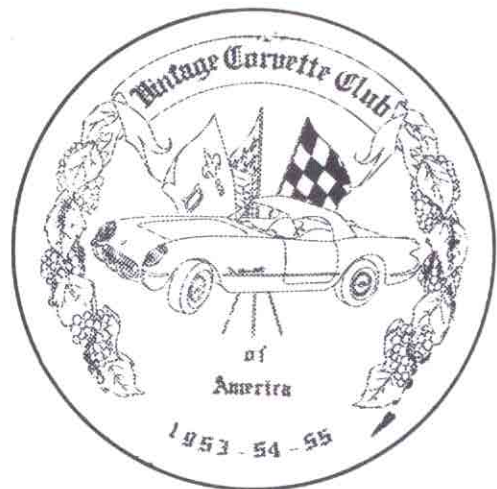


# Blue Flame Special



VOL. 6 NO. 1  
JAN. - MAR. 1974



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

Phone 209-266-6216 if no answer--264-8062  
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) 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.

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
Club Secretary:	Glenda Fite

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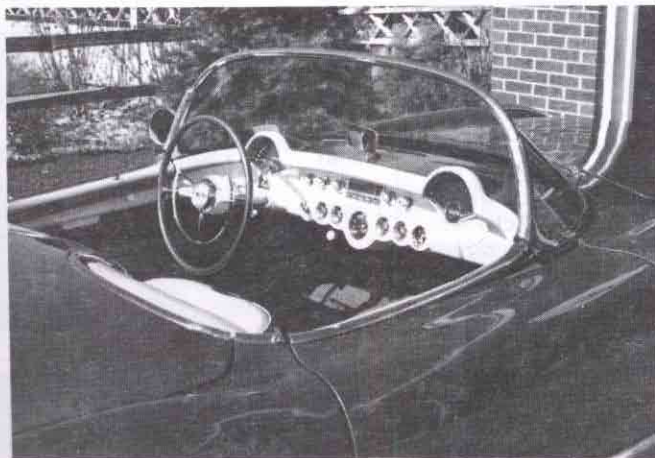
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*Our newsletter name was written in white letters on the blue-green six-cylinder engine valve cover on the early Corvette models.*

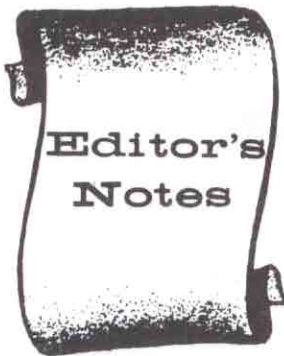
*—Ed Thiebaud*



**COVER  
STORY**



*See Story  
on Page 6*



## Editor's Notes

### COMING AN ALL-ALUMINUM CORVETTE?

Yes, in ROAD AND TRACK May 1974, there was pictured along with an article, an aluminum Corvette.

Reynolds Aluminum built this car for Chevrolet Division to study the idea.

Reynolds doesn't claim that the all-aluminum body car is ready for mass production immediately, improvements still must be made in certain phases of joining and forming aluminum, but building the car helped identify several areas in which research will continue.

### 1953-57 GRILLE SHELL FRAMES NOW AVAILABLE

If you remember we mentioned in Vol. 5 No. 3 that Don Hein 6973 Estes Dr. Arvada, Colo. and Ken Miller 6969 Estes Dr. Arvada, Colo. were yelling about not being able to find grille shell frames. Well they stopped yelling and started reproducing 53-57 grille shell frames. Let's give a big hand for Don Hein and Ken Miller!!



The shell is of high quality aluminum and is as near as possible to an exact reproduction. It is lighter than the original, and will be offered with a high polish surface which looks like chrome. You can have it chromed, but all chrome shops are not capable of plating aluminum. Some minor modification to the grille opening may be required as we find a considerable amount of variance from car to car. Shipment will be 30-45 days from receipt of payment, with freight C.O.D. We offer money back guarantee on material and workmanship but make no guarantee on plating as this varies between plating shops. Send money order or Certified check to Don Hein 6973 Estes Dr. or Ken Miller 6969 Estes Dr., Arvada, Colo. 80004. Prices:

Polished and Studded \$200

Polished and Unstudded \$185

Unpolished and Unstudded \$155

## 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.

Year	Model Car	Car Serial No.	F.I. Serial No.	F.I. Part No.
1956		E56S001797	1013	701-4520 Finned top Doghouse
1959		J59S103638	1675	701-7300 Finned top Doghouse
1960		00867S108066	1661	701-7320 Smooth top Doghouse
1961		10867S1053314	2633	701-7230 Smooth top Doghouse
1963		30837S116296	2002	701-7380 Finned top Doghouse
1957		E57S100965	1379	701-4360 Finned top Doghouse
1957		E57S102558	1373	701-4520 Finned top Doghouse
1957		E57S103540	1334	701-4520 Finned top Doghouse
1957		E57S103560	1633	701-4520 Finned top Doghouse
1957		E57S103963	1662	701-4520 Finned top Doghouse
1957		E57S104730	2483	701-4800 Finned top Doghouse
1957		E57S106023	1147	701-4520 Finned top Doghouse
1958			1327	701-4900 Finned top Doghouse
1958		J58S100992	2191	701-4900 Finned top Doghouse
1958		J58S104652	2775	701-4900 Finned top Doghouse
1959		J59S100561	1109	701-7300 Finned top Doghouse
1959		J59S106597	1661	701-7300 Finned top Doghouse
1960		00867S105156	1356	701-7320 Smooth top Doghouse
1960		00867S108617	1608	701-7320 Smooth top Doghouse
1961		10867S105269	2382	701-7320 Smooth top Doghouse
1961		10867S105564	2679	701-7320 Smooth top Doghouse
1962		20867S104516	1773	701-7360 Smooth top Doghouse
1963		30837S109434	2531	701-7375 Finned top Doghouse
1964				
1965				

## CLUB ITEMS FOR SALE

### 1953-55 CLUB ITEMS OFFERED FOR SALE

1. Carburetor kits - new \$10 each p/p - 1954.
2. Back issues of magazines: all volumes. See page 14 for price.
3. New original windshields - \$150 plus postage and insurance.
4. New windshield rubber gaskets - \$13 each p/p.
5. One quart of Chevrolet red upholstery paint for entire upholstery, including carpets, seats, door panels, etc. \$10 each p/p.
6. One quart of Chevrolet engine blue heat resistant paint - \$10 each p/p.
7. Weather stripping for trunk under top deck, doors and hood 162" long - \$12 each p/p.
8. Original left and right side curtain release knobs, white - \$4.50 each p/p.
9. Original left and right door handle knobs, white - \$5.50 each p/p.
10. New original distributor with side tachometer drive - \$85 each plus postage and insurance.
11. New rubber transmission mount (2 bolt hole) fits between trans. and cross brace unit - \$10 each p/p.
12. Lower seating strip (rubber) used around bottom of the plastic on hardtops and any other custom-made vintage hardtops - \$3 per foot.
13. Chrome ash tray with flip lid, fits into arm rest 1953-55; also fits into tunnel for 1956-62 - \$8.50 each p/p.
14. Chrome ash tray ring, square pattern fits into arm rest - \$4 each p/p.
15. Head lamp chrome rings - \$12.50 each p/p.
16. Six-piece master cylinder brake rebuild kit - \$7.50 each p/p.
17. 1953-54 6 cylinder new bottom radiator hose - \$5 each. Take a total of 2. Elbow pipe NOT included in order.
18. Center of front hood deck rubber vent seal - \$5 each p/p.
19. 1953-55 complete park light assembly with lense, chrome ring, screws, bulb socket with bulb and wire harness - \$20 each p/p.

### 1958-62 CLUB ITEMS FOR SALE

1. Ignition shielding for distributor (not for F.I.) - \$25 each p/p.
2. Shielding passenger side from distributor shield to lower rear of engine ('57-283 — '62-327) - \$13 each p/p.
3. Chrome ignition shield butterfly screws - .75 each.
4. Complete front end and rear deck Corvette emblem; chrome ring, plastic emblem, rubber gasket, aluminum plate with 4 nuts - \$20 each p/p.
5. Gear shift rubber boot - \$5 each p/p.
6. Hard top front windshield chrome hold-down latch, right or left side - \$10 each p/p.
7. Inside white door knobs - \$5.50 each p/p.
8. Gear shift knob, white - \$7.50 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 - \$25 each p/p.
2. Owner's Manuals 1953-54 - reproduction - \$7.50 each p/p.
3. 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 - \$25 each, Red or Beige. p/p.
4. New chrome reproduction head lamp screens, like original - \$45 pair p/p.
5. Beautiful reproduction of original ignition shielding done in fiberglass - top \$40 — bottom - \$40 p/p.
6. Rear license plate covers - exact duplication - \$20 each p/p.
7. 1953-55 Corvette rocker arm cover decals, exact reproduction, 1953 - \$8 — 1954 - \$7 each p/p.
8. Chrome air cleaner bullets - \$20 each p/p.
9. Drop license plate hanger bars

### 1956-57 CLUB ITEMS FOR SALE

2. Fuel injection name plate ('57) - \$6 each p/p.
3. Ignition shielding for distributor (not for fuel injection) - \$25 each p/p.
4. Shielding passenger side from distributor shield to lower rear of engine (1957-283 thru 1962-327) - \$13 each p/p.
5. Chrome ignition shielding butterfly screws - .75 each.
6. New weather stripping for trunk, under top deck, doors and hood - \$12 p/p.
7. Right and left white door handle knobs - \$5.50 each p/p.
8. Chrome ash tray - \$8.50 each p/p.
9. Chrome ring around ash tray - \$4 each p/p.
10. Hard top right or left chrome hold-down latch top windshield - \$10 each p/p.
11. Rubber transmission gear shift boot - \$5 each p/p.
12. Front end and rear deck emblems complete with chrome ring - \$13 each p/p.
13. Inside chrome door lock handle - \$5 each p/p.
14. Complete park light assembly with lense, chrome ring, screws, bulb, socket and wire harness - \$20 each p/p.
15. Rear window and hard top base rubber - \$20 each p/p.
16. Windshield gasket - \$13 each p/p.

### 1957-57 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. - \$10 each p/p.

## OWNERS' PRIDE



Don Hein of 6973 Estes Dr., Arvada, Colo., is very proud of his 53-E53F001183, and his 63 that was just recently finished.



## CARS WANTED & FOR SALE

### WANTED:

1957 Corvette Mint original or professional restoration. May consider easy restoration.

Neil Moody, 11 Brookside Terrace, North Caldwell, N.J. 07006  
Ph. (201) 226-5764, 6-10 p.m.

### WANTED:

1963 Corvette Coupe, stock.

Steven Baker, Box 229, Fargo, N.D. 58102

### WANTED:

1957 Corvette with original fuel injection, low mileage preferred. Will pay top dollar for right car.

Thomas Feuerherm, 11380 S.W. 93rd St., Miami, Fla. 33156 Ph. (305) 274-0168

### WANTED:

1953 Corvette to restore, must have original drive train.

Gary Miller, 1221 Gilson St., Madison, Wis. 53715 Ph. (816) 358-7239

### FOR SALE:

1960 Corvette, fuel injection, 283, 4-speed, hardtop, red with black interior, completely restored to better than new condition. \$7,500.

1958 Corvette, mint condition \$2,800

1965 Corvette Coupe, 365 - 327, 4-speed, air \$3,500

1972 Corvette Roadster, 454, auto., air, PS, PB, fm-stereo, new top, red - red, 22,000 miles.

Tim Meade, 1315 Canterbury Ln., Colonial Heights, Va. 23834  
Ph. Home: (804) 526-9573 Office: (804) 520-1741

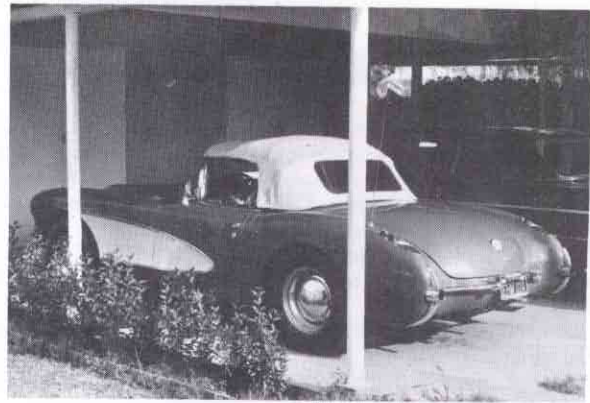
### FOR SALE:

1956 Corvette, stock and original, complete 265 cu. in. 3-speed, posi. rear 3 tops, car is solid new front end, brakes, exhaust, etc.

Ray Willard, 1358 Oakland Rd. #120, San Jose, Ca. 95112 Ph. (209) 289-1954



## - LOST AND FOUND -



This 1956 Corvette belonging to **Abigail Anderson** of Madera, Ca., was stolen June 5, 1974, in Madera. Serial #E56S004241.

The above photo shows the car with a white inset, but the car had been painted burgundy. There was a small piece of fiberglass missing under the headlight on the drivers side, and the hood had a bubble in it from a carburetor fire. If anyone has any information of this car's whereabouts please contact Abby Anderson, P. O. Box 1221, Madera, Calif. 93637.

## 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

#### 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

#### 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

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## PARTS FOR SALE

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### FOR SALE:

1963 Rochester Fuel Injection complete, low mileage, original. Asking \$600 1957 passenger fuel injection unit (no distributor). Lots of new and used F.I. parts. Hurst shifter for 1960 Corvette \$25.

Vern Chymko, Apt. 202 2345 Portage Ave., Winnipeg Manitoba, Canada.

### FOR SALE:

Exact reproduction 53-55 Corv. trunk rubber mats, Red only \$50 COD. Exact reproduction 53-55 Corv. carpet red and tan \$125 COD. Canvas conv. tops tan and black \$60. Pads and extra material for bows \$20 COD. 53-55 Corvette hubcap spinner exact reproduction ready to install \$10 each COD.

Jack Stepp % Art's Trim Shop, 305 E. 38th St., Anderson, Ind. 46014 Ph. (317) 644-5389. Res. 649-1953.

### FOR SALE:

1962 Corvette Body, 51,650 original miles, red interior mint dash, mint original rugs, body never been wrecked, original rims and hubcaps, chrome has been taken off car (have all chrome), car is prime now was factory white. Original trunk mat and jack tools, owner's manual, have factory engine 327 — 340 hp 4-speed close ratio 456 posi., hard top mint, car under restoration. Best offer.

Lots of Corvette parts, write your needs. Have four new knockoff spinners, the knockoffs you can't buy anymore, still in factory boxes. Best offer over \$200 part #3853795.

Brian Strong, 24187 Park St., Hayward, Ca. 94544

### FOR SALE:

63 Fuel Injection w/distributor-less fuel meter--\$130. 56-57 tail lights—brand new in boxes--\$65 for both. 62 black steering wheel--\$20. 56-57 fuel/water and oil/battery gauges—both \$25. 56 hubcaps—set of seven--\$35 for all. 56-57 center grill bar and seven teeth—fair shape--\$25 for all. 56-57 dual quad manifold, carburetors, air cleaner, linkage--\$50 complete. 57 240 horsepower heads with valve covers and all internal parts--\$50 both. 56 powerglide with all linkage except stick--\$75. 57 and 63 ignition shields—various parts—nine pieces in all--\$25 for all. Set of five Halibrand magnesium wheels. These are the actual wheels used on one of the Cunningham cars at LeMans in 1960. See page 100 of Karl Ludvigsen's Corvette book for picture of them on car. A real collector item--\$225 for set. All prices are plus shipping and insurance. Send SASE for particulars.

Mark Hathaway, 1005 W. Marbury Ave., West Covina, Ca. 91790

### FOR SALE:

53 Corvette owner's manual. Have found original manual inside owner's service policy dated 12-9-53 from Luby Chevrolet, Denver, Colo. S/N E53F001183 originally sold to James E. Stokes.

Who has this car? Who wants the package 4 items? Make offer. I have reproduced this manual in its entirety. Exact copies of first 50 manuals, \$9 each check or money orders payable to:

Caulette Rush, 1163 Panorama Dr., Arcadia, Ca. 91006 (213) 447-7002

### FOR SALE:

Many Corvette parts, including '64 F.I., '68 L88 heads and intake.

Tim Meade, 1315 Canterbury Ln., Colonial Heights, VA 23834 Ph. Home (804) 526-9573, office: (804) 520-1741.

### FOR SALE:

1960 Corvette parts, Grille, horizontal bumper, and vertical bumpers with brackets, all in good condition. 1953-55 parts might reproduce 6 inch side molding if there is enough interest.

Noland Adams, 715 Talbot, Albany, Ca. 94706 (415) 525-0855

### FOR SALE:

1954 grill, side curtains, chrome, rear body, chassis, etc., price list on request.

Richard Koury, 12009 E. 57, Kansas City, Mo. 64133 Ph. (816) 358-7239

### FOR SALE:

1965 bucket seats, dash pad (Nassau blue; also instruments and radio/am-fm) one new L-88 magnetic pulse distributor.

Vernon Chymko, 343 Ainslie St., Winnipeg, Manitoba, Canada R3J 2Z7

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## PARTS WANTED

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### WANTED:

Air meter adapter from 1959-62 fuel injection—links air filter to air meter.

Steven Baker, Box 229, Fargo, ND 58102

### WANTED:

For 1954 Corvette steering wheel, horn ring, emblem, shifter and linkage, hood, front down bumper bar.

Herschel Macy, 731 Neosho Blvd., Neosho, Mo. 64850

### WANTED:

Four good Rochester side-draft carburetors as used in the 6-cyl. Corvette.

John Bond, 28 Harbor Island, Newport Beach, Ca. 92660

### WANTED:

1954 front emblem, bullets, bumpers, kick panels, trunk mat.

Richard Koury, 12009 E. 57, Kansas City, Mo. 64133 Ph. (816) 358-7239

### WANTED:

For 1954 Corvette, one or two exhaust extensions (long or short), one chrome cover for dual pot air filter, pair six inch side chrome, passenger side chrome (replaces the flipper molding on late 1954 cars).

Rich Kahnberg, 5639 Yerba Buena, Santa Rosa, Ca. 95405



Don't go to pieces!

*Our membership cards are finally being printed and will soon be available ! ! ! ! !*

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# Cover Story

July 8, 1974

Dear Ed,

Thank you for selecting my 1955 VE55S001278 for the cover on Vol. 6, No. 1 issue of the **Blue Flame Special**. I am the third owner (I think). I regret that I cannot supply the complete history back to the selling dealer. I purchased the car from Emil Ziegler, Denver, Colo., in December of 1972. He purchased the car from Hugh Duncan of Casper, Wyoming in 1957. Mr. Duncan purchased a Used Car Business and the car was part of the stock. I talked to Mr. Duncan and he was unable to supply any of the prior history but felt that the car was purchased new from Natrona Motor Co., Casper, Wyo. This is slightly ironic since I lived in Casper at that time and was a confirmed Corvette nut. But, being 18 and usually broke, my first Corvette did not come until 1963, which was a fuel injected split window coupe.

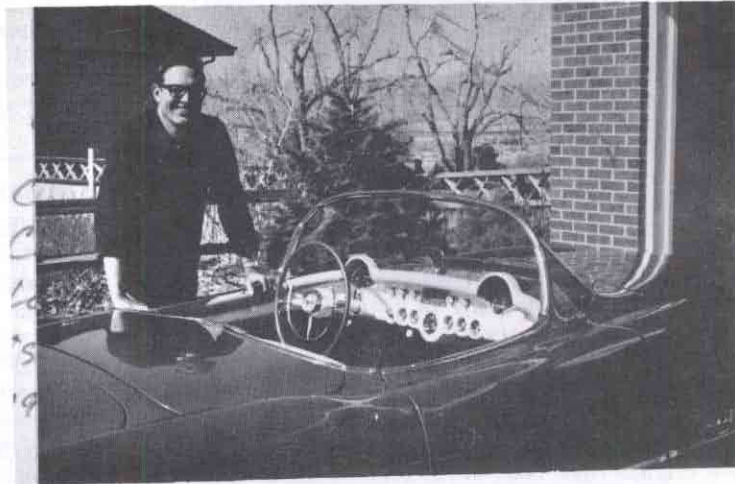
Mr. Ziegler had taken excellent care of the car and kept it original except for wheel covers, and interior which he had reupholstered in 1969 with a gold color. The original shoreline beige was still underneath. All other items were there including the original ignition shielding. I will include some in-process photos of the restoration. All paint was original and the body had the normal amount of small cracks. I wanted to seal these small cracks so I had the body sandblasted using very fine sand. Then, I re-resined the entire body. I let the resin cure for about six months while I went through the chasis and all mechanical type items with the body off. After putting the body back on the chasis, it was many hours of block sanding the resin, but was well worth the

effort. I obtained the original Copper Metallic paint from a Ditzler Distributor in Denver who is still capable of mixing vintage colors. I talked to George Campbell several times during restoration and according to his records mine is the first copper color to be verified. The dash top is copper with the lower dash, steering column, etc. Polo White. The entire interior was reupholstered with Shoreline Beige. The grille shell was cracked and after much fruitless searching for a replacement at other than an outrageous price, I decided I'd have to make one. Don Hein, another Corvette nut and my next door neighbor, and I started the lengthy and very costly process of having a mold built to make an exact duplicate. It took a year's work to perfect the mold and one of these reproductions is in the car. It is made of aluminum and given a high polish.

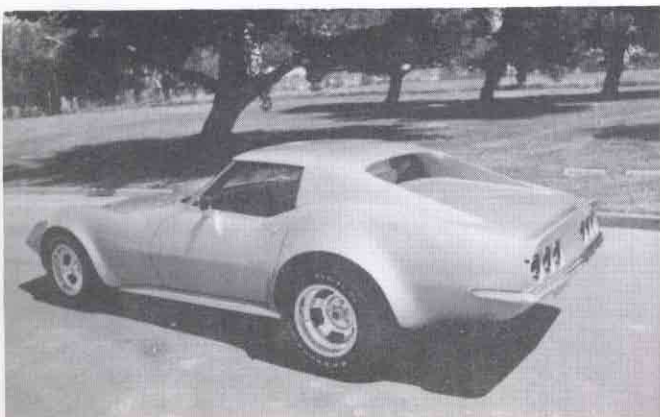
There are not enough vintage Vettes in

the general area in concourse or show condition for any kind of pure vintage Vette meet. I entered mine in the Tri-State Auto Show in Denver this spring and took home a trophy in the 1949 and later restoration class which is all makes and models. Needless to say there were many fine automobiles in this broad category so I was very pleased and proud to win. It will be entered in the International Auto Show in Denver in November, and I hope somemore vintage Vettes will show up. I am very proud of this exceptional car and I feel that there are very few 55's in this condition. It was in the restoration process for approximately 18 months.

Thank you  
Ken Miller



## OWNERS' PRIDE



Frank Milne % Harry Mann Chev. Co. 5735 Crenshaw Blvd., Los Angeles, Ca., is proud of his beautiful 1972 Corvette.

### 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  
District of Columbia  
Maryland

#### 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

## 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 Huntington, 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.
- 
- Vol. 3 No. 2 June-August 1971 36 pages — \$3.50  
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## BACK ISSUES, CON'T.

Vol. 4 No. 3 July-October 1972

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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

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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

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Cover Story: 1953 Corvette owned by Myles W. Katerman of Bloomsbury, PA — Editor's Notes — Owner's Pride Picture Page — 1965 Showroom brochure — F. I. Notes — Vol. 1 No. 4 Corvette News — Corvette Collectors list — I.R.E.C. Report No. 2 — List and pictures of Real McCoy's — First half of 1960 Owners Manual — Addendum to roster.



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### 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 1966 model.



# REPORT NO. 3 IREC INTERNATIONAL REGISTRY OF EARLY CORVETTES

**THE CORVETTE TRIANGLE.** . . . The production figures for the early Corvettes, quoted in IREC Report No. 2, have produced an unresolved conflict of information among three respected authorities on the subject. According to data published by the noted Chevrolet historian and auto writer Karl Ludvigsen, the Calendar Year production of the 1953 Corvette was 314 and the Model Year production was 300. If the commonly accepted figure of 300 is valid for the production of the 1953 Corvette, then a logical assumption would be that the additional 14 cars appearing in the 1953 *Calendar Year* production figures would include the first fourteen of the 1954 cars, produced at Flint prior to the closing down of the original Corvette assembly line and its move to its new permanent quarters in St. Louis. This assumption was recently refuted by Joe Pike, Assistant Merchandising Manager for Chevrolet and long-time Editor of *Corvette News*—certainly sterling credentials to qualify as a Corvette authority.

Mr. Pike's letter states, in part: ". . . the 1953 production run was only 300 Corvettes, as you know, and they were all built in Flint. Therefore, the end serial number was E53F001300, indicating production at St. Louis not Flint." This causes the curious to ask what, then, happened to those 14 cars cited in the Calendar Year figures of Mr. Ludvigsen? We can add that nowhere in all of the materials which have been generated by IREC and its research effort over the past few years, has any car turned up nor has any owner claimed to have a serial number later than E53F001300, lending credence to the validity of the 300 Model Year production figure.

Further clouding the issue is this comment quoted from the 1954 edition of Ward's *Automotive Yearbook*, a reliable industry source of information: "Hand lay-up has the advantage of low-cost tooling when only a few pieces are to be made, as for last year's Corvette production of 315 units." This comment seems to agree with Karl Ludvigsen's understanding, except as to the precise number made. Ward's 1953 *Calendar Year* production is seconded by a 1954 issue of a popular auto magazine which states: "Only 315 Corvettes were built during 1953. Production facilities are to be moved from Flint to St. Louis, and as of presstime, output has jumped to 500 a month, which is only half the ultimate goal."

What we are left with is a series of questions with varying authoritative answers. Whether the first fourteen 1954 Corvettes were manufactured at the end of 1953 in Flint, or whether they were the first cars made in St. Louis early in 1954 is not resolved from our current "triangular" sources of information. We don't know what references were used by Mr. Ludvigsen for his information. We suspect that the serial number plates of the 1954 cars were all made up at one time and if the first 14 cars were to originate in Flint instead of St. Louis, would Chevrolet tool up a new run of serial number plates for just 14 cars (or 15) just to reflect their change of origin? That seems doubtful. Nor do we know where Ward's and the magazine cited obtained their data. Perhaps only when the production records of the Chevrolet Motor Division of General Motors are opened for examination by a qualified historian, will answers to these questions be resolved. Here at IREC we hope that will happen some time prior to the 1978 silver anniversary of "America's only true production sports car."

Another interesting feedback to our Report No. 2 concerns the production expectations of Chevrolet when the St. Louis plant opened in 1954. Previously we have made reference to their anticipation to see 10,000 units a year starting in 1954. One of IREC's participants recently wrote to say he has a promotional post card produced by Chevrolet for the Brussels Auto Show January 16-27, 1954, picturing the 1953 prototype Corvette on its face. After arranging to have the text translated from the original French, it turned out that the manufacturers were estimating a 1954 production of 25,000 units! It appears the overseas publicity department was even more enthused about the car's prospects than were the conservative PR men here in the states. And how about that for a rare piece of original Corvette literature!

One other comment which might be appropriate in this era of rumors concerning the Corvettes about to be made out of steel, aluminum, pancake batter or rubber cement. . . . a 1953 issue of a prominent automotive magazine states: "Few people doubt that Fiberglas has a future in the automotive industry, but whether or not it can compete on the same plane with steel is another matter. Although Chevrolet says that as far as Fiberglas is concerned, they have 'cast the dies', they also say cautiously that when a yearly productive capacity of 15,000 cars is reached, it's cheaper to produce bodies made of steel. Make of this what you will." (That's funny. . . . I didn't realize that 1961 was the last year they made those things out of Fiberglas.)

**UPDATING THE PROGRESS REPORT.** . . . Response to the publication of these Reports of the International Registry of Early Corvettes continues to produce new entries to fill the gaps in accounting for the 1953-54-55 production of Corvettes. As of April 1, 1974, here is our condensed progress report:

	1953		1954		1955		1953-55	
	NO.	%	NO.	%	NO.	%	NO.	%
Total Prod.								
Accounted for	166	55.0	879	24.1	177	25.3	1222	26.3

Based on the data now available, we are convinced that at least 50% of the original production of the first three years of Corvette is still around, and the major portion of those cars will eventually find their way into the IREC data. We are appreciative of the help of those now participating and hope many more will join in the effort to make IREC as complete and as significant as possible to all owners of the early Corvettes.

**THE 1954 PALETTE (RESPONSE).** . . . IREC Report No. 2 concentrated its attention on the color choices available to the purchaser of a 1954 model. Perhaps the most surprising result of our research was the authentication of a blue vinyl interior choice, having been combined either with a Polo White or a Pennant Blue exterior. Our best substantiation of those combinations came from two original owners of such cars who still have them to this day, twenty years after delivery from their Chevrolet dealer. Other IREC registrations were also noted for further back-up evidence that a bright blue vinyl interior existed as a factory installed color choice. Since publication of that Report, two further examples have been reported in Polo White on Blue, by non-owners of the cars.

One of them was recently seen in the Northwest, and the Corvette owner who saw that car asserts its authenticity after careful examination of it. He was, in fact, relieved to see IREC publish information concerning that color choice since he found others who thought he was "nuts" when he made reference to that car's color combination. It seems that few people have seen them and therefore they don't readily believe in them. (All references to Santa Klaus and the Loch Ness monster aside.) Another qualified observer of the Corvette scene, who specializes in the repair and restoration of the car in the Northeastern part of the country reports that the previously unregistered Corvette No. E54S004329 was in a factory Polo White and bright blue interior combination, owned by a party in his area. The seats are in the original blue with white stitching together with the original kick panels. Only parts of the door trim showed some evidence of having been redone at one time. And, he reports that the owner has had the car since early in the 1960s. From this additional information, we can reiterate what we said last time around: "It would appear that this is a limited but well-authenticated factory color combination."

*THE 1955 PALETTE* . . . . They may have manufactured only 700 of them, but the 1955 Corvette seems to have a reputation for having come out in a veritable rainbow of color combinations compared to its predecessors. We refer to its "reputation" for variety, since the selection apparently grew only from five to seven that following year---unless another two colors might be better substantiated than they are now. The 1955 contributions to the Corvette color chart include these entries:

*Polo White/Sportsman Red* — Carried forward once again, this was the most prevalent color for the third year, but with color variety otherwise gaining ground, for the first time the majority of the cars for this production year were not in Polo White with the red interior. Current IREC research data indicates 47.2% of the 1955s carried on this traditional combination.

*Gypsy Red/White with Red Stitching* — Displacing the 1954 second place volume holder came this striking mixture. Chevrolet made a slight change from the Sportsman Red exterior of the previous year and opted for what they christened Gypsy Red. They then endowed the interior with a reverse of the standard red interior---choosing red stitching running through white vinyl. That this was the second most prevalent combination in 1955 should be another surprise to many, but our current sampling indicates that 20.8% of the reliably reported cars came in it. The earliest reliable entry with this combination was VE55S001297. Following that one an otherwise very original VE55S001348 reported in this way with just 51,000 miles on the odometer and was purchased from the original owner in 1962. Obviously, Gypsy Red on White began early in the model year and was popular with the production planners.

*Harvest Gold/Green* — Harvest Gold made its appearance late in the 1955 Corvette manufacturing process, and came with either one of two interior color choices. It appears about 11.3% of them received a medium-toned green vinyl interior, representing the third most often registered IREC entry. Number VE55S001617 is the earliest registered car of this persuasion. In restored condition, it is assumed to have been left in the original color configuration when the work was done. Three cars later in the production line, number 1620 was reported in as a "restored yellow (Harvest Gold?) on Black" with approximately 76,000 miles. The next car, No. 1621, was reported in as customized now but Harvest Gold on Green originally. While none of these are stock original cars untouched by owners, the logic of several of them having been produced so close together at that late date in the 1955 model year run forms convincing evidence of the likelihood of their contemporaneous manufacture in that grouping and speaks strongly for the authenticity of the combination.

*Harvest Gold/Yellow* — The alternative color choice with the Harvest Gold exterior color was a pale yellow vinyl interior. IREC data reveals 9.4% of the cars in certifiable color combinations came in Harvest Gold on a Yellow interior. The earliest one reported was number VE55S001220, purchased from a Ford dealer as a used car in 1964 when it was nine years old. None of the cars in this group are of an assured original configuration, but most of them present enough data to confirm the combination as authentic. The only area of confusion now centers around sorting out the Harvest Gold group between the interiors of green and yellow. Some of the cars were reported as "Green and Yellow" and some as "Yellow and Green" and it has been difficult in some cases to make the distinction between what color refers to vinyl interior materials and what color is paint oriented. We hope to further study the Harvest Gold group for a clearer picture of what was happening back 19 years ago.

*Gypsy Red/Red with White Stitching* — The Sportsman Red on Red interior combination of 1954 was carried forward into 1955 as Gypsy Red on Red, in an era when all sports cars sold best when they were painted red. About 5.7% of the accepted 1955 car color combinations were reported in this mixture. Number VE55S001291 is the earliest reported, and white it has been repainted, the original color is claimed to be red on red and the odometer reading of 52,000 helps to substantiate the claim. A stock original VE55S001407 with 50,000 miles on it also helps to fix this claim to authenticity.

*Pennant Blue/Shoreline Beige* — One of the carry-over color combinations from 1954, Pennant Blue on Shoreline Beige fell from second highest volume of production to sixth in 1955, based on our IREC sample. The Registry shows VE55S001050 in this combination, and the information indicates a fairly original car purchased from the second owner in 1972 and showing 34,000 miles on the odometer. Four cars later number VE55S001054 was manufactured in the same configuration. Once again, the car is restored to its original arrangement, shows 97,000 miles of use, and was purchased in 1971 from its second owner. There can be little question about the claim to authenticity made by the 1955 Pennant Blue on Shoreline Beige cars.

*Coppertone Bronze/Shoreline Beige* — The rarest color combination we can certify for 1955 is this blending of the Bronze on Beige. Just 1.9% of the seven accepted combinations reported in with this choice. Our best reference for authenticating it is VE55S001278, a third owner car with history known right back to the delivery point. It is reported as a stock original car with 66,000 miles. Your IREC Registrar has seen three additional examples of this combination, one of which is probably spurious, and the other two convincingly authentic. Drawing a few assumptions from our reference data now available, it might be proper to assume a range of between ten and twenty of these cars were produced in 1955. How many of those remain today is now known, but we hope to narrow the scope of probability as more information is accumulated in the future.

## IREC, Continued

In the mass of other color combinations reported for the 1953 production year, two emerge with a potential for authentication, but are not yet both likely and verifiable. In the past we have been asked whether we have ever heard of a 1955 Corvette with an *original* black vinyl interior. While there are many customized and altered cars with that favored interior color, only one is in the running for possible authentication at this time, but the combination seems unlikely. A car has been reported on an Inquiry Sheet as Polo White with a Black interior with white stitching. The other data about the car does strongly suggest that this should be the eighth accepted authentic color.

The car was purchased from the second owner in 1968 with 32,500 actual miles on its odometer. Its previous owner said that the car had been in storage for seven of the ten years he had owned it after purchase in 1958, and had only been driven on short trips. However, the strength of argument for this car is diminished by the fact that the interior and drive train have been redone, the chrome is only in fair condition, and several decorative pieces are missing. Further, the original engine has been replaced. This information casts the shadow of doubt over the car's mileage accuracy and expressed history. In view of the fact that the color combination is the sole known example of Polo White on Black vinyl (the only suspected use of that color, through 1955) we tend to exclude it at this time, and hope for a stronger case to be made through more information about the car or through a second car of this combination which presents unimpeachable credentials.

One more combination is reported which is possible, but is also unlikely and not quite convincing enough at this time to be included in the basic group of seven accepted 1955 Corvette colors. A car with 112,000 miles of road experience, which is reported as Maroon on Red and Tan today, is claimed to have been a Harvest Gold on Red and Tan originally. It is the only example of this combination reported, and would certainly represent one of the strangest scrambling of color concepts in the history of Corvette production. Speaking in its favor is the fact that it seems to be a stock original car otherwise and has been owned by the present owner since 1959---15 years! If anyone else has ever come across a Harvest Gold on Red and Tan (Beige) we would like to hear from them as to when and where the car was encountered. Inclusion of color pictures would certainly help as well.

Until production data is available from the manufacturer, the color choices of the early Corvettes will obviously be tainted with doubt and mystery. Only careful inspection of a car can give a clue whether it is in its original production dress or whether over the period of years since its manufacture it has been altered from the original. Inclusion of other data about the mileage, condition, prior ownership, originality vs. restoration configuration, missing parts, rebuilt parts---all these things help draw the picture to substantiate the color combination indicated. There is a procedure that can be followed in the careful inspection of the car to help confirm the original color selection. It is not infallible, but may help in connection with the examination of specific cars. Any of those owners who desire more information about this procedure can write IREC for it.

With the enthusiastic help of countless early Corvette owners, progress has been made in determining the palette of colors selected for the cars in those fascinating early days of the establishment of the great tradition of the Corvette. From the earliest days of its life the brilliant color choices matched the design sophistication and mechanical excellence which fostered and sustained the nearly legendary status of the honored Corvette Marque. And the wide participation of the 1953-55 ownership through completion of the Inquiry Sheets of the International Registry of Early Corvettes, has hopefully brought to their fellow early owners as well as to the ownership of all years of the Corvette auto, a broader dimension of understanding about their car and a greater pleasure in sharing the experience of being one of the prideful owners of "America's only true production sports car."

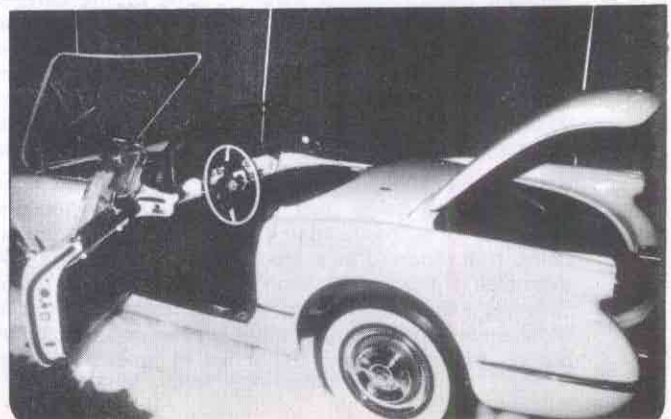
**IREC EPILOGUE.** . . . Comments regarding this IREC data are welcome. Participation by all previously unregistered 1953-55 Corvette Owners is solicited. We extend our thanks to the many who have already become a part of this effort. We are particularly grateful for the cooperation and encouragement received from Corvette Clubs and publications, including: the Vintage Corvette Club of America, the Classic Corvette Club 53-55, Vette Vues Magazine, Corvette News, and the newly formed National Corvette Restorer's Society. Also making valuable contributions to the IREC effort have been a group of enthusiastic owners, some of whom have gone above and beyond the call of dedication to provide leads on unregistered cars or to complete Inquiry Sheets on cars encountered as early Corvette owners gather to break conversational "bread."

Permission is granted to any Corvette publication to reproduce in whole or in part any of the data provided in this IREC report, as long as the source of the data is identified as coming from the International Registry of Early Corvettes, P.O. Box 666, Corvallis Oregon 97330. Written requests for permission to reprint by other publications will be appreciated. IREC is a non-profit educational effort to accumulate and disseminate information about early Corvettes and the people who own them. IREC is not affiliated with any other Corvette organization or publication, and provides its information on a non-exclusive basis.

George F. Campbell  
IREC Registrar

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75—100 words	\$8.00

## CLUB ITEMS

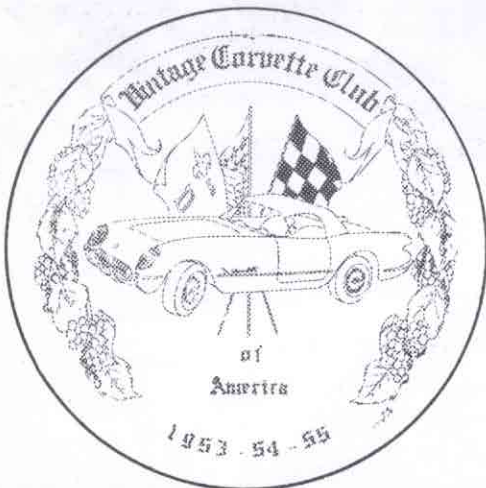
### BADGES

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 \$10.00



### JACKET PATCH

The jacket patch is a 9½" 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.



### 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 \$15.00 each. The sizes are as follows:

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

## REPRODUCTIONS

The people listed below are offering reproductions for Corvette owners. We will continue to publish a list of reproduction vendors. The Vintage Corvette Club of America will in no way be responsible for any of the reproductions sold by the vendors listed in regard to quality, etc. The only way we will be involved is if we have been contacted by the vendor and furnished with a sample to assure us of the quality. The Club will then recognize that specific vendor with an asterisk by his name. The Club wants to thank Noland Adams of 715 Talbot Ave., Albany, Calif., 94706 for assisting in compiling the following list.

- Waffle pattern upholstery & Vinyl, 1956-57.  
\*Walter Zoren, 1295 Talbot Rd., Windsor 42, Ontario, Canada.
- Reproduction 1953-55 plastic tail light lens (without chrome bezel)  
David Freeman, 2177 Maple, Costa Mesa, Ca. 92627
- Convertible tops, 1953-55.  
John Hutchins, 618 Pine St., Alma, Mich. 48801
- Front license bars, door knobs, side curtain lock knobs.  
John L. Reeves, 200 Anberwood Dr., Jamestown, N.C. 27282.
- Complete exhaust systems (no chrome extensions).  
Talermade, Inc., P.O. Box 94, Whitman, Mass. 02382.
- 1958-62 dash pads.  
G.M. and Bruno's Corvette Specialists, 11055 Ventura Blvd., Studio City, Calif. 91604.
- Gullwings (both sides), any of 16 pieces of chrome at 4 corners of car, 6" piece back of doors, jack instructions, folding top instructions.  
Dick Campbell, 4021 Chamberlin, S.E., Grand Rapids, Mich. 49506.
- Flat script, V-8s for 1955's, top lid hold downs.  
Richard Moser, 129 E. Glenside Ave., Glenside, Pa. 19038.
- Corvette "6" water pump rebuilding service.  
\*Noland Adams, 715 Talbot Ave., Albany, Calif. 94706.
- Paint for all year model Corvettes.  
\*Thompson Lacquer Co., 2324 So. Grand Ave., Los Angeles, Calif. 90007 (213) 746-1421.
- Reproduction "Chevrolet" side script and large gold V's for 1955 Corvette models. Write for details:  
Richard Moser, 129 E. Glenside Ave., Glenside, Pa. 19038.
- Reproduction shift knob, directional signal knob & shaft assembled, trunk lock chrome ring bezel, red upholstery material.  
\*Ivan Bailey, 715 Doan Dr., Burbank, Ca. 91506.
- Literature reproductions: Prototype 1953 Corvette brochure; 1953, 1954, 1955 V-8, 1957 SS Corvette sales brochures; 1957 owner's manuals; 1953 through 1962 wiring diagrams.  
\*Jerry L. Brewster, Rt. 2 Box 108-A, Bastrop, LA 71220.
- Reproduction of 1953-55 six cylinder chrome bullet air cleaners, reproduction parts for 1955 V-8 ignition shielding.  
\*Ray Willard, 1358 Oakland Road 120, San Jose, CA 95112.
- Rechroming "pot metal parts."  
Classic Motor Custom Plating, 1046 N. West 71 Street, Oklahoma City, OK.
- Reproduction 1953-57 grill shell frame. Should be available within 30 days.  
Don Hein, 6973 Estes Drive, and Ken Miller, 6969 Estes Drive, Arvada, CO 80002.
- Reproduction red 1953-55 original carpeting.  
Jack Stepp, c/o Arts Trim Shop, 305 E. 38 Avenue, Anderson, IN
- Automotive accessories and parts (some Corvette parts), write for catalog.  
J.C. Whitney and Co., 1917-19 Archer Avenue, Chicago, IL 60616.
- Convertible vinyl tops for 1953-73 Corvettes.  
Write to your local Sears & Roebuck Company.
- Exact reproductions of trunk mats, dash lenses, front license bars, '56-57 scoop chrome.  
David Niles Rosen, 364 Tompkins Street, Cortland, NY 13045.
- Stingrak, a precision custom-made ski rack for 1968 through 1974 Corvettes. Two point mount from rear ventgrill and bumper (no holes or suction cups). For brochure write: Stingrak Inc., P.O. Box 537, Blaine, WA 98230.
- Ultra-Lock for 1963-74 Corvettes, tamper-proof under-hood steering column lock system with key. Write: Bruce Bennet, Auto Security Systems, P.O. Box 65, Larkspur, CA 94939. Phone: 415-457-0566
- ArmorAll to restore, protect, and preserve the beauty of rubber, leather, vinyl, plastics, and other polymeric materials. \*Write: Very Important Products, Inc., 4120 Birch Street, Suite 111, Newport Beach, CA 92660. Phone: 714-833-2574
- For information about Corvette Jewelry, write: Douglas C. Miles, L. G. Balfur Company, 918 Kennecott Blvd., Salt Lake City, Utah 84111.

## NOTE

The pages following are articles being reprinted in series for the benefit of club members. The first article is the 2nd half of the very hard to find Vol. I, No. 4 Corvette News. This will be continued. The second article is the 2nd half of the 1960 owners manual which will be finished in the next issue. We hope this will be a benefit to our members.

