood Dr., Bowling Green, Ky. 42101.

Wanted for 1954 Corvette:

1. Two end teeth in grill.
2. Weather stripping above serial plate on left side.
3. Original inside mirror. (2).
4. Original outside mirror.
5. Front & rear bumpers - vertical - four parts.
6. Gear shift knobs - two.
7. Two original rubber trunk mats in red.
8. Convertable top hold down brackets behind passenger and driver seats - both.
9. Jack assembly.

Fred Rinke, 11157 Nancy, Warren, Mich. 48093, 313-751-1494.

1. WANTED: 1963-65 Fuel Injection unit complete, including distributor and air cleaner.

Chuck Valentine, 1240 Sherman St., Denver, Colo. 80203.

CLUB ITEMS FOR SALE

1953-55 CLUB ITEMS OFFERED FOR SALE

1. Carburetor kits - new \$8.00 each p/p - 1954.
2. Owner's Manuals 1953-55 - reproduction - \$75.0 each p/p
3. Back issues of Newsletters: Vol I. No. 1, 2, 3, - \$1.00 each, Vol. II. No. 1, 2, 3, 4, - \$2.00 each; Vol III. No. 1, 2, 3, - \$2.00 each.
4. New outside mirrors - \$12.00 each p/p,
5. Park Lights: A. Lenses - \$2.50 each p/p.
B. Doors (chrome Piece) - \$2.50 each p/p.
C. Gaskets - \$.75 each p/p.
6. New original windshield-\$150.00 plus postage and insurance
7. New windshield rubber gaskets - \$11.00 each 1 p/p.
8. Original large open-mouth windshield washer jar for passenger side mount of engine compartment - \$4.00 each p/p
9. Chrome word Chevrolet for right & left front fender - \$4.00 each p/p.
10. One quart of Chevrolet engine blue heat resistant paint \$7.50 each.
11. One quart of Chevrolet red upholstery paint for entire upholstery, including carpets, seats, door panels, etc. \$7.50 each p/p.
12. New "stop light" brake switches, fits under dash - \$3.00 each p/p.
13. Weather stripping for trunk under top deck, doors & hood 162" long - \$10.00 p/p.
14. Original right & left door handle knobs - white 0 \$3.50 p/p
15. Original left & right side curtain release knobs - white - \$2.50 each.
16. New original distributor with side tachometer drive - \$60.00 each plus postage and insurance.
17. New original gas feed pedals - \$3.50 each p/p.
18. New factory carburetor idle adjusting screws - \$1.50 each p/p.
19. New rubber transmission mount (2 bolt hole,) fits between trans, and cross brace unit - \$6.00 each p/p,
20. Lower seating strip (rubber) used around bottom of the plastic on hardtops and any other custom made vintage hard tops. \$1.75 per ft.
21. Chrome ash tray with flip lid, fits into arm rest 1953-55, also fits into tunnel for 1956-62 - \$5.50 each p/p
22. Chrome ring around ash tray, square pattern fits into arm rest - \$1.00 p/p
23. New radiator hose - bottom - \$3.50 each p/p,
24. Center of front hood deck rubber vent seal - \$3.50 each p/p
25. 1953-55 complete park lite assembly with lense, chrome ring, screws, bulb socket with bulb and wire harness - \$14.50 each p/p,
26. 1953-55 New center bolt to hold spare tire down - \$2.50 p/p
27. All Corvette glassware for sale. 12 ounce thick base, highball glassed in the evening, Alkaseltzer glasses in the morning. They are 3" in diameter and 4" high, sturdy built. Each set of four glasses has pictures of early model vintage Corvette 1953-55 on one, a 1958--62 on second glass, a 1963-67 on third glass and a new model Stingray on the fourth glass. Price postpaid and insured \$7.95 per set of four glasses. (All Corvette ash tray is in the making - maybe next newsletter.

1953-55 CLUB REPRODUCTIONS FOR SALE

1. Original (patterend in configuration) trunk mat reproduction made out of red loop pile carpet with red leatherette sewn around perimeter for trim work - \$22.00 each p/p,

2. Reproductions of red original side curtain bags with the passenger car headliner material used as a divider between side curtains while in bag - also two original chrome turn buckles to attach it to inside trunk area - \$18.50 each p/p.
3. New chrome reproduction head lamp screens, like original - \$27.50 p/p.
4. Beautiful reproduction of original ignition shielding done in fibre-glass - top - \$27.50, bottom half - \$27.50 p/p.
5. New front center bumper (lic. plate hangs between these two bumpers)- \$15.00 each p/p,
6. Rear license plate covers - exact duplication - \$15.00 p/p, insured.
7. 1953-55 Corvette rocker arm cover decals, exact reproduction. 1953 - \$6.00, 1954 - \$5.00 each p/p,
8. New plasticon Hardtops reproduced by original manufacturer - all original equipment - \$350.00 F.O.B. Fresno, plus Crating and shipping.

1956-57 CLUB ITEMS OFFERED FOR SALE

1. Park Lites: A. Lenses - \$2.50 each p/p
B. Chrome piece - \$.75 each p/p
C. Gaskets - \$.75 - each p/p
2. New windshield - \$125.00 plus shipping and insurance.
3. New front center bumpers - \$15.00 each p/p
4. New stop lite brake switches - \$3.00 each p/p
5. New weather stripping for trunk, under top deck, doors and hood - \$10.00 p/p
6. Right & left white door handle knobs - \$3.50 each p/p
7. Gas feed pedal - \$3.50 - each p/p
8. Chrome ash tray - \$5.50 each p/p
9. Hard top right or left chrome hold-down latch top windshield - \$6.50.
10. Rubber transmission gear shift boot - \$2.50 each p/p
11. Front end and rear deck emblems complete with chrome ring - \$9.50 each p/p
12. Inside chrome door lock handle. - \$2.50 each p/p
13. Inside guts for rear chrome exhaust outlet - \$4.00 each p/p
14. Complete park lite assembly with lense, chrome ring, screws, bulb, socket and wire harness - \$14.50 each p/p
15. Rear window and hard top base rubber - \$17.50 each p/p

1956-57 CLUB REPRODUCTIONS FOR SALE

1. Venitian Red Waffle Pattern material, 20" x 60" piece with foam rubber backing, 60 to 75 days for delivery \$67.50.
2. Venitian Red waffle pattern hard top headliner - \$135.00.
3. Venitian Red upholstery dye - 1 qt. liquid - \$9.50 each p/p
4. Venitian Red upholstery aerosol spray cans 12.5 oz - \$7.50 each p/p.

1958-62 CLUB ITEMS FOR SALE

1. Complete front end and rear deck Corvette emblem; chrome ring, plastic emblem, rubber gasket, aluminum plate with 4 nuts - \$14.50.
2. Gear shift rubber boot - \$2.50 each p/p
3. Hard top front top windshield chrome hold down latch, right or left side - \$6.50 each p/p.
4. Park lite lenses: A. Lense - \$2.50 each p/p.
B. Chrome piece - \$.75 each p/p
C. Gasket - \$.75 each p/p
5. New windshield - \$125.00 plus shipping and insurance
6. Inside door lock handle - \$2.50 each p/p
7. Inside white door knobs - \$3.50 each p/p
8. Gear shift knob - white - \$3.75 each p/p

PARTS FOR SALE

CARS FOR SALE

1. FOR SALE: 1954 Corvettes. Two complete 1954 Corvettes for sale, plus parts. One of the two cars was Ed Thiebaud's first "Vintage Corvette" purchased by Ed in 1967, partially restored and later sold to Tim Novak. \$2,500.00 takes both cars.

Tim Novak, Box 7, Spillville, Iowa 52168, 319-382-2262.

1. FOR SALE OR TRADE: 1958 Corvette: 1958 Corvette, all original, green exterior with hard top, 283-230 hp., powerglide transmission. Engine and transmission mechanically sound. Will trade for late model pick-up. Price \$1,250.00.

Ed Thiebaud, 2359 W. Adams, Fresno, Calif. 93706, 209-266-2153 or 266-6216.

1. FOR SALE: 1959 Corvette pictured below: 1959 Corvette, original running gear and body, factory original, 283 automatic, powerglide, excellent condition, both tops, white with red interior - \$1,000.00.

Reg Richart, Rt. 1, Box 88, Byron, Calif. 94514, 415-634-3050.



FOR SALE:

1. Convertible top "Flipper" chrome for 1953 and early 1954 Corvettes. This is the piece that flips up when soft top is raised. This flipper will be exact to the last detail. Spring and small axle included. I have presold 6 sets and must sell 19 more for a run of 25 sets in order to hold the price to \$30.00 per set. We must sell 25 sets or project will be scratched. If interested, write to: Diamond Toymakers, Attn. Sidney Diamond, 25 W. Chicago Ave., Chicago, Ill. 60610.

2. Reproductions of a 2-Chevrolet Service News Bulletin to all Chevrolet Dealerships. Dated April 1954, has 8 pages; contents: Corvette Carburetor, Operation, External Adjustments, Throttle Control Adjustment, Transmission Control Adjustment, Transmission Sifting Pattern, Internal Adjustments, Manifold Vacuum, Ad-DC Generator, Weatherstrip Adhesive, Body Tips. Dated May 1954, has 8 pages; contents: Carburetor - Removal Disassembly, Specifications, Valve Timing, Intake Manifold, Valve Adjustments, Distributor Points. Will sell 2, 8-page Bulletins for \$5.00, check or money order to: Sid (Mr. Corvette) Diamond, 25 W. Chicago Ave., Chicago, Ill. 60610.

FOR SALE:

1. One used fibreglass Scott top for 1953-55 Corvette. Good vynal covering, color - white, hardware complete. \$225.00 or make offer.

Jerry Moffet, 4445 E. Indianapolis, Fresno, Calif. 93726 209-227-0302

FOR SALE:

1. One set original hubcaps (1953-55) in good condition. \$100.00 or best offer.

George Walloff, 707 Penna Ave., Somers Point, N.J. 08244.

FOR SALE:

1. One 12 volt generator with tach drive, flex cable and mech.
2. Tach for 1955 Corvette.

Barry Passman, 1329 Goldview Dr., Daytona Beach, Fla. 32019

FOR SALE:

1. Two chrome doors around headlamps.
2. Two front chrome bumpers (need to be chromed.)
3. One dip stick.
4. Two rear chrome bullets (need chrome.)
5. Two front chrome bullets (need chrome.)
6. One rear view mirror.
7. Two glass lenses for parking lights.
8. Plastic lenses for dash instruments.
9. One complete parking light assembly.
10. Chrome ring around parking lights.
11. One accelerator pedal.
12. One Chrome horizontal grill bar.
13. Left and right muffler with attached pipe.
14. One left exhaust pipe (from exh. manifold.)
15. One chrome oval outer grill shell.

Best offer takes item - you pay postage.

Art Norley, 142 Westfield Dr., Holliston, Mass. 01746, 617-429-5662.

1. FOR SALE: 1963-67 Corvette hardtop, black vinyl-covered. Mint condition.

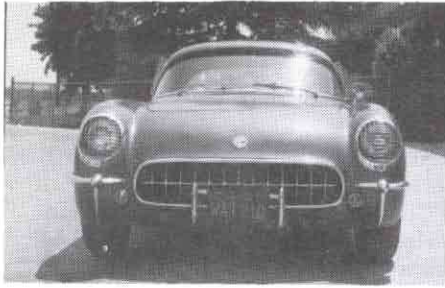
Jim Gatewood, 803 Parkside Ave., West Chicago, Ill. 60185, 312-231-3945.

1. FOR SALE OR TRADE: Four new sets cast aluminum valve covers for 283 or 327 - will trade for 1954 hubcaps. Harvey F. Wimmer, 500 Poplar St., Pittsburgh, Pa. 15223, 412-321-1925.

FOR SALE:

1. One set side curtains.
2. One set side curtains for parts.
3. Right & left outside horizontal rear bumpers.
4. Three rear center bumpers.
5. Two complete sets grill teeth, used.
6. Front & rear chrome bullets, also horizontal front & rear.
7. Two used sets intake & exhaust manifolds with 3 carbs.
8. One set 1956 hubcaps.
9. One chrome expansion radiator tank, 1954.
10. Wrecked 1954 parts - windshield frame, all dash equipment, both doors, top deck, trunk, etc.
11. Two sets used tail light lense with chrome bezel.
12. Used 1956-62 grey steering wheel, one 1957 Venitian Red steering wheel.
13. Used horizontal grill bar.
14. One set hubcaps. 1953-55.
15. Three original steering wheels,
16. One 1954 valve cover.
17. Speedometer, tach & chrome expansion tank.
18. Two complete sets 1953-55 seats, also 1959 seats.
19. Seven 1954 partially complete parts cars, trunk, rear fenders, complete dash, hoods, grills, tops.
20. Two soft tops - 1953-55.
21. 2 1956 & 2 1957 & 1 1958 parts cars, fairly complete.
22. One original radiator.
23. 1956-60 soft top for sale.
24. 2 1958-60 hard tops for sale.
25. One 1961-62 hard top, white with black headliner.

Ed Thiebaud, 2359 W. Adams, Fresno, Calif. 93706, 209-266-2153 or 266-6216.



Instant Classic – this is the 55 pictured on Page 106, of Esquire Magazine, Feb. 1972. One of the finest 55 Corvettes I have ever owned or seen. Color factory Bronze w/Beige interior; V-8 Powerglide, hard top Plasticon w/soft top. Price \$3,000.00 – VE55S001537.



Rare original color combination on this 55 Corvette. Serial #VE55S001659. Venitian Red exterior with cream white interior with Venitian Red stitching in seats and door panels; V-8, 3-speed, original hubcaps, also plasticon hardtop and original soft top. Price \$2000.00.



1963 – Another instant classic most people have not realized yet. These cars in mint original condition should already be selling for \$3-\$4,000. The above 63 is a one owner car in immaculate condition. Rarely even exposed to sunshine – garaged most of its life. Color – Sebring Silver w/black interior; 327 engine, 4-speed. Doctor's car. Price \$3,000.00.



95% Restored 54 Corvette. All original, hubcaps, new paint, polo white; good tires, mech. good, orig. 6 cylinder engine w/3 carb.; orig. powerglide soft top, black interior. \$1750.00.



1958 Corvette in original condition, 283 V-8, Powerglide hardtop. Has orig. hood and suspender chrome strips still on trunk deck lid. A good original 58 is hard to find. New Green paint – good tires. Price \$1250.00.



VE55S001659. This car is pictured above without hardtop. \$2,000 – Venitian Red w/white interior.



1954 Corvette, new tires, all orig. 6 cyl. powerglide, 3 carbs., soft top, black int. Needs restoring, body chrome has been removed. \$900.00.



1953 Corvette E53F001157 – Needs restoring, has 6 cylinder motor, Powerglide trans., needs fiberglass work, upholstery, tail lights. All chrome etc. \$995.00.

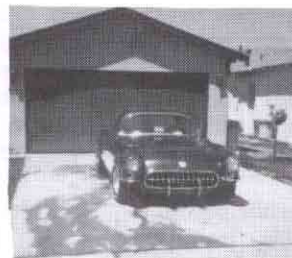


1954 Corvette partially complete. Black w/black interior, orig. 6 cylinder engine, 3 carbs., no trans. – Needs restoring. \$850.00.

These cars are for sale – for additional photos please write: Ed Thiebaud, 2359 W. Adams, Fresno, Calif. 93706. Phone (209) 266-2153 or (209) 266-6216



1954 Red all original 6 cylinder, 3 carbs., no trans. Needs restoring and left front fender repair. \$695.00.



1956 Corvette – Orig. 265 C.I. powerglide trans. Both tops, all orig. body, new paint. \$1550.00.



REGIONAL NEWS

Regional Representatives

NORTHWEST REGION

Joe & Donna Bridgeman
2838 W. Lake Samm. Pkwy., N.E.
Redmond, Wash. 98052
E54S001602-2

CENTRAL WEST REGION

Noland Adams
715 Talbot
Albany, Calif. 94716
E53F001284-127

EL MONTE CHAPTER

William Keith Rush
9830 E. Rush St.
So. El Monte, Calif. 91733
E54S001178-391

WALNUT CREEK CHAPTER

William C. Allen
21 Carisa Ct.
Walnut Creek, Calif. 94596
E54S001636-362

SOUTHWEST REGION

Jack Krawaczynk
P.O. Box 5072
Tucson, Ariz. 85705
E54S00 -100

EAST CENTRAL REGION

Neil J. Kusant
P.O. Box 194
Ledgewood, N.J. 07852
E54S004426-98

NORTH CENTRAL REGION

Ben E. Malan
312 Godfrey
South Lyon, Mich. 48178
E55S001144-6

CENTRAL REGION

Mark Caldwell
P.O. Box 375
Taylorville, Ill. 62568
E54S002345-99

SOUTHWEST REGION

Open

SOUTH CENTRAL REGION

Mike Farley
P.O. Box 4375
Waco, Texas 76705
E54S004115-253

EAST TEXAS CHAPTER

William B. Lancaster
818 N. Charlotte Dr.
Longview, Texas 75601
E54S002300-4

NORTHEAST REGION

Arthur R. Norley, D.M.D.
142 Westfield Dr.
Holliston, Mass. 01746
E54S003901-417

CANADA

Eric M. Daly
51 Ternhill Cres.
Don Mills, Ontario, Canada
E54S003988-55

NORTHEAST REGION NEWS by Art Norley

The following letter was submitted by the Regional Rep. of Northeast Region, Dr. Art Norley, which we thank him for the suggestion. We think it's a good idea and we're sure will be helpful to many members.

Dear Vintage Corvette Club Members,

I have recently received the new club roster and I find that we have several members in the Northeast region.

As we are a distance away from Calif. I feel that we are missing out on several features of the club.

The main feature is that of finding parts for our '53-54 Vettes. For those of us who are restoring a vintage Vette the common problem of finding parts, if solved, would help us considerably.

My idea is to pass lists around amongst interested persons, for what one person may have extra of another may need. I am not trying to confuse "regionalization" that the Calif. Club is attempting to do to various parts of the country.

Here is my proposal - if you need parts, or have spare parts, make a list. Then send the list to me and I will make copies to send to all other owners of '53-54 Vettes in our region.

If you do not care for this idea just file this letter under W. If you think it is a good idea let me know. We can sure save a lot of running around looking for parts.

If you have any ideas or suggestions, once again, send them to me and I'll send copies to all members in Vintage in the Northeast region - Maine, New Hampshire, Mass. and Conn. There are no members in Vermont and R.I.

SOUTH CENTRAL REGION NEWS by Mike Farley

Mike reports the Corvette Club of Texas, P.O. Box 10251, Dallas, Texas 75207 are putting together final plans for the N.C.C.C. Corvette Convention, starting July 10th through 16. Mike is negotiating with them for a Vintage Concours in conjunction with the NCCC Convention - more on this later. The tentative date for VCCA Concours in Dallas is July 11.

Mike also reports of the 1st Regional Meet held in Irving, Texas, Sat., Jan. 8, 1972. The following members were in attendance. Mike Folez, Bill Lancaster, East Texas Chapter Headquarters; Sam & Carol Marks, Kieth Amendson, Bobby Batson, Randy Todd, Dr. Franklin & Linda Casey, Bob Doucette, Reginald Russel and visitor Gary drove his '54 Corvette to the meeting, Charles Holmans II and son Charles Holmans III. Apologize to any of you that were there and we missed your name, we took roll and then misplaced the sheet before or enroute home.

Bobby Batson is continuing mechanical work on his '54 project. Our Longview Chapter has been renamed the East Texas Chapter, thus facilitating the service of a larger area. Mike Farley Race Cars, Irving and Waco will field a '54 modified Vette in drag racing for the '72 season. The car was claimed about two years ago in almost junk condition and is now in show trim. Also in the stable for the '72 season will be the '68 Vette which set six AHRA world records in '71 and a B/MP Roadrunner which recently turned a 10.12 ET at the NHRA Supernationals in Ontario, Cal. This was run against a 10.42 world record.

The following is a schedule phoned to me by Mike Farley of coming events. Feb. 26, Deadline for March 1 Regional Newspaper, April 22, Deadline for May 1 Newspaper. Also in closing there will be a Regional Meeting Sat., May 20 at 1:00 p.m. at 325 N. Briery. Phone 214-253-1367 if you get lost on directions - Irving, Texas.

CENTRAL WEST REGION NEWS by Noland Adams

The Central West Region is planning their Annual Concours in conjunction with the Western State Corvette Council Annual Corvette Convention to be held in Fresno, California May 25-29. The Concours is scheduled tentatively for 1:00 p.m., Friday the 26th of May. The Convention will take place at the New Fresno Downtown Hilton Hotel with patrolled underground parking facilities. The room rates will be approx.: Single \$14-15 and \$16-17 for two people, all rooms are either king or queen size beds. The plans are still in the finalizing process but Don Evans, 325 S. Callish #115-B, Fresno, Calif. 93721 reports the following are planned: A live band for Friday and Sat. night parties, Concours Friday, Auto Cross Saturday and Sunday a Rallye. There will be banquets, door prizes, final awards banquet, etc. More specifics later Vol. 4, No. 1.

REGIONS

NORTHWEST

Alaska
Washington
Oregon
Idaho
Montana
Wyoming

NORTH CENTRAL

No. Dakota
So. Dakota
Minnesota
Wisconsin
Michigan

CENTRAL

Nebraska
Kansas
Iowa
Missouri
Illinois
Indiana

CENTRAL WEST

California
Nevada

SOUTHWEST

Utah
Colorado
Arizona
New Mexico

EAST CENTRAL

Ohio
Pennsylvania
New Jersey
Delaware
Kentucky
West Virginia
Virginia
District of Columbia
Tennessee
North Carolina
Maryland

SOUTHEAST

Mississippi
Alabama
Georgia
South Carolina

CANADA

SOUTH CENTRAL

Oklahoma
Texas
Arkansas
Louisiana

NORTHEAST

New York
Vermont
New Hampshire
Maine
Massachusetts
Connecticut
Rhode Island

TECH TIPS



This hint was told to the Texas Group by Ed and a week later Regie Russel of Waco, Texas wrote back to headquarters and asked why we didn't let everyone know about it! So here goes: During restoration of our show '54 Corvette in 1968 (being an ex-Harley Davidson motorcyclist for years) had painted and restored a few along the way always using for the entire engine a high heat resistance silver paint in aerosol spray paint can put out by Harley Davidson. This paint stands up to 1800 degrees heat so works good on all exhaust systems, exhaust manifolds, etc. I took the exhaust manifold, scrubbed it with a wire brush then sandpaper, etc. to get down to good clean metal. Then sprayed few coats of the H.D. Motorcycle paint on and 5 years later after many shows, road tests, etc. the manifold and exhaust system looks bright and shiny without any discoloration, rust spots, etc. appearing. I also used it for contrast with the black engine compartment paint on areas like: hood springs, carb. linkage, all brake lines and fuel lines, fuel pump, etc. I know it's not original but it does give contrast and looks a little more showy.

Regie Russel also writes: "For more go you can use an early 261 C.I. 6 cylinder truck engine. Everything bolts up and you can even use your 235 Head."

Regie Russel also asked for some kind of chart showing how the grill teeth go by number. Here goes: You start with the tooth marked C for center and place them from center to the right 1-2-3-4-5-6 - six being the smallest or outer most tooth, then switch this method over to the left side and the same numbering system works the same way from center to left 1-2-3-4-5-6. If you are missing some numbers you can supplement some numbers in place of others if you have to. Example: put number 5 in place of 3-4-5-6. These numbers are stamped inside each tooth.

Another hint from Regie: A Carter carb man worked on my '54 and said, "That one hole had not been punched in the gasjet in the kit, anyone else seen this?" Also Regie writes: Filmark who advertises in Rood & Track magazine sold me complete seat covers and extra vinyl for my '54. Thanks Regie Russel for your Tech Hints.

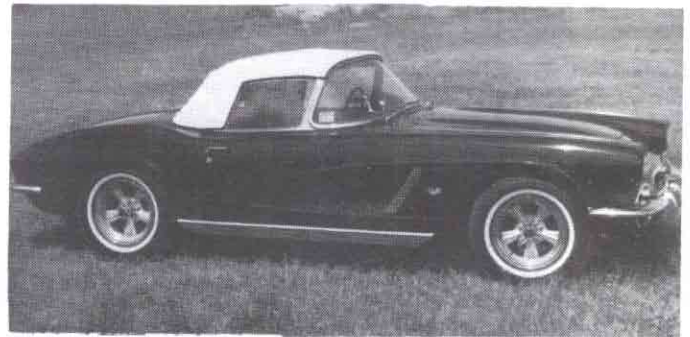
The following hints were sent in by James M. Brown after reading Vol. 3 #3. P.S. - I see some notes on the old GM fast steering which was optional during the late 50's and early 60's (1957 to 1962 if I recall correctly). It was what Chevy used to call an L.P.O. option (Limited Production Option) and was designed for use on the racing Corvettes of the time. I have it on my '54 and I recall that because the plate cost \$18.00 I toyed with making my own. I gave up because the holes are tapered to fit the inner tie rod ends and I could not find a tapered ream to match. Also the tapered hardened bolts to connect to the existing steering arm had to be special strength to take the strain (they cost \$250 each if my memory serves me correctly). Except for the above the unit could be easily duplicated in plate steel. The holes drilled in front and rear pairs spaced to match the holes in the steering arm and front to rear dimension adjusted to provide the steering ratio desired. If I recall correctly my car has about 2 1/2 turns lock to lock and the front to rear plate spacing is about 2" to 3".

Incidentally virtually all of the L.P.O. options to and including 1962 would bolt right onto a '54 (or 53). Mine has everything from positraction to fuel injection and all I ever had to do was buy the proper mounting bracket and bolt or weld it to my frame.

James M. Brown
108 Lexington Ave.

Freeport, N.Y. 11520
E54S001875-411
E54S002284

LOST and FOUND



Larry V. Pearson writes: Last Nov. 3, 1971, my mint original condition 1962 Corvette was TAKEN WITHOUT PERMISSION and I want it back! Full description as follows: Calif. Lic. #407 CXR, chassis and engine #20867S111839, 250 H.P. w/WCFB #3697 CARB T-10, 4 speed, 3:70:1, Positraction, Red factory orig. interior, factory orig. Roman Red paint (25% repainted); never wrecked; Artic-Kar air conditioner (Serial #7026) - unit located behind seats in top compartment - see rear view photo showing louvers mounted on deck behind seats; 15x7" M/T Rader mags with Rader knock-offs; has mounting bolts for hardtop.

IDENTIFICATION MARKS: Initials "LP" stamped with 1/8" letters in: spoke of each wheel opposite valve stem; knock-off of each wheel; upper radiator inlet housing; engine intake manifold, oil pan, and distributor ignition shield; bell-housing (bottom machined surface); transmission housing; chassis frame at front of car; initials scratched in rear heat sink of radio. Many more details; too many to list.

REWARD: I offer a \$200.00 reward to the first person (s) who recover the car or present evidence or information that leads to the arrest of the person (s) responsible for stealing it. This offer expires on June 15, 1972, or sooner with written notice. You will be notified immediately by mail if the car is recovered.

Any help you can give me in recovering my car will be very much appreciated.

Larry V. Pearson, 14751 Titus, Apt. #7, Panorama City, Calif. 91402, home phone 213-994-4890 (collect ok), parents 213-848-2653.

When in Texas, be sure to visit the Pate Museum of Transportation.

The Pate Museum of Transportation is located on a 3 1/2 acre plot of land facing Highway 377. From Cresson, Texas, the Museum is located only 3 1/2 miles away on Highway 377.



Convenient to Fort Worth and surrounding areas, the Pate Museum of Transportation provides one of the finest tourist attractions in the Southwest.

A show car inspired by the SR-2 Racing Corvettes of '57

Sent in by Wally Wyss of Peterson Publishing Co., L.A., Calif.

WONDER WHERE THE CAR IS NOW?



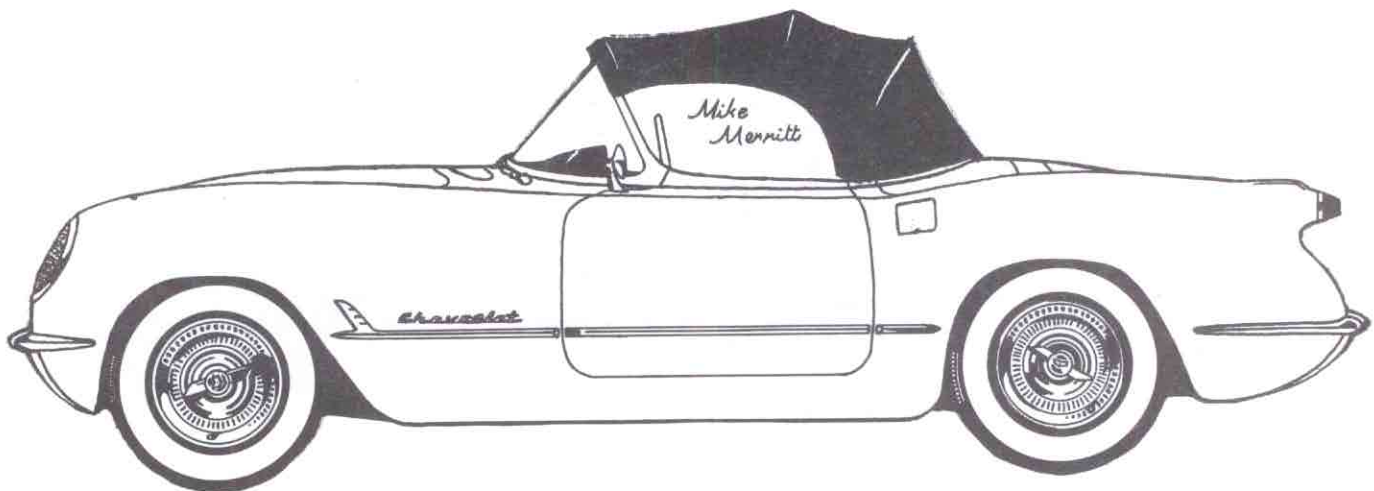
VISIT TO HEADQUARTERS

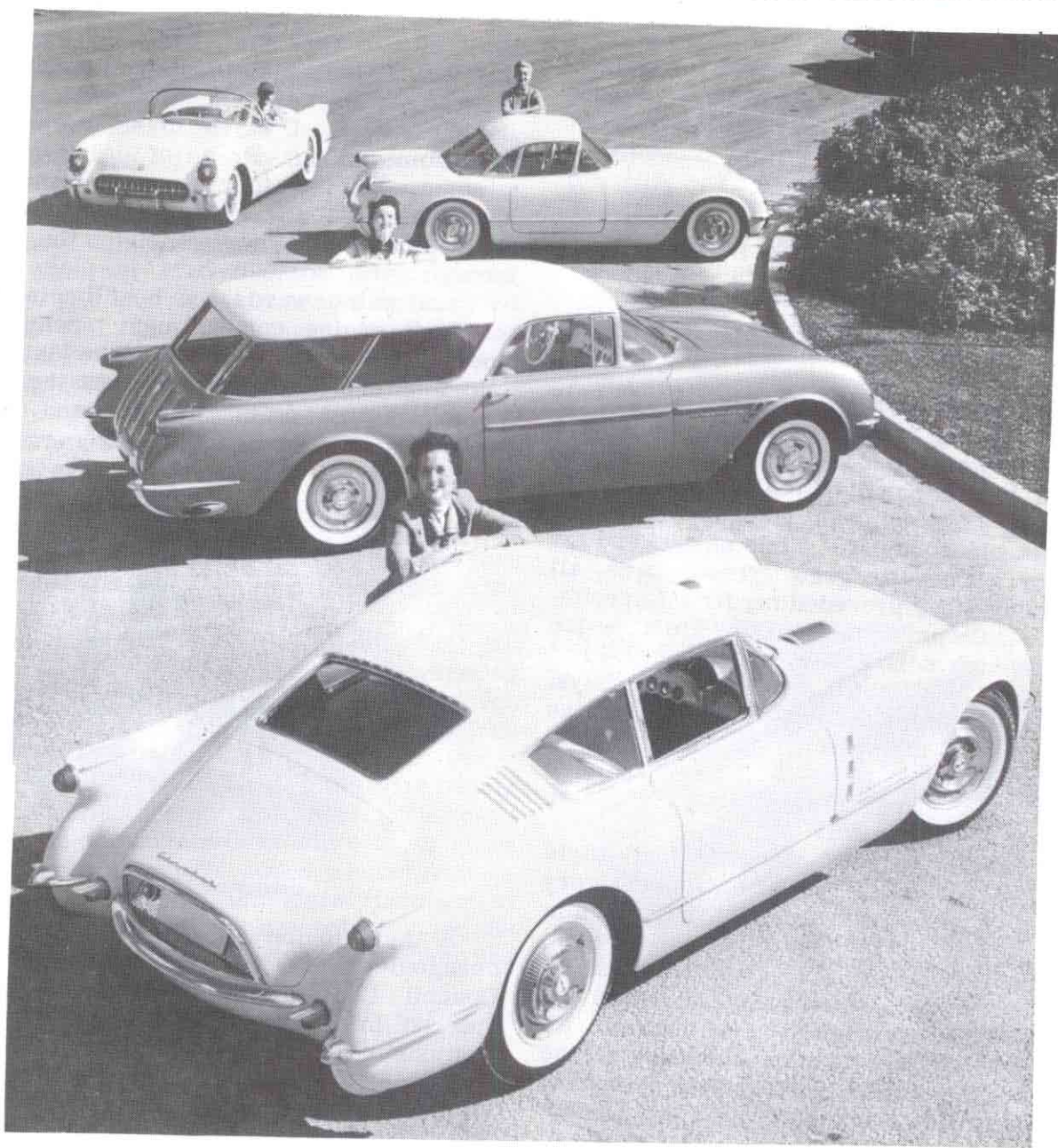
BY MIKE FARLEY

Thanksgiving week, my family and I were fortunate enough to get the deluxe guided tour through VCCA headquarters in Fresno, California. This was an experience we will long remember and certainly our thanks go to Ed and Jean Thiebaud for their hospitality. Ed's collection of vintage 'Vettes was magnificent. Bobby Batson, also a Waco, Texas VCCA member had described the 'Vette Valhalla after his trip of last January, however, even pictures do not do justice to the fine collection of vintage machines. The '57 fuelie featured in December MOTOR TREND was easily fallen in love with and my favorite of the tour. Advance arrangements with Ed should secure members a tour of headquarters and positively an experience you won't forget.

HOW'S THIS FOR A CHRISTMAS CARD?

Submitted by:
MIKE MERRITT
917 Park Avenue
Paducah, Ky. 42001
E54S001843-435





PICTURED ARE CHEVROLET'S Dream cars of tomorrow. Purely experimental, these models were shown at the various motoramas held across the country in 1954 and 1955. The bottom car was the original fiberglass ultra-streamlined Chevrolet CORVAIR. The center car for the first time was an experimental model combining the sleek styling of a sports car with the versatility and utility of a station wagon. The fiberglass reinforced plastic body affords unusual visibility with seating space for six. The electrically operated rear window automatically retracts into the tailgate as it is unlocked, and may also be controlled by a push button on the instrument panel. The name Chevrolet NOMAD.

The upper center car is a prototype 53-55 type with a new experimental REMOVABLE HARD TOP which did not appear as optional until the 1956 model year. The upper left car pictured is a regular production 53-55 model Corvette, not in the prototype class as the other 3 cars pictured. Club wants to thank Frank Milne, Sales Manager c/o Harry Mann Chev. Co., 5735 Crenshaw Blvd., Los Angeles, Calif. 90043, E57S-130A and Martin Ball, 5610 Edgerly St., Oakland, Calif. 94621, E57S105586-60A.



COVER STORY

"THE MAKING OF A WINNER"

BY WALLY THOMPSON

It all started as a dream when I was only 12 years old, the first time I had ever seen a Corvette, it was a 1954. At the time I had no idea what it was, nor did I really care, but like most young boys "I was going to have one when I get old enough". Time passed and my desire for a Corvette grew. Three cars, all of the Chevy line, preceded my first Corvette. The high resale prices of the Corvette were too high for a high school boy, even though I had a part time job after school and on Saturdays. Many of my summer Sundays were spent at the drag races with my cars. One of the biggest thrills at the drag races was to just listen to that special sound of the Corvette running through the quarter mile.

By 1959 the 1956-67 Corvette body style was the style I wanted. After looking very hard for two and a half years, a salesman in our own small town of St. Helens, Oregon, stopped to tell me he had just taken a 1957 Corvette in trade. It was one I had seen occasionally and was owned by a doctor. An oil line had come loose on the back of the motor, and the engine lost its oil pressure. The doctor needed a car right away and traded, incidently for a 1962 Corvette. The time had finally arrived, the car of my dreams, and with only 27,000 miles on it. After the engine repairs were made the car was mine. I finally had my Corvette! The next four years saw many fun miles. For several years I was an active member of the "Corvettes of Oregon" a Corvette Club of Portland, Oregon. One of those years I served as president of the club. During those years in the club we toured twice to Vancouver B.C. and all around the north-west.

Approximately 60,000 miles later, including twelve trips to northwest dragstrips, and winning first place in eight of those races, I decided I'd like to fix the car up for roadster show purposes. The car wasn't too far from show condition because of the way it had been taken

care of. In 1967 the first show was here. It was the 11th Annual Portland Roadster Show, one of the biggest shows around this area. Having won first in its class, my wife and I went home with hundreds of ideas for the show to come. The next four years saw many of these ideas take place. Out of the sixteen shows entered in Oregon and Washington the car came through with sixteen first in class awards, two best paint awards, one best display trophy, two best engine compartment trophy and one special achievement award. The last show the car was entered in it received the "Hall of Fame" award from the Portland Roadster Show. An award that only six cars have received out of the fourteen years of shows.



LINEUP OF TROPHIES

A thrill to top all was the way the car was accepted at the two Western States Corvette Council Conventions. The first one it was entered in was the 1968 Third Annual Conventions. The first one it was entered in was the 1968 Third Annual Convention held in Portland Oregon at the Sheraton Motor Inn. The event was the Concours D'elegance. We won first in our class and also won the over all Sweepstakes. It was one of the biggest thrills of my life and if the 1957 Corvette could talk I'm sure that it would agree. The convention was 550 members strong, and the Concours was held on the third and final day of the convention. Then in 1970 the 5th Annual Western States Corvette Council Convention was held in Vancouver, B.C. My wife and I went to this convention with high hopes. We wanted the sweepstakes again in the worst way, because we felt maybe the "Corvette News" would do a feature on our car if we could win. The Canadian Corvette Club really outdid themselves, with the convention being really great and the concours was something you

Con't on page 15

MAKING OF A WINNER, CON'T.

might dream of, with thirty of the finest Corvettes ever assembled. They were all transferred by elevator to the carpeted ballroom of the Hotel Vancouver. A priceless thing to view for a Corvette fan. Our hopes started fading, but with the awards banquet Sunday afternoon, a thrill comparable to none, unless possibly the day I took delivery of the car, came to us. We were presented with a first in class win, then the biggest of all, the Sweepstakes Award.

The things done to the car starting with the "stock body" includes complete stripping of all paint, refiberglassing of the entire car and topped off with 30 coats of 67 Chevrolet Royal plum acrylic lacquer. The side inserts are painted with 1969 Buick Riviera Sunset silver for contrast and the hardtop is done up to look like a carson top by using padding under the 1969 Buick Riviera burgandy vinyl.

The engine is a 1963 fuel injected 327 cu. in., the injection is a 1965 unit. Minor warming up of the engine has been accomplished through head work. Hooked to the back of the 360 hp is a stock 1957 Corvette 4 speed transmission.

Black pleat and roll covers the door panels kick panels, headliner, and seats. The carpeting is black trimmed in white to brighten it up. Chrome trim is added wherever possible. 1962 Corvette sunvisors fit where it had none. A wood steering wheel replaces the stock one and the stock gear shift knob has been plated with 24 kareet gold.

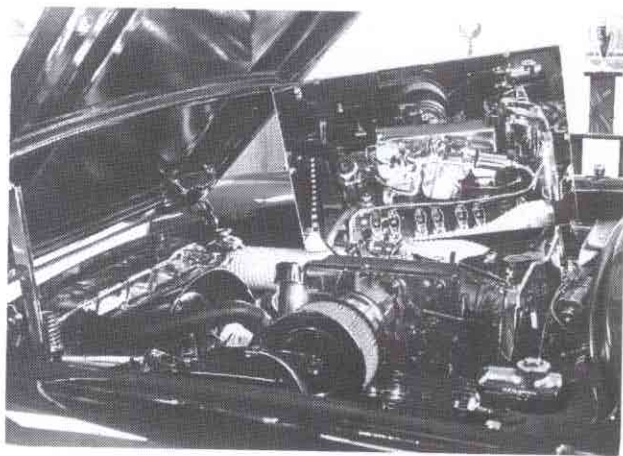
The trunk of the car includes carpeting black with white edging to match the interior and also has a first aid, safety and tool display.

Under the car is where most of the work is. Many parts have been chorme plated and those that aren't have been cleaned, sanded, painted with lacquer and rubbed by hand until they shine

like chrome. Several colors were used for contrast. Some of the extensive cleaning included disassembly of all four brake units, painting and plating, then reassembly.

Chrome plating is quite heavy throughout the car. The radiator brass and fuel injection aluminum have had lots of time spent on them, filing, sanding and finally polishing to add to the appearance and shines like chrome.

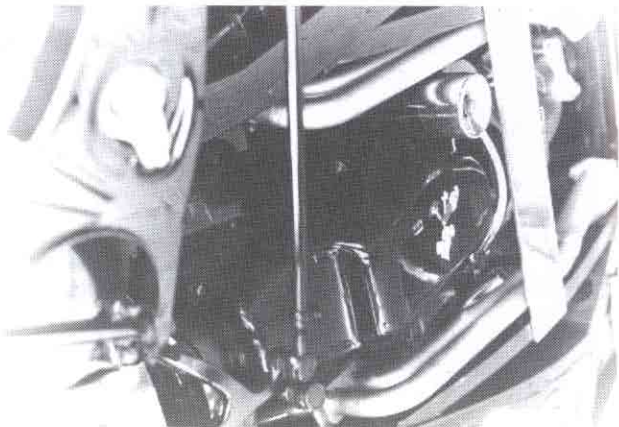
All the work that could have been done by wife and I has been done by us. Things like paint, upholstery, vinyl roof, etc. . . The car is our hobby and my wife, Linda and I have had many enjoyable hours from our 1957 Corvette and I'm sure will have many more in the years to come showing, driving and entering events. Linda enjoys the work and play envolved around the Corvette just as much as I do. It's the best investment I've ever made.



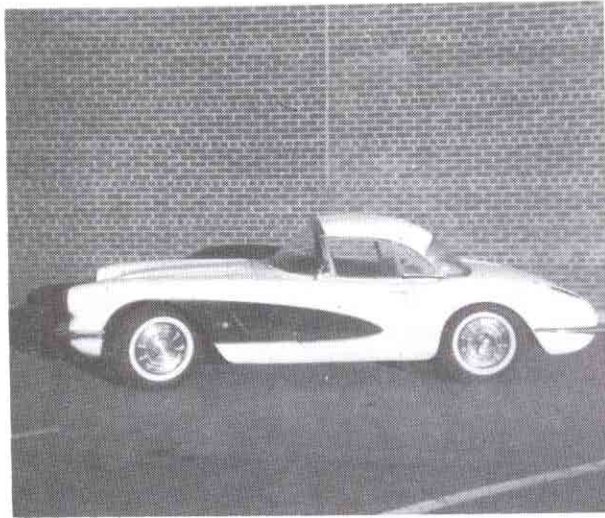
ENGINE INTERIOR WITH VALVE COVERS REMOVED -
NOTE CHROME LIFTERS

Just about 18 months ago we purchased another Corvette, this one is a 1954. Since the purchase we've been busy rounding up all the parts to restore it to original and it looks as if we have most of the things needed to restore it. We are members of the "Vintage Corvette Club of America" and plan on making as nice a vintage car as we can.

Being a car salesman since 1967 for the Chevrolet dealership that I bought the 1957 Corvette from has been helpful. Their facilities for painting etc. . . have really helped and also the parts department in rounding up 1954 Corvette parts. Another big help has been a very understanding wife for the past seven years. With my wife's help, and Jordan Motor Co.; a couple of years will see one more truly fine car restored, our 1954 Corvette.



SPOTLESS UNDERCARRIAGE



Scott Leon's cherry almost restored 59 poses for us with just 100,000 miles on the speedometer.



Rear view of Scott's 59. This very clean cut looking Corvette resides in Phoenix, Arizona.



Glenn & Nancy Schneider, Dover, Florida send a photo titled: The Beginning of Restoration of Their 1954 Corvette.



H. S. Thomas, of Long Beach, Calif. sends a picture of his car, a 1954 Corvette. The picture was taken when the car was almost brand new.



Bob Nauta's Pride and Joys are his fine 54 and Red w/white side panel Fuel Injected 61 Corvette. Bob resides at Grand Haven, Mich.



North Central Regional Reps sent in the following 3 photos. Above picture taken of Dee Malan while she and Ben were honeymooning in Canada during 1968.

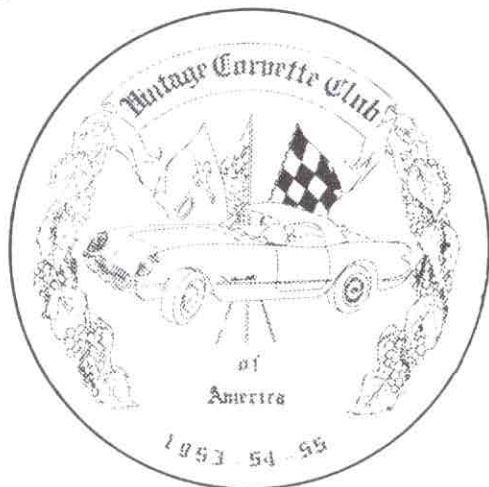
CLUB ITEMS

Badges are on brass, hand painted in full club colors, then baked in a special process to a hard porcelain finish with two mounting screws behind the badge. Price \$6.50.



JACKET PATCH

The jacket patch is a 9 1/2" diameter round emblem embroidered in ten colors. The design is pictured below. The cost of the patch is \$12.50 each. Due to the great expense of the patch, we could only order a limited supply, so please get your orders in as soon as possible. Please allow one week for delivery.



CORVETTE SIGNAL SEEKER RADIO
3706551 FOR 1953-54

This is Article Number 7 in a
continuation of the whole article.

CLUB JACKET

The club jackets are light weight white nylon with racing style collar, and a red, white, and blue stripe down the left front. The jackets are \$12.50 each. Please allow one week for delivery. The sizes are as follows:

XS	S	M	L	XL
32	34-36	38-40	42-44	46

ADVERTISING

Name, address, and phone number will be counted as part of your ad. A \$3.00 fee will be charged for each photograph. Also all ads must be received by 15th of the month prior to publication, i.e., March 15, 1970, June 15, 1970, September 15, 1970, December 15, 1970. Members may advertise their vintage Corvettes or parts at the following rates:

0- 25 words	free
26- 50 words	\$1.00
51- 75 words	\$2.00
75-100 words	\$3.00

NOTICE

The two articles following the Radio article are taken from Chevrolet Service and Engineering Manuals and are reproduced here in a series for the benefit of our members.

The first article deals with 'fuel injection' and should be a help to those who find it hard to get service on their system.

The second article is taken from the "1956 Corvette Engineering Achievements".

The last article is the start of a 1955 Corvette Specifications for both six cylinder and eight cylinder. This is taken from Ed Thiebauds collection of Technical Data File. It will be a total of 24 pages on a continuation basis until finished. Being there is very little information available on the 55 Corvette we thought it may be of great help to those 55 owners of 6 and 8 cylinder corvettes.

These articles will continue in following issues, so be sure and save each issue to have a complete manual on each.

