

## REGIONAL NEWS

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## NORTH CENTRAL REGION

The following article was taken from THE FLINT JOURNAL, section three, pages 21 to 48, Sunday, July 30, 1972. Submitted by Dave Foutch, E53F001300-353.

### STEEL BODIES ON CORVETTES?

While officials of the Classic Corvette Club — a group interested in 1953-55 'Vettes — were trying to pick winners in their national meet in Flint Saturday, it was reported in Detroit that Corvettes may be built with steel bodies starting in 1975.

Starting with the first Corvettes—300 built in Flint in 1953 — the Chevrolet sports car has been the only American production car built with a fiberglass body.

However, Automotive News, a trade publication, said it has learned of the planned switch to steel from sources in the tool and die industry who say General Motors has begun ordering steel dies for Corvette body stampings.

"I've heard those rumors," said Robert F. Sovis, chairman of this weekend's meet here. "If they're true, that will mean that the life of future Corvettes will be shortened and there will be a 'run' on the models built of fiberglass.

"Rust takes its toll. That's a problem with the classic two-seat Ford Thunderbirds."

There was no comment on the Automotive News report from either Chevrolet or the Molded Products Division of North American Rockwell Corp., which builds the fiberglass reinforced plastic Corvette bodies.

The paper said that two major reasons for the switch to steel are that growing production of the sports car has made steel more economical than fiberglass, which is most efficiently produced in small runs, and that fiberglass bodies would have difficulty absorbing enough energy to meet upcoming federal standards for the protection of car occupants in crashes.

The 20 gleaming Corvettes displayed Saturday, at Durant Plaza between the Sloan Museum and Whiting Auditorium, were advertisements for the staying power of fiberglass (though there are plenty of antique steel-built cars around that look pretty good, too).

There were three of the original 300 Flint-built Corvettes entered, and they took the biggest awards.

John Vass of Detroit won best in show by one-half point over John Mansell of New Wilmington, Pa. Both entered Flint-built '53s. Mansell's car also won the senior class award for cars which had placed first in other meets.

John Cook, Long Grove, Ill., was first in the junior class, for cars which had entered previous shows and won awards less than first place. He had a 1954 model. Bass was also the

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## SOUTHWEST REGION

By Jack Krawaczyk

The New Mexico Corvette Assn. presented its 3rd annual Invitational Autocross September 1, 2,3, and 4th 1972 with great success. It was an NCCC sanctioned event with the following itinerary: Friday, Sept. 1, Early Registration, 3 p.m. - 7 p.m. with a hospitality room 3 p.m. to 12 p.m. same day. Saturday, Sept. 2, Registration began at 8 a.m. to 12 noon with Autocross Tech. Inspection from 8 to 12 noon. The Rally gimmick started at 1 p.m. Saturday and ran until finished later in afternoon. Then everyone gathered poolside for a party with live band until Sunday a.m.? even free beer — what a party! Sunday wound it all up with the final run offs of the Autocross and a fantastic Awards Dance for a finale Sunday evening. All in all Jack reports they had a great weekend even though Jack could not attend he received the later report from those who did. Let's mark our calendars for this event next year and hope for another great weekend.

## SOUTHEAST REGION NEWS

By Gene Tucker

On a recent trip to the West Coast, I purchased a 1960 Corvette Serial No. 00867S100277 which has 23,200 actual miles on the odometer. This car is 100% original and might possibly be of some help to anyone in the process of restoring a 60 Vette. I will be happy to furnish any Club member with useful information pertaining to this car.

The trip to California was great. The people we met went out of their way to help us. The trip home to Georgia went smoothly enough and was enjoyable, even answering dozens of questions about the "New" 1960 CORVETTE and that "FUNNY CHEVROLET ON THE TRUCK" which was a Bronze 1955 Vette which Judy and I purchased from Ed.

## CENTRAL WEST REGION NEWS

by Noland Adams

Martin Ball

On September 24, 1972, the Vintage Corvette Club of America was represented in the Vintage Chevrolet Club of America Nor-Cal Region Car Show held in Eastshore Park in Oakland, Calif. Martin Ball entered his very nice E57S105536-60A Corvette in the Special Interest Class and won first place, over a clean stock 54 Corvette and a stock 55 Corvette. Martin Ball was busting his buttons over his trophy as it was the first show he had entered his car in. Martin also states, "He would like to thank the Vintage Corvette Club and its many members of the club who have helped him find the parts needed during restoration to complete his show 1957 Corvette."

Also our thanks to Noland Adams Regional Rep. for submitting the 1973 New Corvette showroom brochure for use in this Vol. 4 #3 to help introduce the new "1973 Corvette".



## NORTH CENTRAL (CON'T.)

winner in the primary class, for cars which had either not placed in or not entered any previous show.

Other award recipients were: John Hutchins (1954), Alma, second in senior class; Tom Essex (1954), Goshen, Ind., second and Ken Frenchak (1954), Butler, Pa., third, both in the junior class, and Dora Pence (1953), Elkhart, Ind., the only woman entrant, second and Sid Diamon (1954), Chicago, third, both in the primary class.

Frenchak won an award for driving the longest distance to the meet. He drove in from Butler, Pa. Felix Napier Jr., Detroit, got a special "hard luck" award. His 1954 'Vette broke down on the freeway 10 miles south of Flint. He finally got it to the motel where most of the entrants are staying and club members were trying to figure out if they could fix his apparent transmission failure.

Except for the first 300 'Vettes built here, all Corvettes have been produced in St. Louis, Mo. The first three years of cars, similar in basic style, are considered classics by collectors, and the Flint-built cars are particularly valuable.

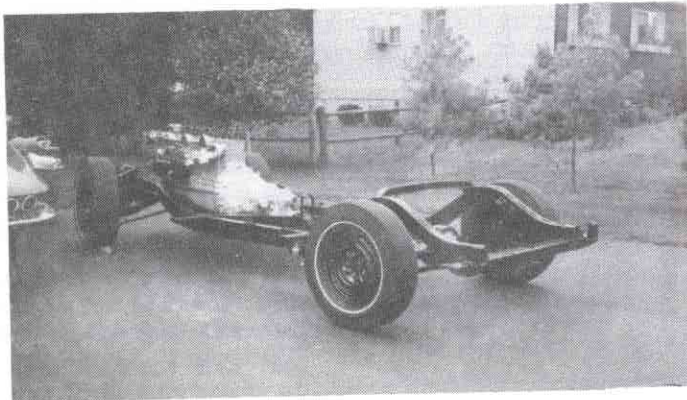
These cars have been priced in recent years for anything from \$500 - from sellers who don't know the collector value - to \$10,000, club members said.

David Foutch, 1621 Blackberry, who entered a 1954 in the meet, bought the last Flint-built Corvette (No. 300) in California in February, and said there are at least two more in Flint (including the one in Sloan Museum) and possibly two in Grand Blanc. He said his personal records show that 146 of the first 300 are still in existence.

Corvette No. 3 is in the hands of a collector in California.

## NORTHEAST REGION NEWS

By Dr. Art Norley



The stages of Art Norley's E54S003902 in the above picture is the main reason the car did not go to the N.C.C.C. Dallas Convention this year. Art hopes to have his 54 ready for the Northeast Region meet in the spring of 73 which plans are being made for now.

The first part of my report will deal with the subject of listings of available parts in our area. For those who are not familiar with our efforts, I'll try to explain what we did and the results. I wrote to all Vintage members in our region first, then expanded into New York, New Jersey, and Penn. The letter mainly consisted of projecting the idea of making available to these interested members a listing of parts available for sale or trade directly from individuals, no middleman. Well out of 37 letters, I received 15 positive answers. At this time a small parts booklet was made and sent back to those individuals who had responded. Also included in this booklet were listings of parts people needed.

I regret to report that we had only one edition - as we received no further correspondence from any of the members. As to say whether or not the parts booklet was a success or not I cannot say. If we received more letters from our members we could elaborate on this further.

The second subject deals with the initial plans for a Regional meet in this area sometime in late spring. Of course any other members in other regions would be invited. The preliminary plans are the following - Weekend either on Cape Cod or some central area to be specified at a later date. The actual place will depend on the response from the interested members.

Activities would consist of a concours, a simple rally, mainly to sightsee, and an awards evening. The Cape area is a great place to visit in the spring. Our club has had 3 years to prepare for this, as we have had spring weekends on the Cape for the last 3 years. Now, if any of you Vintage members are interested here is what must be done.

The first thing to determine is whether there is any interest in this event. To determine this we will set up a registration period. If we do not receive adequate response, then we will cancel the event and those of you who did respond will have their registration fee returned.

Registration will be open from now till the 1st of March 1973. To register you must send your name, address, type of car, year etc. to Art Norley, 142 Westfield Dr., Holliston, Mass. 01746. Also you must send a check for \$10.00 for each car. Check is to be made out to Bay State Corvette Club.

Tentative date will be the first part of May. For those who register, there will be a package sent to you a few days after March 1, 1973. In this package there will be all the info needed for the weekend.

We are willing to do the work, but we must get a good turnout in order to make this a success. So, it is up to you! Anyone with questions, please write and I will do my best to answer any questions or problems. A quick thought - how about a flea market set up along with the Cape Weekend.

With the N.C.C.C. Convention over we can now begin to prepare our cars for next year in Indy. Enclosed find picture of E54S005902 in its early stage of restoration. Frame and drive train are finished with a fair amount of body work to do. Hope to have ready for the Cape Weekend in May of 73.

Our congratulations go out to the Corvette Club of Texas for a great time in Dallas. We had 6 members venture down to old Dallas from Mass. with a total mileage of 24,000 miles. Brought home four trophies and a few cases of Coors.

Well, that's about all from the Northeast Region. I sincerely hope to hear from our regional members in reference to the weekend on the Cape in May.

Also if any regional member wants to write anything, or report on their restoration, please send to me and will get it published in the following Vintage B.F.S. under our region.

## OPEN LETTER

Dear Mr. Thiebaud:

We have been reading about you and the Vintage Club about as long as we have been looking for a vintage Corvette. We haven't stopped reading, but we have stopped looking as we just purchased a 1954 Corvette. It has the original engine and drive train, and 85% original otherwise.

Our biggest problem is finding the other 15% of the parts, around Long Beach that can be a headache.

I am a foreign car mechanic and have a 1969 Corvette Roadster also; the only wrench turner in the garage who doesn't own an Alfa Romeo or Ferrari. You can probably imagine all the "bull" I have to go through!

Enclosed is a check in the amount of ten dollars for membership in your club and would appreciate any more particulars about it.

Hope this will be a good year for turkeys!

Sincerely,

Lonan and Patti King  
5119 Autry Avenue

Lakewood, Calif. 90712