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KEEPIN' TRACK OF

VETTES



The Enthusiast's Source

DECEMBER 1990
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CORVETTE

SMALL BLOCK REBUILD: CAMSHAFT AND HEADS



1964 CORVETTE

HOW-TO: Repair '68-'82 Corvette Vacuum System
Highlights Of The Grand Sport Corvettes
RESTORATION: Sagging '68 Front End Fix
Great Buys On Late Models



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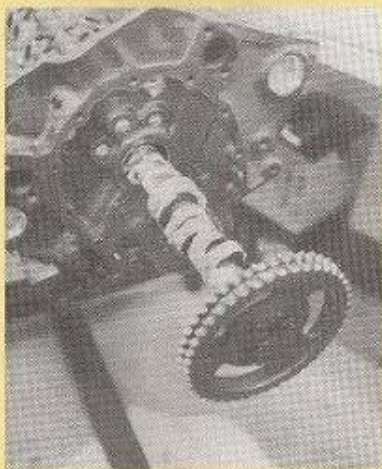
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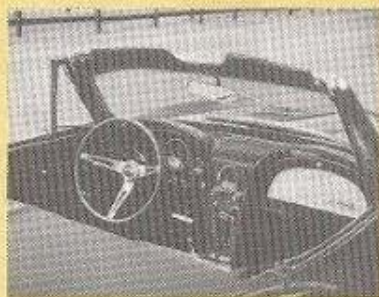


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ON THE COVER: Richard Sterck's "Sweet '64" fuel injected Corvette. See story on page 38. Photo by Ron Centra

KEEPIN' TRACK OF VETTES, MASKED MECHANIC, PROJECT RESTORATION, FINAL INJECTION, FROM THE COCKPIT, A WORD OR TWO, CORVETTE SHOP, PERFORMANCE CORNER, COLLECTOR'S FILE, CORVETTES IN MINIATURE, AFTERMARKET UPDATE and MARKETPRICING are registered trademarks of NSR Communications Corp. All rights reserved.
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Sweet '64

by Ron Centra and Shelli Finkel

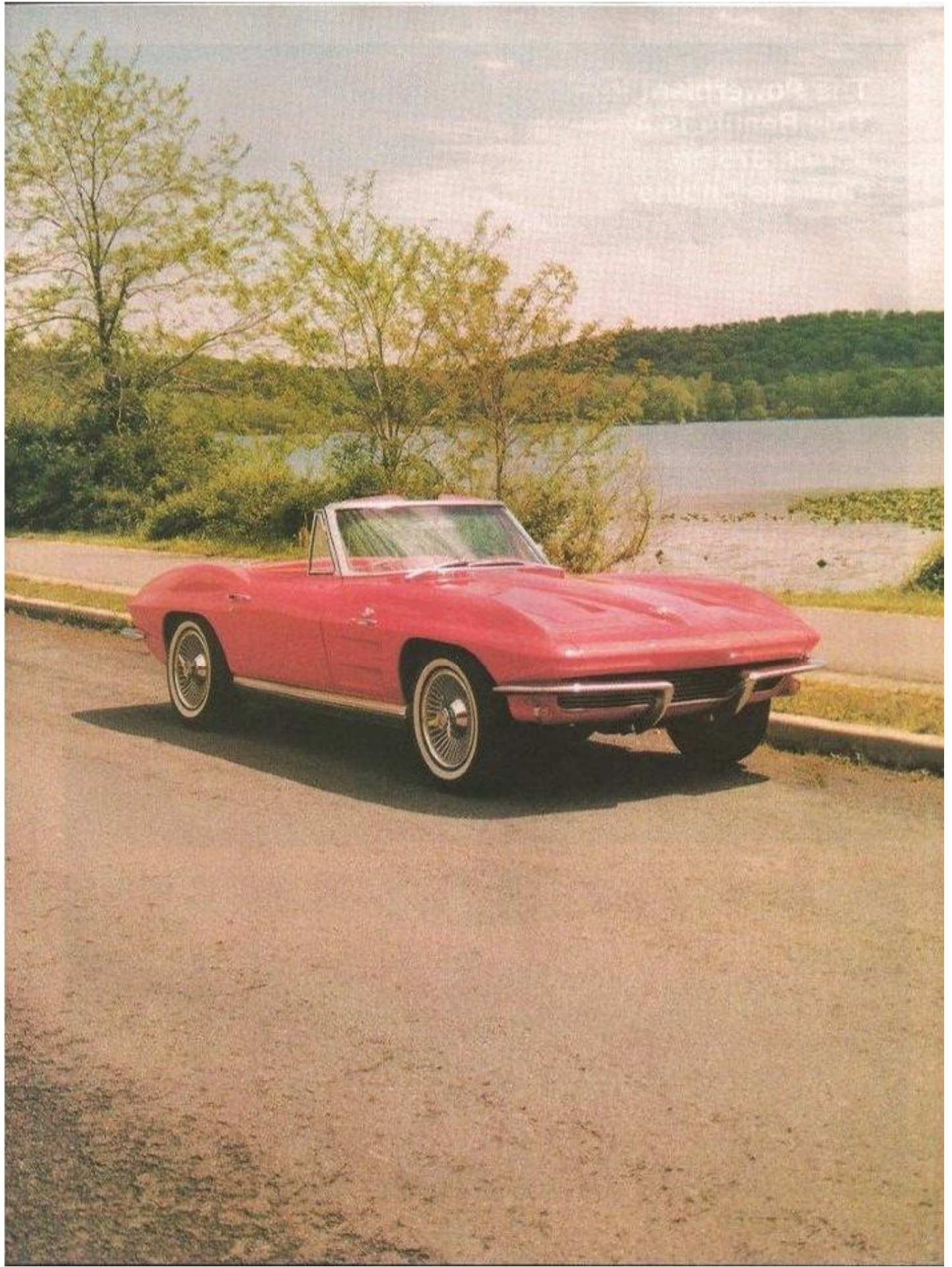
Richard Sterck's shining Riverside Red '64 fuelie is one sweet Corvette. It's the kind of car that turns heads, prompts waves and gets the "thumbs up" from total strangers on the highway. It's Sterck's pride and joy—and one car he'll never part with.

It's taken a lot of time and money to get this mid-year small block Corvette to the condition it's in today. The drive train was a mess—in fact, when he first saw the car, it wouldn't even start. There were massive scrapes down both sides, where someone had taken a key or a file and scratched away the paint. "It was in poor shape," Rick told us. "I picked it up for

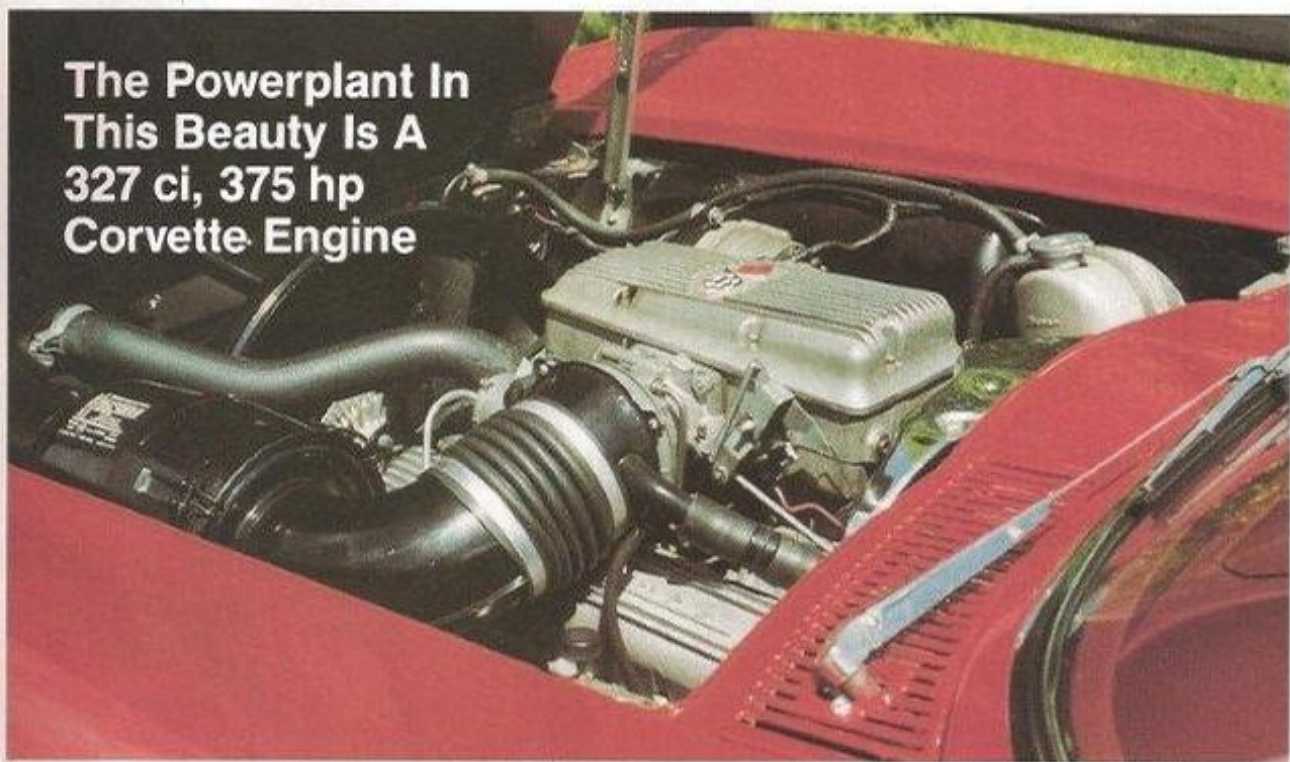
\$14,000."

That was in 1987—thirty years after he had his first love affair with a Corvette. "Back in 1957, I saw a new Corvette at Don Allen Chevrolet. I bought it right off the showroom floor! That's what got me hooked on Corvettes." As it turned out, the car Sterck took delivery of was not the same car he'd seen in the showroom. That had been a full-option car, and the one he drove home was a low-option 3-speed. But it didn't matter. He owned a Corvette, and loved every minute of it.

For practical reasons, he was forced to sell



The Powerplant In
This Beauty Is A
327 ci, 375 hp
Corvette Engine





the '57. It's a familiar story: "It went for my first wife's engagement ring. 20 years later I bought this one. And this time, I'm not giving it up!"

The '64 Corvette needed a lot of work, and it took a year and a half to complete. The original drive train was there, but in very bad shape, so the engine was rebuilt, along with the tranny and differential. The body was done over; the electrical system was rewired. The driver's window wouldn't crank down, so the doors were taken apart, and the windows fixed. It got new carpet, but still has the original seats. The dash was re-dyed to repair the damage caused by years of neglect and sun. They were forced to paint the car, due to the key scratches, and kept it the original Riverside Red.

The undercarriage was beautiful, and Art Bastian, who did the work, felt that a full frame-off restoration was unnecessary.

The '64 has a white soft top, and the original hard top, as well. The only restoration necessary on the hardtop was some new weatherstripping. The car has no power options, but does have a 4-speed transmission, Positraction and the knock-off wheels. Sterck had a stainless steel exhaust system installed, and a new sound system. "It's a magnificent sound system, but I'm taking it out," he confided. "When I drive with the top down—which is 80% of the time—the back speakers are covered, and you can't hear anything, anyway. So I'm putting the original AM/FM radio back in."

The restoration was completed in October of 1988. In the last year, Sterck has displayed the car at several shows, and drives it purely for pleasure. "Sunday mornings, my son and I go for breakfast in it, and round trip it's 54 miles. That's about it. Since the restoration, I've put on about 2600 miles," he explained.

The '64 has exactly 63,959 miles, and Sterck is dealing with an impending dilemma. "I'm debating, when it hits 64,000 miles, do I shut it off? 64,000 miles... it's a '64 model... it'll be thirty years old in '94... I don't know. I have so much fun driving it."

When asked why he chose a '64 Corvette the second time around, Sterck replied: "When I saw this car, I just had a feeling about it. I knew if I owned it, I'd probably never give it up." And sometimes, that's just the way it is—the right car, for the right person.

Sterck enjoys the privileges of ownership. He tells this story to illustrate the kind of reaction he gets to the stunning '64: "We went into a donut shop and got on line. A guy ahead of us walks up to the counter and says: 'I want a dozen donuts, and I'll also take that red Corvette out front!'"

Sorry, that sweet red Corvette is not for sale! K/T