

Wise Guy Wednesday

Wise Guy 24-16: On the Hunt:

Q: Hey Wise Guy, I'm going to *the Carlisle show* in a couple weeks. I'm settin' out to find the parts I need to make my Corvette good. I entered my '68 in a couple judging events in the last year, and she did pretty well. But I know it's not ready for the the highest level judging, YET! So, I'm studying those judging sheets and the books I have on C3s, to learn where I can replace parts with more correct parts. My goal is to make my '68 as close as possible to how it left the factory in February of '68. So, I've got a shopping list, and me and my friend Mike will be there opening morning to shop for parts. Any insight or advice you can give us would be appreciated?!

Paul



A: Parts guy Paul:

You're doing well on **Step One**: Be prepared and organized. Make the lists with part #s and photos if available.

Now, for **Step Two**: Do your homework before you hit the swap spaces. For each component on your 'shopping list', learn how to identify an OEM part from a reproduction part. Will the reproduction part be *easily detectable* (and so, earn a deduction/deviation in judging)? If it does not earn a deduction, will it *function* correctly? *Example*; a reproduction '68 window crank handle may appear *reasonably undetectable* (and have **no** deviation/deduction in judging), but the part may not engage with the window crank completely and thus, cause issues in rolling the window.

Don't forget **Step Three**: Say you find an OEM part that you need, but it has condition issues (rust, dents, wear). Will its condition cause point losses that outweigh the originality? Can you restore the OEM part and have no point loss? Is it worth that extra work vs just buying a new restoration part?

Generally, most of us feel an OEM part is usually better than a reproduction part, even if it needs some restoration.

Now for **Step Four**: Budget (Ouch!). Without a budget, everyone would buy all OEM components in the best condition. Two primary issues; 1) can you find such parts, 2) can your car budget afford such parts. *Example*; Is buying OEM tires for an early C3 like yours, at \$1000 to \$3000 more than reproduction tires worth gaining 5 points for drivers side tires and 5 points for passenger side tires? Most owners have to weigh cost of authentic parts vs cost of reproduction parts into the equation.

Lastly, **Step Five**: Wise Guy does not mean to infer that reproduction parts are inferior to OEM parts. Most are not! But back to Step 2, do your homework!

See you all in *Carlisle*. Stop buy the Bloomington Gold booth and say 'Hi Guy' !!

Any questions..... contact **Wise Guy** guy@bloomingtongold.com

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