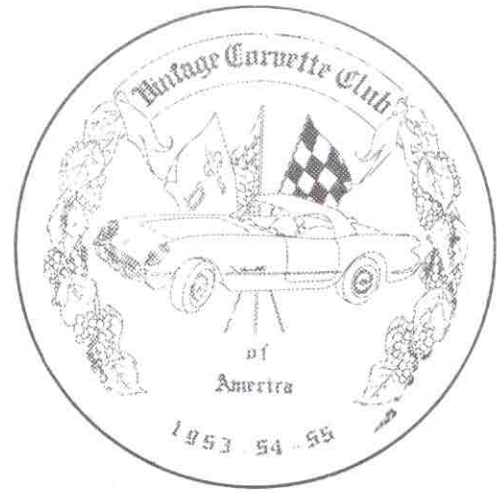
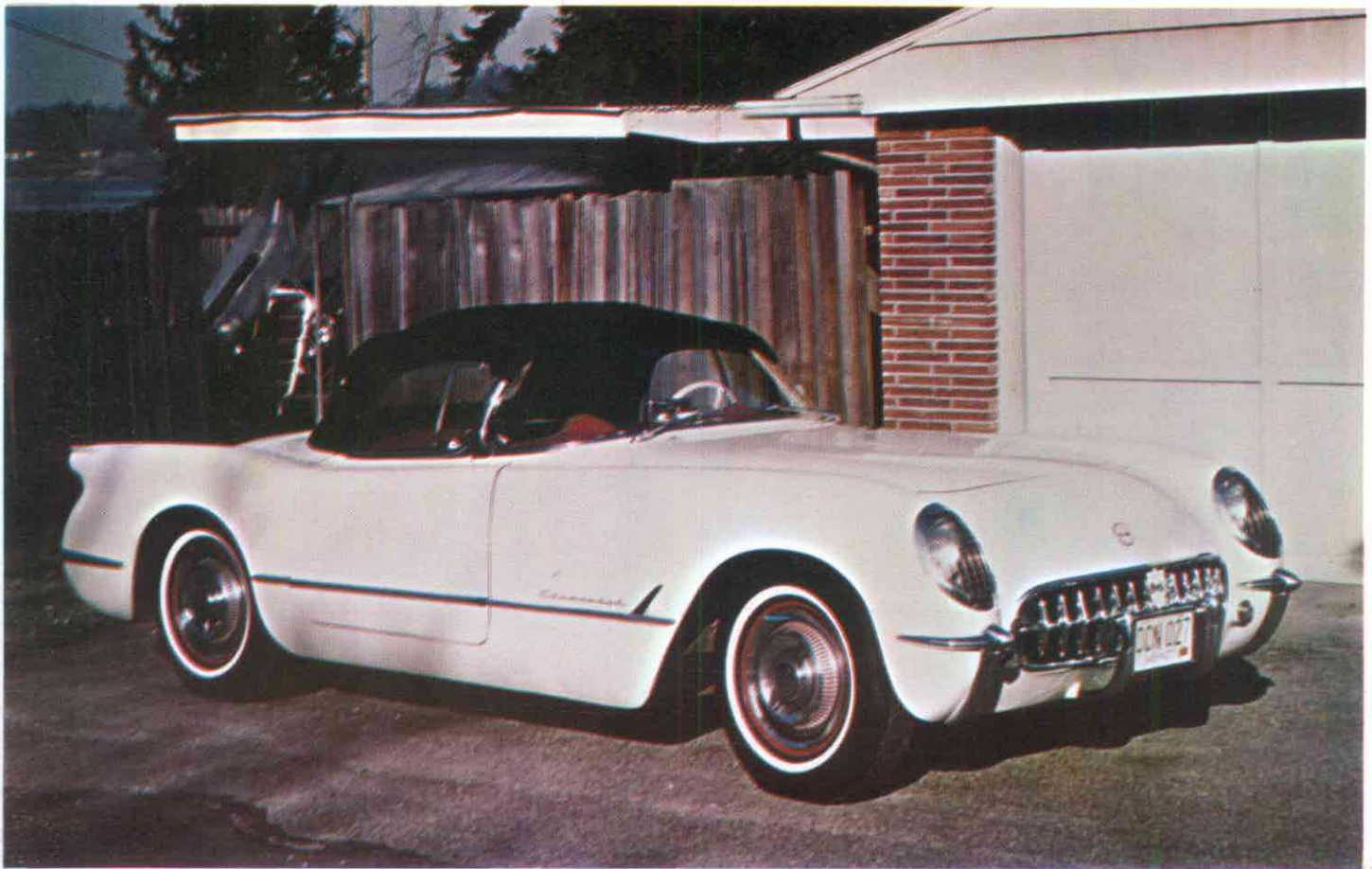


Blue Flame Special



**VOL. 5 NO. 3
JULY-SEPT. 1973**



Vintage Corvette Club of America

Vintage Corvette Club of America

2359 W. Adams

Fresno, Calif. 93706

Vintage Corvette Club of America
Ed and Jean Thiebaud

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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) and Associate membership (ownership of a 1956 through present Corvette or anyone interested in Vintage Corvettes). Membership fees: Third Class Mailing, \$15.00; First Class, \$17.00 and Air Mail, \$19.00.

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.

Editors: Ed and Jean Thiebaud
Photography: Ed Thiebaud & members
Articles: Ed and Jean Thiebaud & members
Preparation: Club Secretary

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.

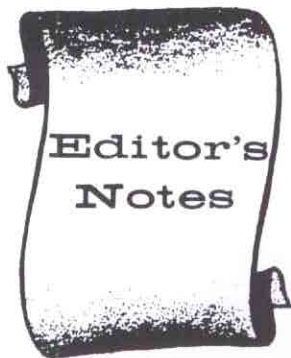
-Ed Thiebaud



COVER STORY

The cover car is a 1953 Corvette #27, sold new to Mr. F. J. Plank of Norwich, Conn., through T. C. Mallon, Chevrolet dealer. It was the first Corvette sold in the state of Conn. This bit of information was uncovered by club member James F. Wainwright of Murrysville, Pa. The car presently is owned by Joe & Donna Bridgeman VCCA member #2 of Redmond, Washington.

Continued on Page 9



I R E C

INTERNATIONAL REGISTRY OF EARLY CORVETTES

George F. Campbell of P.O. Box 666, Corvallis, Oregon 97330, has submitted for this issue a report on the International Registry of Early Corvettes, which he has just completed. George is a regular member #228, and you will recall that his 1954 (E54S003681) was pictured on the front cover of Vol. 3 No. 3. His report is probably one of the most complete, detailed reports ever written about early Corvette information, and it is entitled "I.R.E.C. Report #1". We thank George for sharing his many years of hard work with our club members and encourage all members to register their 1953-55 Corvettes with I.R.E.C. to help further his analysis of the most detailed information anyone has attempted to compile about early Corvettes.

See Page 17

PARADE OF THE REAL McCOYS E53F001---

We are planning a Parade of the Real McCoy's for Vol. 5 No. 4. We are requesting all of you 1953 Corvette owners who want to have your cars in this section to please send in a letter and a good black & white photo of your '53 with its serial number. We will print them in Vol. 5 No. 4, the Oct.-Nov.-Dec. issue, which we hope to put out in January of 1974. If you cannot supply a picture, please send in your car serial number, and we will place that in the article with your name. If your car is in outstanding show condition, please send in a good 8 x 10 color photo with an uncluttered background, and we will select through these and attempt to use one of the outstanding photos for our front cover car. Here's hoping for a good turn-out of the Real McCoy's for Vol. 5 No. 4.

'53-'57 CORVETTE GRILL SHELL FRAME

Good news for those of you who need a grill shell frame for a '53 through '57 Corvette and have not been able to find one. Two of our members from the Denver, Colorado area have come up with the answer: Don Hein from 6973 Estes Drive, Arvada, CO 80002 and Ken Miller of 6969 Estes Drive, Arvada, CO 80002. As you can see by their addresses, they live within hollering distance of each other. I am not sure whether Don heard Ken hollering or Ken heard Don yelling about not being able to locate a grill shell for his Corvette, but to keep peace in the neighborhood, they got together and decided to tool up and reproduce some grill shells. After many months of work on this project, they report that by the time this Blue Flame Special is out they will have shipped the club the first one from the mould, and they will be offering them for sale soon.

After telephone conversations with NEWSWEEK Magazine in New Jersey and Los Angeles, and with our local library, I finally found out about an article written in NEWSWEEK about early Corvettes. The article is entitled "Golden Oldies" and appears in the "Life and Leisure" section of the June 25, 1973 issue. The article is aimed at old car values and features a 1954 Corvette titled "Cream Puff." It goes on to say that the 1953-54 Corvette models have been rising rapidly in value and that the year model 1953 Corvette is said to be worth \$15,000 as a collector's item. To note in retrospect, I have predicted since the days we started the club that the early models would be worth upwards of \$10,000 within ten years. As you can see, within five years my first prediction was five years off and, according to this article, a few dollars short! It will be interesting to see what the next five years have in store for the early Corvette owners in the "value department."

The July 1973 issue of Hot Rod Magazine carries an article entitled "Vettes", which starts on page 96 and runs to page 123-B. The article is a story and pictorial of "Wild Street Corvettes" both in color and in black & white.

Another interesting article appears in the September 1973 issue of Hot Rod Magazine. It is called "All The Corvettes in the World," written by Cory Farley. You can find it on pages 70-71. This article was a coverage of the Western States Corvette Council convention in Tucson, Arizona held from May 24 through May 28 of this year, which some of our club members attended.

FLYING TIGERS

Doug Marion, one of our new members who lives at 11638 N.E. 148 Court in Kirkland, WA 98033, is employed by the "Flying Tigers", the world's largest and oldest all-cargo airplane. Doug reports that their Tigers fly DC 8-63F four-engine jets capable of holding 120,000 lbs. or 60 tons of freight (and that's a whole lot of grams). The airline flies nationally and overseas. So for those of you who want to fly your Corvette or Corvette parts, give Doug a call - The Flying Tiger Line, Inc., Seattle Tacoma Int'l. Airport, Seattle, WA 98158.



REGIONS

NORTHWEST

Alaska
Washington
Oregon
Idaho
Montana
Wyoming

CENTRAL WEST

California
Nevada

SOUTHWEST

Utah
Colorado
Arizona
New Mexico

NORTH CENTRAL

No. Dakota
So. Dakota
Minnesota
Wisconsin
Michigan

EAST CENTRAL

Ohio
Pennsylvania
New Jersey
Delaware
District of Columbia
Maryland

CENTRAL

Nebraska
Kansas
Iowa
Missouri
Illinois
Indiana

EAST MID CENTRAL

Kentucky
Tennessee
Virginia
North Carolina

SOUTHEAST

Florida
Mississippi
Alabama
Georgia
South Carolina

CANADA

SOUTH CENTRAL

Oklahoma
Texas
Arkansas
Louisiana

NORTHEAST

New York
Vermont
New Hampshire
Maine
Massachusetts
Connecticut
Rhode Island

FUEL INJECTION NOTES

To help our club members, we are continuing our section on Fuel Injection Corvettes. I thought it might be of some help to identify Fuel Injection part numbers and serial numbers to car numbers if there is proof the car came original from the factory with the Serial Numbered F.I. unit to try to help those who want to identify F.I. units to year models. Listed below are the ones I personally am acquainted with:

Year Model Car	Car Serial No.	F.I. Serial No.	F.I. Part No.
1957	E57S103540	1334	701-4520 Finned top Doghouse
1957	E57S103560	1633	701-4520 Finned top Doghouse
1958		1327	701-4900 Finned top Doghouse
1959	J59S100561	1109	701-7300 Finned top Doghouse
1960	00867S105156	1356	701-7320 Smooth top Doghouse
1961	10867S105564	2679	701-7320 Smooth top Doghouse
1962	20867S104516	1773	701-7360 Smooth top Doghouse
1963			
1964			
1965			

If anyone has any numbers to add to the above list and you're sure they are from a factory original car & motor, please send them so we can expand our list.

Mickey Jones, a new club member and also a member of the popular rock band Kenny Rodgers and the First Edition, submits the following as a source of help and information on Fuel Injected Corvettes: Doug's Corvettes, 11634 Van Owen, North Hollywood, CA 91605. Phone: 213-765-9117.

Al Fierke of 202 Spring Street, Willow Springs, Ill. 60480 writes he buys and sells F.I. units in Chicago area and will do his best to help anyone in need of F.I. parts.

Bill Bagshaw and Lea Ellis write that they have won two consecutive Winternationals Championships (1963 and 1964) in A/Sport class, plus holding the National Hot Rod Association A/Sport record for over a year. They also have the world's fastest 1/4 mile Stingray (123 m.p.h. in mid 11 second bracket) and hold the 1/2 mile Drag Strip record at 144 m.p.h. in 18.92 seconds. This 332 cubic inch Stingray is equipped with their modified Rochester fuel injection (along with their other specials listed below) and is driven on the streets daily.

Lea, who is one of our new members, writes that his organization, Corvette Associates, can offer many services at reasonable prices. These include custom engines, special distributor, modification of Rochester fuel injection, and cylinder heads; precision valve jobs, easily installed tow bars, superior headers, clutches and flywheels, and offset chrome wheels. All of this can be quickly and easily handled by various freight services. For information write to Lea c/o Corvette Associates, 8350 South Alburtis Avenue, Whittier, CA 90606.

Lanny Johnson c/o Mels Auto Parts, 871 Garden Highway, Yuba City, Calif. 95991 phone 673-1350 writes he has many F.I. units and parts with a fair amount of knowledge to work on them.

Let's hear from you F.I. folks out there and maybe next issue we can have a larger section on F.I.

OWNERS' PRIDE



Richard and Ellen Holts' 1967 Corvette Roadster #194677S100322 with 24,000 actual miles. Ember Firemist color, air cond. P.S., P.B., P.W., both tops, automatic trans. & 327-300 H.P.



Alfred Franci of Pittsburgh, Pa., **Pride and Joy** E54S002749-124. You should take a close look at the license plate, "Vet 54". Al says the license plate has helped some people figure out what kind of car it was.

REGIONAL NEWS

Regional Representatives

NORTH CENTRAL REGION

OPEN

SOUTHWEST REGION

OPEN

CENTRAL REGION

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

Region News & Rep.
South Central Region
Mike Farley
P.O. Box 610
Escatawpa, MS 39552

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

OPEN

EAST MID CENTRAL

Charles (Chuck) E. Eirk
7800 Crown Top Rd.
Louisville, Ky. 40222
E57S00101108-39A

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

ROCKY MOUNTAIN CHAPTER

Jack Krawczyk
800 E. 300th St.
Willowick, Ohio 44094

EAST CENTRAL REGION

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

SOUTHEAST REGION

Gene Tucker
1005 Hendley St.
Macon, Ga. 31204

OWNERS' PRIDE



Bill Gilchrist of St. Joseph, Miss. Pride and Joy E54S001539-605. This car came from Hollywood area and was owned originally by the family who created the "Mopsy" comic strip. Their trademark shield in bronze is still visible on the door.



David Elie of Seattle, Wash., sends in above photo of his real McCoy E53F001276.



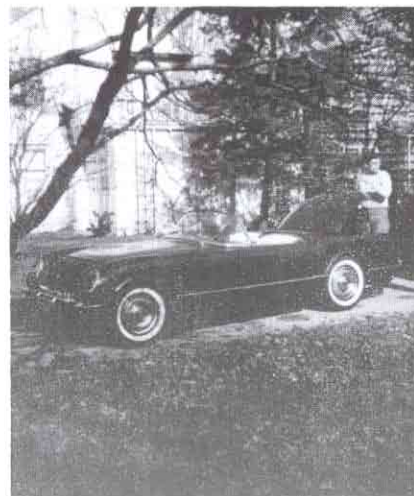
Dr. William Focht's 54 Corvette of Lynchburg, Va. He sends in a "before" picture at beginning of restoration. Car is red now and plans are to change to orig. pennant blue with beige interior.



Left to right **Randy Todd**, brother-in-law, and brother prepare to embark on their return trip to Waco, Texas, from Fresno, Calif., with a 55 Corvette to build for stock racing class—**Randy** is working with **Mike Farley's Race Cars** at Waco.



Reginald Russel, St. Waco, Texas, appears with his original E54S002267-39. **Reg** is also one of V.C.C.A.'s charter members.



PARTS WANTED

WANTED for 1957 Corvette:

Fuel filter for fuel injection including fuel lines if possible or any part thereof. Have parts to trade.

Paul G. Henrickson, 1409 Golf Road, Waukegan, IL 60085
312-623-0256

WANTED for 1965 Corvette:

Aluminum knock-off wheels and adapters in excellent condition.
Al Fuson, 103 Airport Road, Ames, IO 50010

WANTED:

Help! Currently writing book on history of Corvettes. Need any Corvette News Vols. 1-10 for research.

Scott Leon, 2832 W. Granada, Phoenix, AZ 85009

WANTED:

1965 FI complete aluminum knock-offs.

Gordon Rice, 413 Eddy, Missowla, MT 59801

WANTED:

Vol. 12 #1 Corvette News — have Vols. 10/2, 10/4, 10/5, 16/4, & 16/5 for sale or trade.

David M. Dobin, 124 Richmond Place, Lawrence, NY 11559

WANTED:

Moulding #3706432 enclosing front grill for '53-'57 Corvette.
Bill Bowlds, 213 E. Santa Fe Avenue, Santa Fe, NM 87501

WANTED:

Wiring harness for a 1956 Corvette. I am looking for a complete set including engine, dash, headlights, and taillights.

Stephen Hastings, P.O. Box 10321, New Orleans, LA 70121

WANTED:

One horn button assembly for 1954 Corvette.

Russell L. Watson, Port P.O. 122, Yokohama, Japan

WANTED for 1954 Corvette:

1. One chrome ring that fits around the exhaust
2. One soft top rear chrome hold-down latch, driver's side
3. Knob for hood release
4. Two rear vertical lower bumpers.

Will pay top price.

Ted Moss, 1205 Greenridge Drive, Cleveland, TN 37311 Call collect: 615-476-5195 (home), 615-476-4544 (work).

WANTED:

Hardtop and/or complete convertible top for '61 or '62 Corvette. Will pay top dollar.

Allen Clark, Timberlane Road, Plaistow, NH 03865

WANTED for 1962 Corvette:

1. Nos door sill plates
2. Nos side inserts

Dan Smith, 443-B Casselman Street, Chula Vista, CA 92010

WANTED for 1958 Corvette:

Original charcoal, mint to excellent door and kick panels.

Tom Verner, 20065 - 104 Place S.E., Kent, WA 98031
206-852-3546

WANTED for 1957 Corvette:

1. Two exhaust pipe covers
2. Grill bar and teeth
3. Tachometer

James E. Graves, Box 272, Homer, MN 55942 452-9649

WANTED for 1953 Corvette:

1. Complete grill & ring — like new
2. Two taillights
3. License plate bracket

Dale W. Peck, 1925 Manhattan Drive, Waukesha, WI 53186

WANTED for 1956-57 Corvette:

Window washer bag, cardboard trunk line, literature, 265 vette 5-qt. oil pan, powerglide shift pattern plate, 2-4's aircleaners, license plate bracket (front), original radio antenna, 9-fin valve covers.

WANTED for 1964 Corvette:

Owner's manual, FI air cleaner (64-65).

Ron Tyler, 1161 Jonas, Sacramento, CA 95825 Call collect: 916-483-4876.

WANTED:

1968-69 Corvette Roadster, automatic w/air, w/both tops, good original condition. Will pay extra for good clean car.

Larry Nadwodny, 3341 E. Illinois Street, Fresno, CA 93702
209-485-2355

PARTS FOR SALE

FOR SALE:

Wiring harness assemblies, 1956-57. 1955 gold 'V's. 1953-57 gas tank compartment covering material. Many new and used 1953-58 parts available; no lists; inquire.

Ron Tyler, 1161 Jonas, Sacramento, CA 95825

Junking out E57S103618. Front end wrecked and waffle interior gone. Have for sale:

1. Body parts
2. Doors
3. Hood
4. Trunk
5. Convertible top cover
6. Scoops & inserts
7. Wiper motor
8. Front license plate mount
9. Automatic name plate
10. Complete set of gauges
11. Speedometer
12. Glove compartment door
13. Inside chrome & knobs
14. Speaker grill
15. Rear bumpers
16. Door sills
17. Hubcaps, 56-57
18. Hubcaps, 58-62
19. Holding top frame
20. Red steering wheel
21. Turn signal arm
22. 2-4 barrel complete with linkage — no air cleaners
23. Many other misc. parts for other year Corvettes
24. 1963-65 FI aircleaner, perfect condition

Don Johnston, 2310 Linden Street, Atwater, CA 95301
209-358-2186

PARTS FOR SALE

FOR SALE:

1. 1961-62 Hardtop
 2. 1963-67 Hardtop
 3. Two 1957 wheel discs
 4. 1960 Instrument cluster (complete)
 5. 1960 luggage rack
 6. Trailer hitch and tonneau cover
- V. Chymko, Apt. 202 — 2345 Portage Avenue, Winnipeg, Manitoba R3J0M7, Canada 204-837-4730

FOR SALE:

1. Three sets Corvette 56-57 full hubcaps, good
2. One 1954 hood-motor compartment
3. One 1956 Corvette original & stock new venetian red paint
4. One 1964 Vette differential-ex. cond.
5. One trunk hood, one center hood, & one motor hood all for 1962 Corvette

Ray Willard, 1358 Oakland Road #120, San Jose, CA 95112

FOR SALE:

1. 1958-61 doors
2. 1961-62 trunk lid — convertible top cover (deck)

Gordon Rice, 413 Eddy, Missowla, MT 59801

FOR SALE:

1953-63 Corvette catalog. Thirteen pages full of new and reproduction parts, only \$2.95 ppd.

David N. Rosen, 364 Tompkins Street, Cortland, NY 13045

FOR SALE:

1. 1965 F.I. unit (no distributor) — \$250
2. Complete chrome air cleaner for '65 F.I. — \$100
3. 1959 Interior, beautiful condition. Color: crown sapphire. Includes door panels, seats, steering wheel, arm rests; no dash.

Brion Strong, 24187 Park Street, Hayward, CA 94544

Two Corvette shifter levers for sale.
Found by: Clyde De Boer Chev. Co.

631 N. Main Street
Edgerton, MN 56128



CAR
SHOW
HELD
IN
CORVALLIS,
OREGON
1954



CARS WANTED & FOR SALE

FOR SALE:

1. 1954 Corvette #609. Completely original, needs restoration. \$2500.
2. 1955 Corvette #416. 283, 3-speed, all else original. Best offer.
3. 1957 Chev. Nomad. Red & White (block). Calif. body all original perfect body. Needs new paint, red/blk interior excellent.

Dave Foutch, 1621 Blackberry Lane, Flint, MI 48507
313-235-0147

FOR SALE:

1. 1954 Corvette — 34,000 miles — \$3,000
2. 1958 Corvette — \$1,800
3. Lots of parts from '53, little chrome, three 58 hubs, make offer.

Wayne Coyner, 5200 Churchill Avenue, Las Vegas, NV 89107

FOR SALE:

1954 Corvette, 95% restored, beautiful interior, mechanically excellent, extra parts, \$4,250.

Jerry Schmidt, 5354 Easterby N., Fresno, CA 93727
209-251-3350

FOR SALE:

1965 Corvette fastback, blue w/red int., original FI replaced w/carb, disc brakes, leather seats, radio, radial tires, electric antenna, 4-speed, wood steering wheel, slightly flared fenders, slot type mags. \$2,000 or best offer.

Tom and Joyce Low, 18 South Idaho, San Mateo, CA 94401
415-347-3101

FOR SALE:

1965 Corvette Coupe, 4-speed. Blue with white interior. Rebuilt engine, new tires and paint. \$2,250.

Ken Adair, Rt. 7, Box 98, Jonesboro, AR 72401

ADVERTISING

Name, address, and phone number will be counted as part of your ad. A \$5.00 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, 1974, June 15, 1974, September 15, 1974, December 15, 1970. Members may advertise their vintage Corvettes or parts at the following rates:

0— 25 words	free
26— 50 words	\$2.00
51— 75 words	\$5.00
75—100 words	\$8.00

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 1953-54 — reproduction — \$7.50 each p/p.
3. Back issues of magazines: All Volumes. See page 14 for price.
4. Park Lights: A. Lenses— \$3.00 each p/p.
B. Doors (chrome piece)—\$2.50 each p/p.
5. New original windshield — \$150 plus postage and insurance.
6. New windshield rubber gaskets — \$12 each p/p.
7. One quart of Chevrolet engine blue heat resistant paint — \$8.50 each p/p.
8. One quart of Chevrolet red upholstery paint for entire upholstery, including carpets, seats, door panels, etc. — \$8.50 each p/p.
9. Weather stripping for trunk under top deck, doors & hood, 162" long — \$10 p/p.
10. Original right & left door handle knobs, white — \$4.50 each p/p.
11. Original left & right side curtain release knobs, white — \$3.50 each p/p.
12. New original distributor with side tachometer drive — \$70 each plus postage and insurance. 90-120 days.
13. New rubber transmission mount (2 bolt hole) fits between trans. and cross brace unit — \$7.50 each p/p.
14. Lower seating strip (rubber) used around bottom of the plastic on hardtops and any other custom-made vintage hard tops — \$2 per foot.
15. Chrome ash tray with flip lid, fits into arm rest 1953-55, also fits into tunnel for 1956-62 — \$6.50 each p/p.
16. Chrome ring around ash tray, square pattern fits into arm rest — \$2 each p/p.
17. Head lamp chrome rings — \$10.50 each p/p.
18. Six-piece master cylinder brake rebuild kit — \$5.50 each p/p.
19. 1955 Corvette V-8 carburetor kits — \$9.50 each. 1955 Corvette V-8 265 new orig. carburetor — \$62.50 each p/p.
20. 1953-54 6 cylinder new bottom radiator hose — \$3.50 each. Take a total of 2. Elbow pipe NOT included in order.
21. Center of front hood deck rubber vent seal — \$4 each p/p.
22. 1953-55 complete park light assembly with lense, chrome ring, screws, bulb socket with bulb and wire harness — \$17.50 each p/p.

1958-62 CLUB ITEMS FOR SALE

2. Ignition shielding for distributor (not for F.I.) — \$18.50 each p/p.
3. Fuel injection name plate (1958-61) — \$5 each p/p.
4. Shielding passenger side from distributor shield to lower rear of engine ('57-283 thru '62-327) — \$9.95 each p/p.
5. Chrome ignition shield butterfly screws — 50¢ each.
6. Complete front end and rear deck Corvette emblem; chrome ring, plastic emblem, rubber gasket, aluminum plate with 4 nuts — \$17.50 each p/p.
7. Gear shift rubber boot — \$3.50 each p/p.
8. Hard top front windshield chrome hold-down latch, right or left side — \$7.50 each p/p.
9. Park Lights: A. Lense — \$7 each p/p.
B. Chrome piece — \$2.50 each p/p.
10. Inside white door knobs — \$4.50 each p/p.
11. Gear Shift knob, white — \$4.50 each p/p.

1953-55 CLUB REPRODUCTIONS FOR SALE

1. Original (patterned in configuration) trunk mat reproduction made out of red loop pile carpet with red leatherette sewn around perimeter for trim work — \$23 each p/p.
2. Reproduction 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 — \$23 each p/p. Red or beige.
3. New chrome reproduction head lamp screens, like original — \$32.50 per pair p/p.
4. Beautiful reproduction of original ignition shielding done in fibreglass — top \$30, bottom \$30 p/p.
5. Rear license plate covers — exact duplication — \$17.50 each p/p.
6. 1953-55 Corvette rocker arm cover decals, exact reproduction, 1953 — \$7; 1954 — \$6 each p/p.
7. License plate hanger — stainless steel. Front end license plate is mounted to the two bumpers with this channel — \$5 each p/p.
8. Complete set of ignition shielding for 1955 Corvette V-8; includes distributor cover and wires, chrome coil cover and wires — \$97.50. Only a few left.
9. Chrome air cleaner bullets — \$20 each p/p.

1956-57 CLUB ITEMS OFFERED FOR SALE

1. Chrome headlite ring — \$10 each p/p.
2. Fuel injection name plate ('57) — \$4 each p/p.
3. Ignition shielding for distributor (not for fuel injection) — \$20 each p/p.
4. Shielding passenger side from distributor shield to lower rear of engine (1957-283 thru 1962-327) — \$11.50 each p/p.
5. Chrome ignition shielding butterfly screws — 50¢ each.
6. Park Lights: A. Lenses — \$7 each p/p.
B. Chrome piece — \$2.50 each p/p.
7. New weather stripping for trunk, under top deck, doors and hood — \$10 p/p.
8. Right & left white door handle knobs — \$4.50 each p/p.
9. Chrome ash tray — \$6.50 each p/p.
10. Chrome ring around ash tray — \$2.50 each p/p.
11. Hard top right or left chrome hold-down latch top windshield — \$7.50 each p/p.
12. Rubber transmission gear shift boot — \$3.50 each p/p.
13. Front end and rear deck emblems complete with chrome ring — \$10 each p/p.
14. Inside chrome door lock handle — \$4 each p/p.
15. Complete park light assembly with lense, chrome ring, screws, bulb, socket and wire harness — \$17.50 each p/p.
16. Rear window and hard top base rubber — \$17.50 each p/p.
17. Windshield gasket — \$11 each.

1956-57 CLUB REPRODUCTIONS FOR SALE

1. Venitian Red upholstery dye — 1 qt. liquid — \$9.50 each p/p.
2. Venitian Red upholstery aerosol spray cans — 12.5 oz. — \$7.50 each p/p.

WANTED: New Restoration Book

James F. Wainwright, member #450, wrote a while back with the suggestion that a restoration booklet be written by some industrious Corvette owner as a guide for owners who want to restore their Corvettes to original condition. He has just completed a detailed outline for that type of book, which would include pictures to help point out the differences between the 53-54-55 Corvettes as well as features that were continued between these years. James, who lives at 4689 Newlons Drive W. in Murrysville, Pennsylvania, certainly has an excellent idea for a book that would be extremely beneficial to early Corvette owners. His suggested outline for the book appears as follows:

I. EXTERIOR

A. BODY

1. Closeup of painted area on door sealing surface.
2. Detail of weatherstripping on door.
3. List of colors available and paint chips.
4. Closeup of fuel fill cap.
5. Closeup of painted area around fuel fill cap.

B. TRIM

1. Closeup of turnsignal lens.
2. Closeup of Chevrolet script emblems.
3. Closeup of outside rearview mirror.
4. Closeup of tailpipe extensions.

C. TOP

1. Closeup of hardtops.
2. Closeup of chrome piece aft of door.
3. List of soft top colors available and material pieces.
4. Closeup of cage assembly.
5. List of cage assembly colors available and paint chips.
6. Closeup of soft top snap attachment aft of door.

II. INTERIOR

A. DASH

1. Closeup of choke placement.
2. Closeup of hood release placement.
3. Closeup of inside rearview mirror.
4. List of colors available and paint chips.
5. Closeup of wiring layout.

B. DOOR

1. Closeup of ash tray.
2. Detail of door handle knob.
3. Detail of window release knob.
4. Detail of stitching pattern.
5. Closeup of glove box access.
6. Detail of trim screw placement.
7. List of colors available and material pieces.

C. SEATS

1. Closeup of seat backs.
2. Closeup of seat to door area.
3. Detail of stitching pattern.
4. List of colors available and material pieces.
5. List of seat separator colors available and paint chips.

D. KICK PANEL

1. Detail of stitching pattern.
2. Detail of trim screw placement.
3. List of colors available and material pieces.

E. FLOORING

1. Closeup of carpet layout.
2. Closeup of shifter lever.
3. List of colors available and material pieces.

III. COMPARTMENT

A. ENGINE

1. Detail of weatherstripping on hood.
2. Closeup of painted area on under side of hood.
3. Closeup of painted area in engine compartment.
4. List of colors available and paint chips.
5. List of all non-painted parts.

B. SOFT TOP

1. Detail of weatherstripping on lid.
2. Closeup of painted area on under side of lid.
3. Closeup of painted area in soft top compartment.
4. Closeup of hold down straps.
5. List of colors available and paint chips.
6. List of material on fuel tank cover colors and material pieces.
7. Closeup of soft top instructions.
8. Detail of material on fuel tank cover.
9. Detail of foam rubber on under side of lid.

C. TRUNK

1. Detail of weatherstripping on lid.
2. Closeup of painted area on under side of lid.
3. Closeup of painted area in trunk compartment.
4. Closeup of side curtain storage.
5. Closeup of mat.
6. Closeup of aerial.
7. Closeup of jack instructions.
8. List of colors available and paint chips.
9. Closeup of jack handle storage.

IV. MECHANICAL/ELECTRICAL

A. FUEL SYSTEM

1. Closeup of fuel filter
2. Closeup of fuel filter placement.
3. Closeup of fuel pump.
4. Closeup of air cleaners.
5. Detail of fuel line and fittings.
6. Closeup of carburetor.

B. COOLING SYSTEM

1. Closeup of water pump.
2. Closeup of expansion tank.
3. Detail of radiator hoses.
4. Detail of radiator hose clamps.
5. Detail of heater hoses.

C. WINDSHIELD WASHER

1. Detail of bracket.
2. Detail of jar.
3. Closeup of lid.
4. Detail of bracket to fender brace.
5. Closeup of hoses.

D. IGNITION

1. Closeup of voltage regulator.
2. Detail of battery ground strap.
3. Detail of battery hot lead.
4. Closeup of tachometer cable.
5. Closeup of wiring from condenser to firewall.
6. Closeup of shielding.

E. ENGINE

1. List of colors available and paint chips.
2. Closeup of valve cover.
3. Closeup of intake manifold.
4. Closeup of exhaust manifold.
5. Detail of valve cover decals.

F. TRANSMISSION

1. Closeup of casing.
2. Detail of linkage.
3. Closeup of rubber mount.

G. LIGHTING

1. Closeup of harness.
2. Closeup of terminal board.
3. Closeup of wiring from terminal board to turnsignal.

DEFINITIONS

CLOSEUP-- a clear accurate picture or drawing which may include arrows to exemplify a specific area of importance.

DETAIL-- a clear accurate picture or drawing which includes actual dimensions of the item portrayed or as pertaining to one to another.

BOOKS, MAGAZINES, AND PERIODICALS OF INTEREST:

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Box 196

Bennington, VT 05201

Editor Michael Lamm is VCCA honorary member #4.

Vintage Thunderbird Monthly

5660 East 30th Street Suite 5E

Indianapolis, IN 46218

People with more than one hobby usually have one of them they like best. My hobby has been cars for over 25 years, and though we have other cars, Corvettes have been my main interest since 1959. I purchased a new white, 270 HP, red interior Corvette that year. Since this car, my wife and I have owned roadsters, but have yet to own a coupe.

An ad in the July 1966 edition of Hemmings Motor News started me looking back at older Corvettes. It read "Corvette: 1953 real classic, Body #27" etc. for \$2575 and was located in Rhode Island. That was a long way from Seattle. I inquired and was told the car was sold to people in Pennsylvania. After writing to these people and showing an interest, they agreed to sell us the car the following Dec. We purchased it for \$1950 with an additional \$50 if they would deliver the car to a friend's home in Indiana, which they did. We made the trip to drive the car home the following spring.

Now when you pay that kind of money back then, you would expect a pretty fair car, but when we arrived at my buddy's home we found the car without brakes, steering idler broken, and the exhaust completely shot. Worst of all a three speed transmission and the radio didn't work. Needless to say I didn't sleep much that night; Seattle was a long way off. The next morning I turned to, and by evening things were looking up. After a couple of days of fixing and visiting, we started the trip home. Our main problem along the way was with the car not wanting to start when warm, and my wife had to push quite a few times. But with the purchase of a new generator, voltage regulator and battery, the latter part of the trip was easy.

I was told while we were away that a '53 Corvette showed up in the local evening paper. After checking back I found the ad. The car was located 6 miles away for \$600. You can't beat that, so we bought it, if nothing else, for parts.

In the following months, we bought a set of original hubcaps and a new black top, plus a few pieces of chrome that were missing to put #27 in the condition you see it on the cover. We sold this car to a friend and just recently repurchased it. In the four years it was away, we restored the '53 parts car which is #93 and belongs to club member Ty Long. This past winter was spent repairing, repainting and installing new upholstery in club member Howard Anderson's '54.

We purchased our '54 Corvette in Covina, Calif., and restored it in time for the '70 Corvette convention which was held in Canada. We have concoursed it eight times with seven firsts. We took a second in Reno in 1972.

Each summer the early Corvette owners in the Northwest drive to Chehalis Wash. Here at Rainbow State Park,

amongst the evergreens, you find a pleasant setting for a picnic. People from Calif., Oregon, Wash., Idaho, and B.C. Canada enjoy looking at each other's cars and just good tire kicking. There is a good chance we may have a get-together in Oregon next summer to correspond with the Village Green or Forest Grove concourses.

This year will be spent completing my '34 classic and my '35 Ford. Once they're on the road, I plan a complete restoration of #27, in time for a first in class at Reno in '75.

by Joe Bridgeman
E54S001602-2
Charter Member
E53F001027



Joe & Donna Bridgeman's mint, original prize-winning E54S001602-2. Believe it or not, when Joe & Donna bought this 54 from Bob Wingate (Honorary member #2H) during 1968 at which time the original miles on the car was 17,000. This car without a doubt is one of the finest 54s I have ever seen.

ED



Howard Anderson's Pride and Joy, his 1954 Corvette. Joe Bridgeman helped complete the restoration last winter on this mint-looking car.

Each summer the early Corvette owners in the Northwest drive to Chehalis, Washington, to admire each other's cars. This year they held a picnic at Rainbow State Park among the evergreens. Above you see proud owners talking about and comparing their cars. The picnic featured two 1953's, nineteen 1954's, four 1955's, one 1956, four 1957's, one 1958, three 1960's, and one each of the 1967, 68, and 70 Corvettes.

Here's Joe Bridgeman's 1954 again at the Salem, Oregon, Concourse at Capital Chevrolet. As usual, Joe's Pride and Joy took top honors.



FAMILY FEATURE:

By VE55S001137
Kenneth Tholin #734

Dear Sir:

Just a little human interest story that may be of some value to you and your readers of how I have filled the generation gap.

We are the proud owners of three Corvettes: a 1957, 1959, and 1961.

My twin sons, who are 21 years old, and I each have a Corvette. Mine is a '59, my son Keith has a '57, and my son Kenny has a '61.

Kenny and I purchased his '61 Corvette back in 1966 for \$525. It needed plenty of work. When we drove it home, the front wheels were so out of line that the tires screamed when it was driven over 25 mph. But that didn't last long as the first thing we did was to correct them. We had no way of straightening the shaft on the end of the A-frame, which was bent 15 degrees, so a little charcoal in a clay flower pot soon brought the shaft to a cherry red, and it easily straightened within 1:.

The next thing was a tune-up. The 4-speed transmission needed new synchro's, so I told my son that as he removed each piece he should place it in order on the bench.

He had never worked on a car before and only knew where to put in gas, oil, and water.

Kenny disassembled the transmission and put in new synchro's and assembled it again. It worked beautifully.

The white color of the car did not appeal to Kenny, so he chose purple "metal flake" with lavender in the sculptured area. All of the chrome on the doors, trunk, and hood was removed. Each piece was filled and hand sanded with 400 wet or dry sand paper, a base coat of primer, three color applications of purple metal flake mixed with clear and 14 coats of clear lacquer. After it dried, it was sanded with 600 wet or dry sandpaper, then rubbing compound and finally Blue Coral cleaner and wax. It really had depth and shine.

Of course reverse chromes and wide ovals had to be added. The following summer he rented a heavy-duty sewing machine and recovered the seats in diamond and button pattern. They turned out fine. We had many laughs out of saying "Sew, Sally, sew," to him, but with all the needling he still turned out a professional job.

Needless to say, after much hard work his 1961 Vette was the envy of his friends.

I too got the "Vette bug," so I purchased a 1959 model in the condition you see in the picture. Both front fenders were smashed.

After many hours of loving work, I restored it to like-new condition. My boys and I repainted it a 1969 antique gold, a Cadillac color, in keeping with G.M. products.



Dad's 1955 Corvette Before



Dad's 1955 Corvette After



Son Keith's 1957 Corvette "straight A college student gift" after he restored it.



Ken's 1961 After

My son Keith talked about a 1957 Vette with the single headlight for two years, so when he came out to California on his summer break from school, there was a 1957 Vette sitting in the car port. He was really surprised, but we thought a straight "A" student deserved a fine gift. All summer was spent working on every little item, and there was plenty of them. No less than 75 cracks or breaks adorned the body, but as you see by the results, it was well worth repairing. We block sanded the whole car, as we believe the mold for that year was not too uniform. Then nine coats of the 1970 Camaro gold color with the last three mixed 50-50 with clear lacquer gave it depth. It too was added to our stable of Vettes.

Even my brother, who is 70 years old, borrows my Corvette while I use his Cadillac.

To me, after fishing and hunting in their younger days, I realize there is no generation gap between me and my sons as we still have a lot in common planning, working, and talking Corvettes.

My future plans are to locate a 1953 and restore it.

So you can see a Corvette can fill the so-called "generation gap."



Son Keith Son Ken



1959 Corvette After, with Mr. Tholin

BACK ISSUES OF BLUE FLAME FOR SALE INCLUDE THE FOLLOWING ARTICLES:

Vol. 1 No. 1 January 15, 1969

\$1.00

How It All Began — Plans to reproduce 53-55 parts catalogue — Classified — Corvette Serial Numbers — '54 Corvette engine serial numbers, 7 associate members and 2 honorary members.

Vol. 1 No. 2 April 1969

\$1.00

Articles — Corvette News — Jacket Patch — Owners Manual — Reproduction — Western States Corvette Council — National Council Corvette Convention, Daytona Florida — Corvette Service Manuals — Corvette Serial Numbers and Production figures 1953 thru 1967 — Corvette Colors — WSCC Corvette Convention, San Diego 1969 — Membership Roster.

Vol. 1 No. 3 July 1969

\$1.00

Corvette News search for 1953 Corvettes. Corvettes appear in Automobile Quarterly — My Vintage Vette by Don Peers, Omaha, Nebraska — My Vintage Vette by John Goslin, Yardley, Pennsylvania — Paint colors of 1955 Chevrolet Corvettes — Classified section — Addendum to Roster.

Vol. 2 No. 1 First Club Magazine printed January 1970

-\$2.75

New Name: "BLUE FLAME SPECIAL" — Cover Car E54S003988-55, owned by Eric Daly, Ontario, Canada — Reproduction of 53-55 Parts Catalogue — The Evolution of A Sports Car — The Chevrolet Corvette by Maurice Olley G.M. — 1954 Corvette — Y H Carter Carburetors, adjustment photos, etc. — Owners pride picture page — Classified section — Reproduced Body Parts for Sale — Addendum to Roster — Club Facts and Figures.

Vol. 2 No. 2 April 1970

-\$2.75

Articles: Cover Car Ed and Jean Thiebaud pictured with Grand Daddy E53F001003 — Chevrolet "Parts Mart" — Editor's notes — Beginning of Corvette Radio shop manual — Members cars picture page — Classified Section — Blue Flame Blues by Eric Daly, Ontario, Canada — How to tell the difference between a 1953-54-55 Corvette if the serial I.D. tag is missing — Removing 15 years of paint, by Don Majestic, Yucaipa, Calif. — First of 2 articles by Corvette News on Project Restoration of Corvette serial no. E53F00255 — Corvette paint chart interior and exterior 1953 thru 1960 — Addendum membership Roster — WSCC Convention dates for 1970 Vancouver B.C. Canada.

Vol. 2 No. 3 July 1970

24 pages — \$2.75

Cover photo reproduction of cover of June 1954 issue of Road & Track Magazine 9-1954 Corvettes racing around corner of G.M.s proving ground track. — Rare 1955 Corvette color combination — Assignment of membership numbers — Corvette Radio Article — Classified section — owners pride picture page — Road & Track story, The Chevrolet Corvette June 1954 — 2nd article: Project Restoration of Corvette serial no. E53F001255 by Corvette News — Addendum to membership Roster.

Vol. 2 No. 4 December 1970

32 pages — \$3.25

Cover Car E54S003479 owner John E. Harmon Hunnington, N.Y. — Attempt for hub cap reproductions — 4th annual all Corvette drag meet dates — Collection of complete Corvette literature on file VCCA headquarters — Photos 53 prototype — Additional 1955 Corvette information — Begin reproduction of original showroom brochures — Classified section — Cal Farley's Boys Ranch — Owners pride picture page — Road testing the 1954 Corvette from Road & Track Magazine — Corvette Radio article — First continuation article on 1957 Fuel Injection Repair — First continuation article on 1954 Chevrolet powerglide transmission adjustments, etc. — Regionalization.

Vol. 3 No. 1 March 1971

36 pages — \$3.50

Cover Car E54S001834-214 owner Glenn Hinz, Wisconsin. 1960 Corvette original tires description — Original showroom brochure reproduction 1953 — Classified section — Informative Notes on a Late 55 Corvette, VE55S001696 — Cover Car story with rare "see thru bubble plastic top" — Tips from our Fiberglass body parts manufacturer — "Change

Your Luck" 30 years of progress + 17 more — America's No. 1 sports car by Frank Milne, Sales Manager, Harry Mann Chevrolet Company, L.A. — Owners pride picture page — Cal Farley's Boys Ranch Grant membership No. 1 — Harrah's Swap Meet & Car Show schedule — Corvette Radio article — 1957 Fuel Injection article — 1954 Chevrolet powerglide removal — Roster.

36 pages — \$3.50

Vol. 3 No. 2 June-August 1971

Cover Car E56001461 owned by James and Pat Lindamood of Cuyohoga Falls, Ohio — Region News — 1954-55 Drive replacement — 1953 Corvette engine colors — Cool the cockpit of a 68 or newer Corvette — Reproduction of 1954 and 1955 V-8 Corvette showroom brochures — Classified section — S.C.C.A. Racing in the Real McCoy 1953 Corvette — True story of the clear plastic bubble top — Engine Type Designations 1956-1965 — Cover car complete set photos — Owners pride picture page — First of continuation articles taken from "The 1956 Corvette Engineering Achievements" 24 page booklet — Covering exterior & convertible top operation — Corvette Radio article — 1957 Fuel Injection Repair — 1954 Chevrolet powerglide installation — Roster.

Vol. 3 No. 3 Sept.-Oct. 1971

28 pages — \$3.00

Cover Car E545003681-288 owned by George F. Campbell, Corvallis, Oregon — Editor's notes — What's new for 72 — PentHouse Features Article: "Sweet Chariot" Corvette story also few other sweet things — Region News — 2 original showroom brochures on 1956 Corvette — Classified section — Owners pride picture page — V.C.C.A. Concours Judging form — Corvette Radio Repair — 1957 Fuel Injection Adjustments — 1956 Hard top installation, interior.

Vol. 3 No. 4 Nov.-Dec. 1971

36 pages — \$3.50

Cover Car E575105310-191 — Wally Thompson's Trophy winner St. Helens, Oregon — Editor's notes — Motor Trend Notes — Cen-Tex Corvette Club "Bash" Banquet — Ski Racks for Corvettes — Original showroom brochures 1957 Corvette — Classified — Region News — Tech Tips — Lost & Found — 1954 Corvette Christmas Card by Mike Merrit, Paducah, Ky. — Chevrolet's Dream Cars pictured 4 cars, (3 prototypes and 1953 Corvette) — Cover Story "The Making of a Winner" — Owners pride picture page — Roster — Corvette Radio article — 1957 Fuel Injection Repair — 1956 Corvette Engine, Cylinder Heads — Rocker covers, intake manifolds, carburetor, exhaust manifolds and distributor — First of continuation articles taken from A.M.A. Spec. Questionnaire 1953-54-55 six cylinder and 1955 V-8 — General specification, engine and electrical, fuel — lubrication, valves, cooling & starting system.

Vol. 4 No. 1 Jan.-March 1972

36 pages — \$3.50

Cover Car E545002700-79 owned by Leonard & Sharon Brabson of Memphis, Tenn. — VCCA in the news — Exhaust parts available — Reproduced Jack Instructions — Cover story original owner sells 1954 Corvette to Leonard & Sharon Brabson — Zora Arkus Duntov new honorary member — New Airplane route into V.C.C.A. headquarters Airport — Complete Duco Paintchart — Classified — Leonard Goodale's Brush & Ink Corvette Drawings — Owners pride picture page — Addendum to Roster — Regional News — 1958 original showroom brochure — First article on Corvette Collectors, Bill Davis "sportscars" Prestonburg, Ky. — Corvette Radio Repair article — Fuel Injection — 1956 Corvette: Ignition shielding, clutch, transmission, chassis, accessories, standard equipment, optional equipment, body color, cloth top floor, interior, exterior — Interior color combinations and interior colors and fabrics — A.M.A. consolidated Specifications Questionnaire 1953-54-55 six cylinder and switches, lampbulbs, fuse and circuit breaker data — Drive units — National Council of Corvette Clubs, Dallas Texas schedule.

Vol. 4 No. 2 April-June 1972

40 pages — \$3.75

Cover Story E545002525-463 owned by Russell L. Watson, Yokohama, Japan — Editor's notes — First listing of Corvette Collectors — Region News — Classified — First listing of Corvette parts reproduction vendors — Original showroom brochure 1958 and 1959 — Coming Events — Owners pride picture page — First article on reproducing Corvette News articles Vol. 1 No. 1 — Corvette Radio Repair — 1957 Fuel Injection — A.M.A. consolidated specification & questionnaire 1953-54-55 six cylinder & 1955 V-8 Corvette, rear axle, wheels, tires, brakes, frame, front suspension & height dimensions — Addendum to Roster.

BACK ISSUES, CON'T.

Vo. 4 No. 3 July-October 1972

40 pages - \$3.75

Cover Car owned by Lee K. Nicholl, Beverly Hills, Calif. Editor's Notes 1955 ignition shielding reproduced for first time - all Corvette poster offered for sale - restoring a 1960 Corvette to original - Region News, Parts Wanted, Parts for Sale, Cars for Sale - E53F001013 offered for sale - Corvette Collectors - 1960 showroom brochure reproduced - 2nd 2nd half of Vol. 1 No. 1 1957 Corvette News 1957 Reproduction - Completion of 1954 Corvette Radio Repair article which started with Vol. 2 No. 2 April 1970. Completion of AMA Specifications Questionnaire 1953-54-55 six cylinder and 1955 V-8. Photo coverage of N.C.C.C. Dallas Convention, July 22 and W.S.C.C. Fresno Convention May 1972. Even young men like old Corvettes! and What's New for '73' Corvettes.

Vol. 4 No. 4 November-December 1972

48 pages - \$4.25

Cover Story E57S104672 owned by George Neiman, York, Pa. - Editor's Notes - Regional News - "Automobile Quarterly" Poster - Classified - "Chiltons Repair & Tune-up Guide for the Corvette" - Corvette Collectors List - Original Showroom Brochure for the 1961 Corvette - Owner's Pride (Pictures) - Reproduction Vendor's List - "Corvette News" Vol. 1, No. 2 first half - First half of the 1956 Corvette Owner's Manual - Addendum to Roster.

Vol. 5 No. 1 January-March 1973

44 pages - \$4.25

Cover Story: 1959 Frost Blue Corvette Roadster owned by Jim and Pam Lafferty of Carterville, Ill. Editor's Notes - Regional News - New Grant Membership Boy's Town Nebraska - Parts Wanted - Classified - 1962 Showroom Brochure - Owner's Pride Picture Page - Bryan & Bev Hill, China Lake, Cal. Feature Story - Second Half Corvette News Vol. 1 #2 - Second Half 1956 Corvette Owner's Manual - Standard & Optional R.P.O. Equipment 1960 Corvettes - Available 1/25 Scale Model 53-54-55 Corvette - Addendum to Roster.

Vol. 5 No. 2 April-June 1973

40 pages - \$5.00

The Fifth Anniversary Issue with V.C.C.A.'s first all-color front cover featuring Stanwood Brown's beautifully restored E54S001783, pennant blue w/beige int - Repro's of 53-55 air cleaners - F.I. notes and F.I. unit number info - list of original 100 charter & associate members - travel log of E53F001013, Calif. - Missouri - checklist 53-54 Corvette - Classfields - 1963 showroom brochure - first half Corvette News Vol. 1 No. 3 - first half 1957 owner's manual.

ROSTER OF CAR CLUBS

Vintage Chevrolet Club of America
Membership Secretary: Nancy Matheson
14454 San Dieguito Drive
La Mirada, CA 90638

National Nomad Club "Nomad News"
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Arvada, CO 80001

Classic Corvette Club 53-55
John Hutchins, President
9417 N. Rich Road
Alma, MI 48801

National Council of Corvette Clubs, Inc.
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P.O. Box 325
Troy, OH 45373

Western States Corvette Council
WSSC Secretary
P.O. Box 5563
Sherman Oaks, CA 91403

T-Bird Club of America
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Monterey Park, CA
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Corvette Collectors

Ownership of six Corvettes in basically original or restored condition and all cars are complete, running and driveable.

1. Burgess - Doyle Motor Co.
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Prestonburg, Ky. 41653, home ph. (506) 886-6439

3. Mike Farley
Mike Farley's Race Cars
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Excatawpa, MS 39552

4. Jim & Pam C. Lafferty
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Carbondale, IL 62918

5. Roy Manglesdorf
46 Prospect Ave.
Little Ferry, N.J., home ph. (201) 641-6069

6. Ed & Jean Thiebaud
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Fresno, Calif. 93706, ph. (209) 266-2153 or 266-6216

7. Gene & Judy Tucker
% Gene Tucker's Corvette Fiberglass Repair Shop
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Macon, Ga. 31204, (912) 743-0035

8. Rick Moser c/o
% Moser's Auto Repair
129 E. Glenside Ave.
Glenside, Pa. 19038, ph. 215-884-9344

9. Dick Hellman
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Atlantic, Iowa 50022

10. Lynn & Sonja Dowdy
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Janesville, Wisc. 53545, Bus. 608/756-1194
Res. 608/752-3558

11. Ed Lincoln
Lincoln's Corvettes Inc.
c/o Lincoln's Auto Salvage Inc.
12220 Aurora Ave., N.
Seattle, Wash. 98133, ph. 1-206-364-2000

12. Lee Nicholl
2037 N. Beverly Drive
Beverly Hills, Calif. 90210, ph. (213) 276-9523

13. David N. Rosen
364 Tompkins St.
Cortland, N.Y. 13045

14. Jerry L. Brewster
Rt. 2, Box 108A
Bastrop, Louisiana, 71220

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 1964 model.



In Pursuit of An Objective With the passing of twenty years the Chevrolet Corvette has become universally recognized as a collector's car, and is increasingly subjected to preservation and restoration by devoted fans and auto historians. It has taken its place in the auto collections next to the cars that bear the historic names of Packard, Mercer, Duesenberg, Bugatti, and Pierce-Arrow. With its increasing recognition as a car with a great past and a greater future has come the recognition that the early development of a comprehensive registry of the early production of the cars can provide a valuable contemporary historical perspective of the marque, and can benefit those dedicated to the study and preservation of the car in several practical ways:

1. The accumulation of prior ownership historical data on individual cars.
2. Assistance in the authentication of production details as the cars were made.
3. Provide a continuing tracer on cars to discourage theft.
4. Provide data concerning production volume -- rarity of existing cars -- to assist in appraisal of value for insurance purposes and as a guide to the buyer or seller of the car.
5. Provide past and early Corvette data for the greater enjoyment and broadened knowledge of owners and aficionados of the car everywhere.

With these and other similar objectives in mind, IREC has made a beginning, and this constitutes the first of a series of reports based on data now being accumulated from hundreds of individually contacted owners throughout the North American continent and wherever they may be found around the world. To those who have taken the time to make their data available, our thanks for their cooperation and enthusiastic response. For the unreported owners, our invitation to join in the study of our automotive marque by writing IREC at P.O. Box 666 in Corvallis, Oregon 97330 to request an Inquiry Sheet and become part of the contemporary history of the first editions of "America's only true production sports car."

A Progress Report When a 1953-1955 Corvette is reliably reported to still exist, through information provided by Corvette clubs, responsible individual reporters, or from other acceptable sources, it is noted in the basic Registry. This is even true of cars identified by serial number with ownership information incomplete or indefinite, and cars identified by owners where the serial number is not yet known or verified. From this basic entry that contact is made by the forwarding of an Inquiry Sheet for greater detail about the car, together with information to introduce the function and purpose of IREC. When the Inquiry Letter is returned, the information is tabulated and becomes part of the permanent file of the ownership for that car. Additional data on specific cars is obtained by follow-up correspondence in those cases where special information might be of value. How is IREC doing in accumulating the data on the 4640 cars made between 18 and 20 years ago? Here is our current progress report:

	1953		1954		1955		1953-1955	
	NO.	%	NO.	%	NO.	%	NO.	%
Car Fully Accounted For	114	38.0	665	18.3	139	19.9	918	19.8
S/N & Name W/O Addr; Addr W/O Name; Unable to Contact	34	11.3	42	1.2	7	1.0	83	1.8
S/N Verified, No Name/Addr.	7	4.3	0	0	0	0	7	0.2
S/N Unknown or Questionable	2	0.7	94	2.7	15	2.1	111	2.4
S/N & City, No Name/Addr.	1	0.3	0	0	0	0	1	---
S/N Possibly Accounted For	0	0	4	0.1	0	0.3	6	0.1
Verified S/N Destroyed	1	0.3	2	---	2	0	3	---
Total	159	53.0	807	22.2	163	23.3	1129	24.3

These figures represent the basis entries currently shown in the IREC listing as of September 1, 1973. The second column figures represent the per cent of total original production for each of the years and for all three years combined. We have used as a base a production of 300 for 1953, 3640 for 1954, 700 for 1955, or a three year total of 4640 cars.

That nearly one-quarter of the original production has entered the IREC data in one form or another is an indication of the "staying power" of the early Corvettes. Last year one of the foremost automotive magazines featured an article concerning the attrition rate of cars following their initial production. An example of the manner in which registrations indicate the declining existence of a given car was cited in the case of the 1956 Plymouth. The writer concluded that by 1970 less than 10% of the original production could be expected to remain, and the survival rate of 1% could be extrapolated by 1978. Further, using a sample group of 15 cars manufactured between 1953 and 1959 the level of 1% survival averaged 18.5 years after production, and was down to 0.1% after 23.2 years. The writer also recognized, however, that the survival rate would be affected by interest in the preservation of an old car and the accuracy of such attrition projections would be countered somewhat by collector interest.

The figures which have emerged from the preliminary IREC analysis would indicate that the 1953-55 group of Corvettes could well set some sort of record for their persistence both before and after the influence of "collector interest" was felt. For nearly one-fourth of the original production to be accounted for, between eighteen and twenty years after their production origin, and after a period of less than three years being devoted to the accumulation of such information, is nothing short or remarkable. From the point of view of IREC, at this still early date, it would seem that 50% of the total production of 4640 might still be accounted for eventually. Only time and continuing enthusiastic response of the early Corvette owners will provide the answer to such speculation, but a long stride has been made in the direction of confirming the suspicions that many of us share. And with the growing interest in the preservation and restoration of the marque, we can expect that the rate of attrition has tapered off markedly, and the condition and quality of the cars which remain will tend to rise steadily. What this means in the area of economics as well as aesthetics is not lost on many of today's owners, nor is it lost on the awareness of those who seek future ownership of the car.

The effort of IREC has only just begun. The validity of the information made available to early Corvette owners will be strengthened as time goes by and a greater participation is achieved. For that reason, this series of reports may be considered only *preliminary* at this early date. Already, however, some fascinating information is emerging from the mass of data accumulated. This first report will concern itself with two points about which considerable interest has been expressed: 1) an engine report, and 2) a mileage analysis. Subsequent reports will deal with other topics such as condition, term of ownership, color selection, etc. We also hope to share with you the story of some of the cars with an unusual past history, and the interesting stories told by some of the

IREC, Continued

current owners in the acquisition and restoration of their cars. From these reports we hope a greater understanding and appreciation of the 1953-55 Corvettes will emerge for the greater enjoyment of all who find fascination with the story of "America's only true production sports car."

First Fruits The Engine Compartment

A common question raised among early Corvette owners concerns the sequence of numbers appearing on the engine blocks and whether they parallel the serial numbers assigned to the cars. IREC research indicates there is an inconsistent parallel as revealed in the following representative sample:

-----1953-----		-----1954-----		-----1955-----	
Serial No.	Eng. Block No.	Serial No.	Eng. Block No.	Serial No.	Eng. Block No.
E53F001026	LAY10039	E54S001231	0273233F54YG	VE55S001008	0092860F55FG
E53F001065	LAY494733	E54S001306	0299141F54YG	VE55S001050	0118322F55FG
E53F001089	LAY425223	E54S001328	0670747F54YG	VE55S001055	0118328F55FG
E53F001091	LAY341018	E54S001602	0342427F54YG	VE55S001278	0246153F55FG
E53F001093	LAY505454	E54S001609	0374576F54YG	VE55S001319	0188985F55FG
E53F001145	LAY549382	E54S002267	0515430F54YG	VE55S001325	0246544F55FG
E53F001173	LAY537522	E54S002268	0515811F54YG	VE55S001347	0262986F55FG
E53F001214	LAY517164	E54S004165	0643677F54YG	VE55S001366	0262796F55FG
E53F001276	LAY567023	E54S004167	0643822F54YG	VE55S001453	9288352F55FG
E53F001278	LAY567031	E54S004408	0958399F54YG	VE55S001494	0175010F55FG
E53F001284	LAY567014	E54S004409	0958378F54YG	VE55S001575	0363464F55FG
E53F001300	LAY566991	E54S004594	0647546F54YG	VE55S001596	0362212F55FG

It can be seen from this sampling that the engine block number generally rises as the serial number rises, but the sequence of the numbers is not precise. This would seem to indicate that the 6 cylinder engine blocks were delivered from the engine plant to the production area in groups, and then were drawn from stock as they were encountered in the holding area. At the end of the 1954 production run, it appears they were working their way back into some of the engines that had been delivered earlier, since there are a number of instances where block numbers used in the last 200 cars are similar to those appearing early in the 4000 series of serial numbers. The least consistent sequence is found in the 1955 series, although the pattern of ascending numbers is still evident.

A further study of the engine information reveals the ravages on originality exerted by the passing of the years. Engines wear out and are replaced rather than rebuilt. Race enthusiasts discard original blocks for something more productive on the track. Accidents cause the disposal of a doubtful engine and transmission arrangement in favor of a safer replacement engine. With the study of this engine data we can begin to grasp the relative prevalence or rarity of the stock and original motive equipment at this two decade passing of time. Of those reported on Inquiry Sheets as of September 1, 1973, this is the picture:

	1953 Corvette	1954 Corvette	1955 Corvette
Original Engine	64%	56%	41%
Replacement 6 Cyl.	16%	16%	2%
Replacement V-8	---	9%	41%
No Engine	10%	4%	6%
Unknown/Not Rept'd	10%	15%	10%

When evaluating the relative rarity of an original car, it helps to have a valid reference point for such basics as how many cars still around have the original engine configuration. If we accept the premise that as many as 50% of the original 1954 production still remains, and if we accept 56% as a representative figure for how many of those cars still have the original engines, then we might believe that the number of existing cars which meet the first test of originality -- that of the engine -- would not exceed 1,019 (3640 x .50 x .56). How many of those cars fall short of originality because of other alterations can only be left to the imagination at this time. Perhaps the number of qualifying cars is even smaller than anyone has previously imagined. Only time will help pin down the accuracy of that 50% assumption and verify the reliability of the 56% figure which now asserts itself.

Examination of the 1953 group might reveal another 50% potential in car originality adjusted downward by a 64% engine factor, for a result of 96 cars (300 x .50 x .64); and for the 1955s the same assumptions would indicate a total of 143 cars (700 x .50 x .41). How many such cars have you seen lately? It makes food for thought, doesn't it?

How Far Have They Gone? A Mileage Analysis:

What constitutes a low mileage early Corvette? What is a typical odometer reading for the 1953-1955 cars? This study produced a few surprises to ponder. Summed up simply, an unexpectedly large number of the cars are still "low mileage" cars, as reported by the responding owners of today. Here's the picture:

Mileage	1953 Production	1954 Production	1955 Production
Under 20,000 Miles	2.7%	1.5%	1.8%
20,000 - 39,999	8.1%	7.5%	8.8%
40,000 - 59,999	18.9%	15.9%	19.3%
60,000 - 79,999	13.6%	21.4%	10.5%
80,000 - 99,999	2.7%	16.4%	12.3%
100,000 - 149,999	5.4%	10.4%	15.8%
150,000 - 199,999	---	1.5%	1.8%
200,000 & Over	2.7%	1.0%	---
Questionable	8.1%	.5%	---
Unknown or Not Reported	37.8%	23.4%	29.8%

IREC, Continued

By the very nature of its being a "specialty" car we would expect these Corvettes would be the lesser used of two or more cars in most families. But consider that a 1953 car with just 60,000 miles means an average of 3000 miles per year. That's low miles! The spread between the lowest and highest 1953 mileage is a mere 276,200 miles. One 1953 is reported in at 8,800 original miles, while the record holder is an impressive 285,000 miles. The 1954s range from 15,000 original miles to a high of 257,000 miles. Low mileage honors at this time go to a 1955 which claims actual mileage of 6,800, and the high end for that year is a modest 162,000 miles.

Obviously, IREC is not in a position to verify the mileage claims made by its participants. But, the additional data provided usually tends to corroborate the claims and we trust such information is as accurate as the owner can provide. The emerging picture is one of a disproportionate percentage among the early Corvettes which qualify as low mileage cars. If mileage of 10,000 annually is typical among all cars, then a 20 year old car might expect to have either 200,000 miles on the odometer, or to be so worn out that it has been exiled to the junk yard. Remember that some of the reported cars exceed that figure; some are so high in mileage that the true figure is unknown today; and remember that the majority of the cars produced in the 1953-55 era are not yet registered, and may never be, because they have indeed gone the way of tired automobiles, to their final resting place. Those that are left though, seem to be in good shape to face the next 20 years, and with the continuing effort by restorers to defend the marque from further attrition, we can expect to see an improving level of quality even though the quantity will continue to be fixed by the fortunes of vehicular fate. On that positive note, we conclude our story of "How Far They Have Gone" with the expectation that the survivors still have a long way to go as they wind their way into automotive history.

IREC Epilogue . . . Comments regarding this IREC data are welcome. Participation by all previously unregistered 1953-54-55 Corvette owners is solicited. We extend our thanks to the many who have already become a part of this effort. We are particularly grateful for the cooperation and encouragement received from John Hutchins of the Classic Corvette Club in Alma, Michigan, Ed Thiebaud of the Vintage Corvette Club of America in Fresno, California, Jim Prather of the publication Vette Vues in Atlanta, Georgia, and the excellent work done by a number of "regional reporters" whose sharp eyes and unbridled enthusiasm have turned up many cars which would otherwise have languished unknown for some time to come. Their efforts will be recognized individually in a future issue of the IREC Report.

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George F. Campbell
IREC Registrar
P.O. Box 666
Corvallis, Oregon 97330

INTERNATIONAL REGISTRY
OF EARLY CORVETTES

CAR NO: _____
MODEL YEAR _____

Extra Parts: _____

Registry Date: _____

Condition: _____

Purchased by present owner:

From whom? _____

Where? _____ When? _____

Is car history known? _____

Mileage: _____

Color: Exterior Original _____ Now _____

Interior Original _____ Now _____

Engine: _____ Number: _____

Transmission _____

Options: _____

Owner's Name: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: _____

(Use reverse side if necessary. Include photo if possible.

Request additional sheets for additional cars.)

Missing Parts: _____

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1954 Corvette for sale, Feature Car Special Interest Auto Jan.-Feb. issue 1971 P.P. 20-21-22-23, also featured in Sports Cars of the World by Peterson Publishing #02301 1972 pages 62 thru 67 also pictured on Front cover Corvette News Feb.-March 1972 and in full color same issue page 7. A real concours show car. Won many firsts in show, price \$7,500.

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1961 Corvette, with 10,600 actual miles, Rare Factory orig. "315" H.P. Ramjet Fuel Injection 283 engine, 4 speed, posi-rear end, still sitting on original Factory 2" wide white walls B.F. Goodrich tires, Rare power white vinyl soft top that works like new—color original Roman Red with Ermine white side panels—flawless mint all original interior including seat covers, carpets, door panels, etc.—without a doubt one of the rarest 61 F.I. Corvettes in the country—collector's car only price asking \$10,000 original sales contract written in 1961 goes with car—purchased from orig. owner who only drove it occasionally.

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