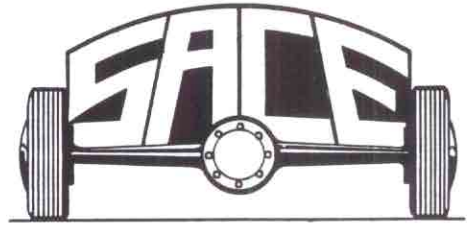
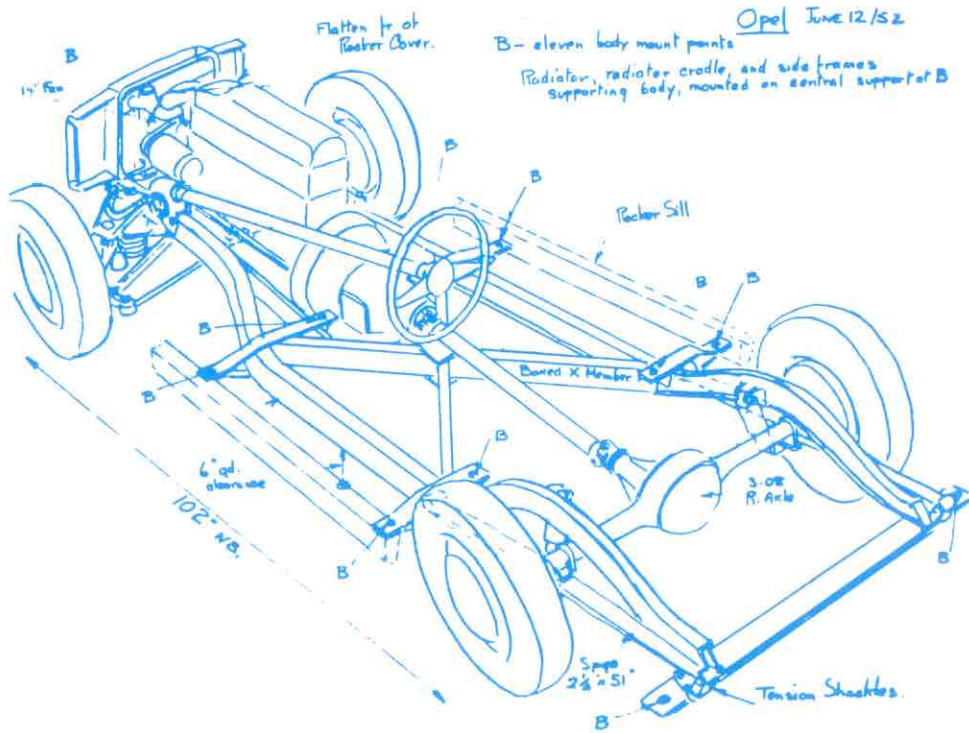


**1st  
EDITION**



**VOLUME I NUMBER 1**

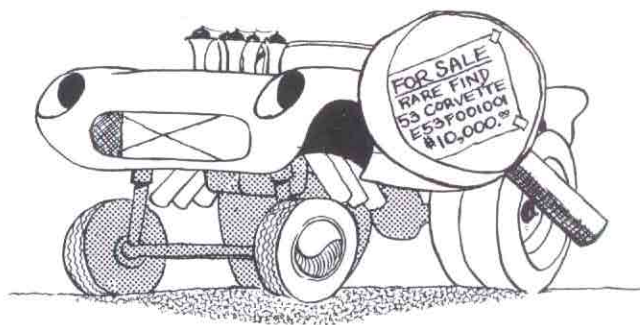


**DETAILS ON**

**1st NATIONAL CAR MEET**

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## PRESIDENT'S MESSAGE

*by Noland Adams*

As the late Karen Carpenter would have sung about SACE, "We've only just begun."

Yes, the mere presence of this quarterly newsletter/magazine is proof of the beginning of SACE. Where, and how, we go from here will be shaped by the hands and minds of our members.

I have been asked many, many times—What is SACE, and what is it all about? The idea is to enjoy your old Corvette, that's all. It seems there is a great deal of information out there to be shared by 1953 to 1962 Corvette owners. Since the whole SACE picture is shaping up as this is written, there are no more facts available today. Tomorrow will bring a fresh influx of information.

SACE, as envisioned by our founder Roy Braatz, will be operated by volunteers until the first convention. For the record, the first three volunteers were Roy, Lucy, and myself.

The first convention will be historic indeed: several important items will be decided. For instance, the name. Yes, some folks don't like the name, Straight Axle Corvette Enthusiasts.

Personally, I like the name and initials SACE. But the name will be up for a vote at the first convention. So, RIGHT NOW, send in your ideas for a new name. I will be running the meeting and new names must be submitted in advance. I want everyone to have a chance to mull over the ideas for a new name: no last-minute name changes will be accepted.

In addition, SACE will have the first elections at this convention. The original intent was to get SACE started, then turn it over to elected officials. If we are successful, the entire operation will be placed in the hands of the new officers there at the convention.

The new officers will be free to lead SACE in any direction they deem necessary. Roy, Lucy, and I ask you to enjoy your old Corvette, and have fun while you are doing it. That's what SACE is all about, so—enjoy!

Name \_\_\_\_\_

Suggested Names for SACE \_\_\_\_\_

Other Comments: \_\_\_\_\_

Mail To: S.A.C.E. 6905 Monticello Court Citrus Heights, CA 95621

## President's Page

Photography by: Bob Bacon



### SACE HISTORY

by Noland Adams

As SACE gets started, it is well to trace this club back to its beginning. So, let us go back to the late sixties in Central California.

In the rural area southwest of Fresno, turkey farmer Ed Thiebaud bought a red 1963 Corvette coupe. Since it was in good condition, Ed entered it in a local car show. There, it placed behind an older Corvette—a 1954.

That '54 got Ed's curiosity going, and he started learning more about the early Corvettes. He soon found there was no place to turn: no organization to help locate parts or gather information. Ed decided to start his own club, and he did.

I first became aware of the Vintage Corvette Club of America, 1953 to 1955, when I was waiting to get a haircut! I picked up a copy of *Road and Track* and there was Ed's ad. The year was probably 1968. At the time I lived only 15 miles away, so I called Ed.

I had saved two old Corvette parts books from a trash can when I worked at a Chevrolet dealer in 1958. They were in excellent shape, and one of the first items Ed reproduced were the 1954 and 1955 Corvette parts books.

Ed's VCCA took off; the club was really needed. Ed himself became the hub of national Corvette restoration activity. You could still get many 1953 and

'55 parts from Chevrolet, and there were many used parts around cheap. Ed got phone calls all day long, and more mail than you can imagine.

Early in 1971, VCCA 1953-'55 was going very well. Ed had accumulated a fantastic collection of original, unrestored old Corvettes. There was '53 #3, and mint examples of every year up to 1962. His '56 and '57 were great, and I recall the '59 was absolutely perfect.

But there were pockets of discontent within VCCA members. A group of early Corvette owners in the East wanted to start their own branch, and asked Ed for help. Ed became very angry, and I always thought he saw this as a dilution of his control. Whatever his exact reason, he flatly refused to permit expansion of the club.

So, the outsiders started their own club. They called it the Classic Corvette Club, 1953 to 1955. The CCC was quite successful, having several meets in the Mid-West. But there were internal problems within CCC. In addition, the CCC was dedicated to 1953 to 1955 members only. The powers were unable to solve CCC's problems, and it was disbanded. Most of the founders went on to start the National Corvette Restorers Society (NCRS).

The first NCRS newsletter came out in the summer of 1974. At that time, NCRS was really breaking new ground by covering 1953 to 1962. Information was hard to come by, and we had a tough time trying to find out just how the factory built our favorite car.

I began writing for NCRS by the second issue. About a year later, I was asked to join the Board of Directors. While I was researching in Chevrolet's files, I discovered that Chevrolet Public Relations was trying to answer questions about old Corvettes sent to Chevrolet. I arranged to have those letters forwarded to NCRS. Instead of getting a form letter back from Chevrolet, the letters were answered by NCRS members, and NCRS gained many new members in this manner.

During my term, I proposed the expansion to 1967. Some friends still feel that was a wrong move, but I think it was a timely move.

I had seen what limiting a club, either to specific years, or by geographic areas, had done to VCCA

and CCC. Thus, I also proposed that to the Board that NCRS permit the formation of Chapters. This idea really started off slowly, but now there are many successful NCRS chapters.

By the mid-seventies, Ed Thiebaud bought a large ranch on the California coast. The Corvette collection was sold to pay for the ranch. Ed kept '53 #3, and his original '63 coupe. VCCA 1953-55, and CCC '53-'55 were just a memory by 1975. And my own term on the NCRS Board ended in 1980.

Nowadays, NCRS is a major force in Corvette restoration clubs. Another expansion has been completed; NCRS now covers 1953-1972. Many meets are held in every corner of the country every year; NCRS judging rules are accepted as THE standard.

Some NCRS officials view the formation of SACE with dismay. They feel we'll dilute the 1953-1962 group. Instead, we feel there's room for both groups. To help dispel NCRS fears, it is suggested that you check out NCRS, Inc., 6291 Day Rd., Cincinnati, OH 45247. That brings us to here, today. Where is SACE going? That will be up to its members. I used a few examples from my own experiences to show how one person can make a difference. At the time, I had no idea it would happen, but I made an impact on the Corvette restoration picture. Will you be next?

## Lodging for Laguna Seca

If you are planning to attend the historic races at Laguna Seca next August, you will need a place to stay for a night or two—or more.

There will be an NCRS meet in Monterey, starting early in the week. We haven't seen a schedule, but that meet will probably start on Tuesday, August 18th. Hosted by the Southern California Chapter of NCRS, it promises to be a good meet, like their past ones.

But the lodging in Monterey is expensive, especially during the tourist season. The best rate they could get was \$100 a night. That's a bit dear, as the English say.

The races will be at Laguna Seca, several miles East of Monterey. So we looked around a bit for alternate lodging. With Larry MacDonald's recom-

mendation, we checked out the Laurel Inn in Salinas. It is clean, has all the facilities we need, and the rates are reasonable. They sure beat commuting every night, especially if you're out of state!

Now for the bad news. Staying in Monterey, you would drive about 8 miles east from Monterey to get to Laguna Seca Raceway. Staying in Salinas, you will drive about 15 miles west to Laguna Seca.

The Monterey area has Carmel, the aquarium, loads of restaurants. The Salinas area does not have this charm, but in about twenty minutes you can drive to Monterey (right past Laguna Seca). All things considered, the Laurel Inn seems like a bargain.

SACE has a block of rooms set aside for members. Any rooms not reserved by August 1st will go back to full price. In order to reserve your room, send the price of one nights lodging directly to Laurel Inn: You must mention SACE to get the special rates.

The Laurel Inn is easy to find, it's at the Southeast corner of Highway 101 and Laurel Road. The Inn has instructions on how to get to Highway 68, the road to Laguna Seca. There's a 24-hour restaurant-coffee shop right at the Laurel Inn. Parking is adequate, but there's no room for trailers.

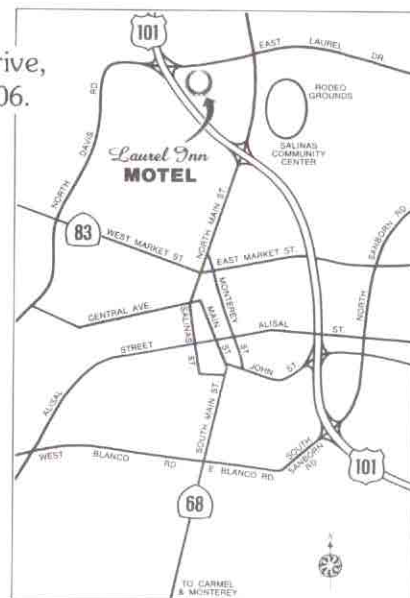
One person one bed.. \$45 plus 4.50 tax, total \$49.50  
Two people one bed.. \$54 plus 5.40 tax, total \$59.50  
Two people two beds \$60 plus 6.00 tax, total \$66.00  
Four people two beds \$65 plus 6.50 tax, total \$71.50

Contact directly:

Laurel Inn,  
801 W. Laurel Drive,  
Salinas, CA 93906.  
(408) 449-2474

Our special  
representative is  
Alan Sammut.

**Don't forget to  
mention you're  
with SACE.**



## SACE JUDGING

### 1. GENERAL

Dealer added accessories are acceptable, but they must match the year of the car. That is, '59 accessories on a '57 are not permitted; points will be deducted.

Changes, like engine blocks, horsepower (carburetor to fuel injection), and color (exterior or interior) are permitted IF they cannot be detected by the judges.

Display boards, showing restoration photos and information about the car, are encouraged.

### 2. JUDGING CLASSES AND RULES

*Original, Unrestored:* 1 major and 1 minor improvement is permitted. (Examples: major, paint or interior; minor, one seat panel replaced, a couple of parts replaced.) Also, see NOTE 1.

*Restored, Driven:* judging similar to NCRS standards. These are restored but driven cars; they must show signs of use: no deduct for minor paint chips, wear, dirt, or oil leaks. In response to Corvette owners who would like to bring their families in a full-sized car, it is permitted to trailer a "Restored, Driven" provided it shows usage as mentioned above. Also, see NOTE 1.

*Restored, Trailered:* similar to Bloomington judging. These cars should have no paint chips, wear, oil leaks, etc. Also, see NOTE 1.

*Contemporary:* One major change permitted. Example: non-original engine or transmission, or color (exterior or interior). Also, see NOTE 1.

NOTE 1: The above classes—Original; Restored, Driven; Restored, Trailered; and Contemporary, will have non-competitive judging. That is, the cars will be judged against a list of standards, like NCRS or Bloomington. The top award is the Mark of Excellence, next is the Silver Medallion, then the Bronze Medallion.

*Modified:* Customized cars or cars with a combination of modifications that bump them out of contemporary. Judging will be competitive with-

in the class, with 1st, 2nd, and 3rd place awards.

*Specials:* A wide-open class, open to factory-made one-of-a-kind specials, factory racers, etc. The intent is to exhibit rare, interesting old Corvettes like the SR2, etc. Since these cars are impossible to judge, a simple "Appreciation of Car On Exhibit" award will be presented.

Other special awards would include long distance and hard luck, plus ladies choice. In the name of fun, we could also have participants select the car "I'd like most to be seen in," "most likely to be stopped for speeding," "I'd like to own," in other words, just about anything for fun.

### SACE=STRAIGHT AXLE CORVETTE ENTHUSIASTS

SACE is the initials of the "STRAIGHT AXLE CORVETTE ENTHUSIASTS." SACE is the brain-storm of Roy Braatz in Nevada City, California. It was formed to bring more fun back to enjoying the 1953 to 1962 model year Corvettes. Ownership of a 1953 to 1962 Corvette is not required: anyone may join.

SACE is in the early organization stages. Several Corvette enthusiasts have volunteered to help get the national going. For a start, we'll be picking the "best" features out of the National Corvette Restorers Society, the National Nomad Club, and the '55 to '57 Chevy owners club.

SACE plans to have annual conventions, starting in 1987. Since one such meet cannot serve the entire nation, we encourage the formation of chapters. Such chapters would follow the guidelines of the national.

Chapters are forming now. Officers for the national are needed; permanent officers will be elected at the first national in 1987.

Activities at national conventions would include workshops, technical and non-technical seminars offering assistance on many varied items.

The first national convention will feature major changes to SACE. For instance, some folks don't like the name 'SACE.' Myself, I think it's great. But it, and all SACE policies will be reviewed and voted on by the membership at the first national convention.



# Editorial Page

by Roy Braatz

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The goal of SACE is to: 1) bring together individuals that have an interest in straight axle cars of all variations, 2) to involve every family member in actively shaping this "hobby" together, 3) to give different judging divisions to different groups of Corvette restorers based upon the extent of "back to original" restoration, 4) most importantly—help you enjoy your old Corvette.

Most Corvette owners are male and referred to as "daddy." The rest, and many say the best, are the women, most of whom are "mommies." So most of us are family in many ways. Without the support of friends, family, or organizations what fun would it be in owning a Corvette? Share with us in what we call our "outlet" and have fun!

We feel that our judging divisions, along with family events, should fill the needs of most members. This means you, the member, will be in control of the direction SACE takes. Two-thirds of all members will direct the future of SACE by voting on a yearly basis; or two-thirds of chapters (divisions) input can, at any time, make changes that they deem necessary. This is where family involvement is heard because each of your sons/daughters has a vote in SACE. *Each* family member is a SACE member—only one person in the family must hold a valid (paid) membership.

We would like to encourage family events at the conventions—one of our more popular events is *Driving Blind*. This is where the driver is blindfolded and a child directs the driver through a course driving very slowly. We are open to any suggestions.

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If you would like to join SACE, we would appreciate your thoughts and suggestions to keep it going strong. If you, or a friend, has any questions about SACE or about Corvettes you can call me (Roy) at (916) 265-5947 after 5pm Pacific Time, or send a self-addressed stamped envelope to: 14521 Bear's End Drive, Nevada City, CA 95959.

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## SACE NOTES

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Need bylaws.

Space for classified ads.

We need agenda suggestions for 1st national.

Insurance.

SACE will offer t-shirts, badges, emblems, decals, jackets, books, literature, etc.

1987 Nevada City convention, 2nd to 3rd week in July, with a drive to Downieville. Have airport pickup. Hospitality room to have slide projector on hand, to show members' restoration projects.

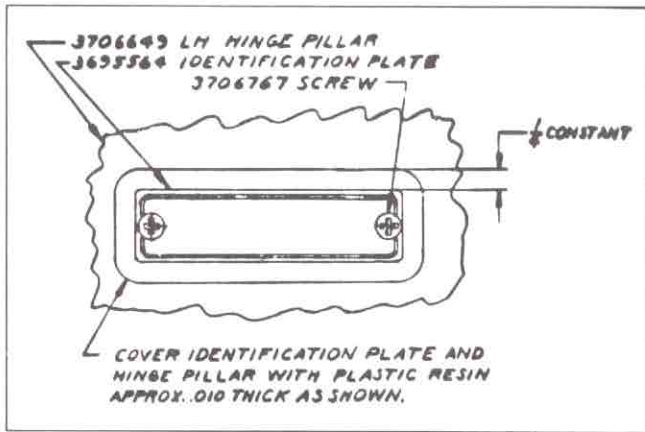
Need technical advisors:

1953-'55;  
1956-'57; Wilson Swilley  
1958-'60;  
1961-'62;

Chapter requirements: members must belong to the national. Chapters to be financially independent from national. Start 1st chapter.

Non-Profit Status

May handle retail parts orders.



**Figure 1.** A drawing of the installation of the 1953 to 1955 serial plate shows phillips-head screws; note it is covered with a thin film of resin.



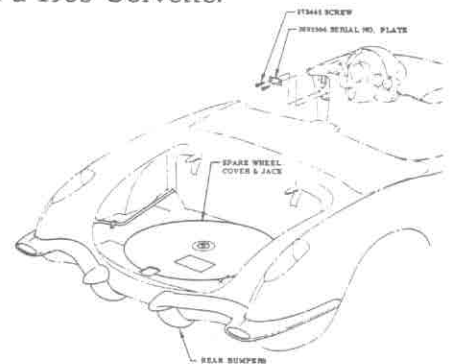
**Figure 2.** The 1953 to 1955 serial plate location, shown here on a 1953 Corvette.



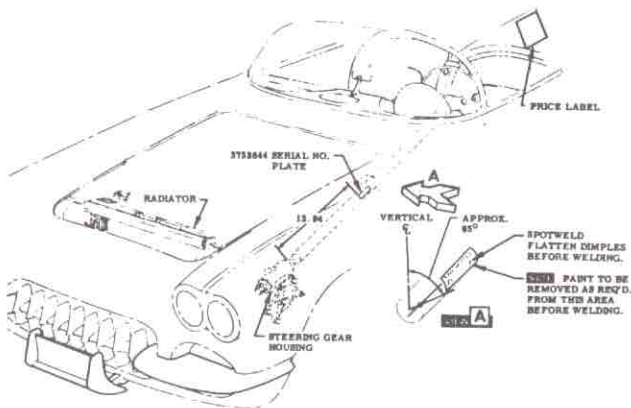
**Figure 3.** The installation of a serial plate on the front door post of 1957 serial number 5,586.



**Figure 4.** The serial plate installed on 1958 serial number 3.



**Figure 5.** This illustration from the 1959 assembly instruction manual (AIM) shows the location of the 1956 to early 1960 serial number plate. The exact screw is called for by part number; a common sheet-metal type with self-tapping threads and a binding, phillips head.



**Figure 6.** A page from the assembly instruction (AIM) manual showing the serial plate installation on mid-1960 production through the end of 1962 Corvette production.



**Figure 7.** The serial number plate installed on 1961 serial number 8,506.



# 1953-1962

## Parts for Sale

1953-1954 radiator, 1954 rechromed original overflow tank-mint! 1953-1962 wiper blades, 1954 vacuum advance, 1953-1955 right door sill, 1961-1962 door sill-pr., 1953-1955 top of the door chrome, 1953-1955 deck-lid chrome-mint! 1953-1962 rear brake line brass "T" blocks, 1953-1957 parking light housings, 1956-1962 horn button, 1956-1962 No. S door strikers, 1953-1957 battery/oil guage, 1958-1962 tachometers, specify, 1953-1957 speedometer, 1958-1962 speedometer, 1959-1962 fuel/temp guage, correct 58-62 gas caps Eaton, Fuller-Emerison or Standt—too many more parts to mention—call me with your needs! 619-451-1933 CA.

1956-24HP and late 225HP heads 3731762 -H166 -D26, car 23665. 58-60 4 sp. swing pedal assembly. 57-62 power top assembly—rebuilt. Many misc. parts for sale. Roy (916) 265-5947.

SACE would like to continually provide its members with updated information concerning available G.M. and repro. parts. We would appreciate it if our members would inform us of any available G.M. parts that you know of!

Individuals that reproduce parts for 53-63 cars can ship their parts to SACE headquarters to be compared with originals and judged for workmanship. SACE will then publicize the quality of your part and include the photo received from you in the next issue of our members magazine.

We encourage members to share their knowledge of restoration in detail. A step-by-step explanation along with black & white photos of entered parts would be greatly appreciated by all members.

*Parts for Sale* and the *Wanted* columns are also provided free to members. Events will also be posted free. Non-members may advertise for a fee.

Anyone wishing to call for information may call Roy Braatz after 5 p.m. pacific time at 916-265-5947.

## A Tribute to Sam Folz

by Noland Adams

It is my sad duty to report that a rare form of skin cancer has claimed the life of Sam Folz. Sam was born June 23, 1923, and was 63 when he died on December 16, 1986.

Sam Folz was a native of Kalamazoo, Michigan. He was a salesman specializing in paper and cardboard auto parts shipping containers. In writing about Sam, local papers called him a businessman and a community leader. Sam was the father of two children. He and his wife Harriett were well matched, and very happy.

Sam was precise in the restoration of his 1953 Corvette. He was one of the founding fathers of the

old Classic Corvette Club 53-55. In addition, Sam was a founder, past president, and board member of the National Corvette Restorers Society.

In case you didn't know, Sam was one of the more important forces which shaped the courses of CCC 53-55 and NCRS. Sam had a good head for business. His common sense and basic knowledge of sound business practices helped NCRS to grow to become the major force in Corvette restoration.

So for all your work in NCRS, and just for knowing you, I speak for many folks when I say simply,

Goodbye and Thanks, Sam.

# Exhaust Manifolds

Early '56 Corvettes used identical exhaust manifolds on both sides of the engine. The casting number is 3725563. This manifold has two studs on each exhaust outlet. It was used until approximately serial number E565001658 known as "ram horn." Also used in conjunction with the ram horn manifold was the spark plug wire support assembly 3730324 R/S, 3730323 L/S (fig. 1). The four chrome spark plug shield assemblies were included to reflect heat from the manifolds, they were 3728961 L/H, 3728962 R/H, rear, and 3730323 L/H, and 3728960 R/H. This last shield had the dip stick oil tube assembly 3718206 coming through it (fig. 1A). In more than half of the '55 cars I've seen, and in talking to many other members, this same support assembly was used on many late '55 cars. It worked excellently and the plug wire length is correct. The wire ground wrapping is grounded at that end to the assembly (fig. 1B). '55 owners that have this support assembly on their cars are asked to please write us. No '55 car used the four chrome shield though.

Beginning around serial number E56001663, Corvettes used different exhaust manifolds in each side with three studs on the outlet flange. The left-hand manifold had the casting number 3731557, right-hand casting number 3731558. To spot these manifolds easily, the casting number is in the center of the manifold (Figure 2). This second design manifold also included changes in the plug wire shield. Added now was support shield 3733124 R/H, 3733123 L/H known as the "bommer rang" which held the lengthened plug wires against the side of the engine block. Another change was the spark plug shield assembly. The first design was held in place by a manifold bolt; all four were interchangeable. Part No. not known at this time, but soon after second design shield assembly 3736304 L/F & R/R, and 37366303 assembly R/F and L/R were used. They were held in place by a 7/16 hex bolt on the side of the engine block. These manifolds also used a heat shield mounted under two exhaust manifold mounting bolts (Fig. 3). Note oil dip stick tube now relocated on L/S of engine in block. So now chrome shields 3736236 RH & 3736235 LH are used.

The '57 Corvette exhaust manifold casting numbers now moved nearer the ends of the side of the manifolds. This casting number change continued through '62.

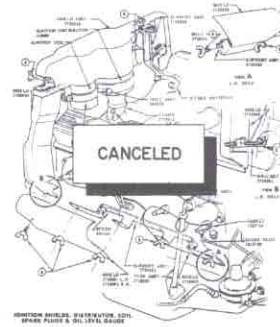


Figure 1A

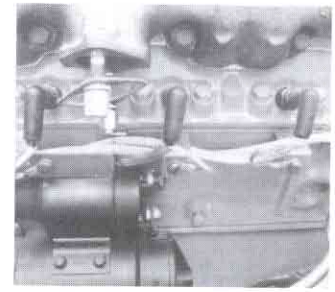


Figure 1B

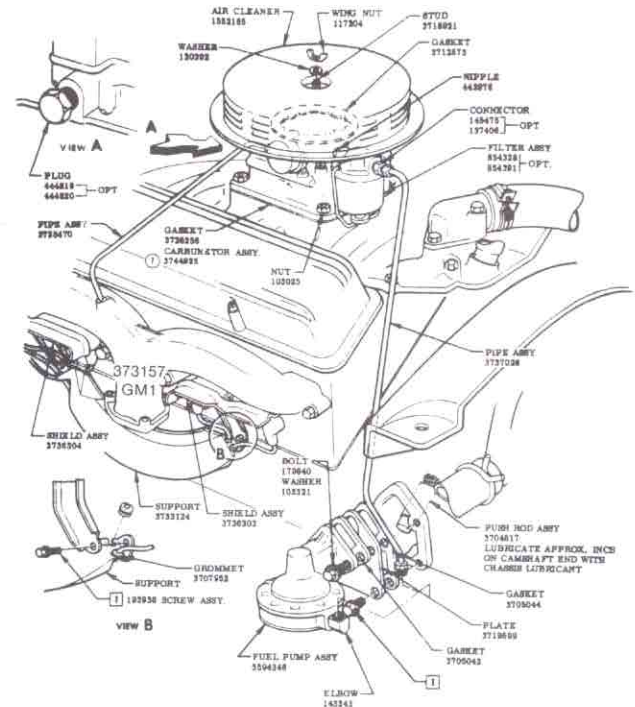


Figure 2

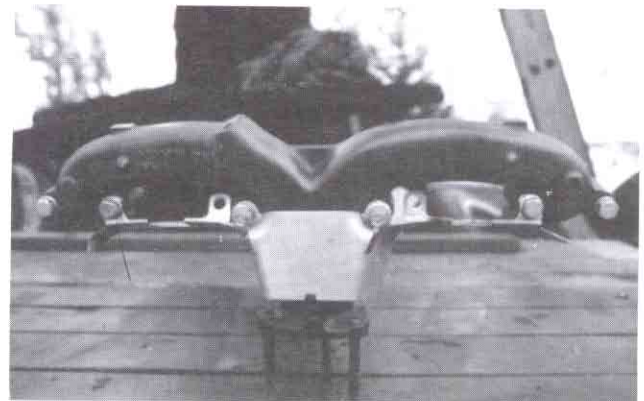


Figure 3

# TRUNK AND LID ADJUSTMENT

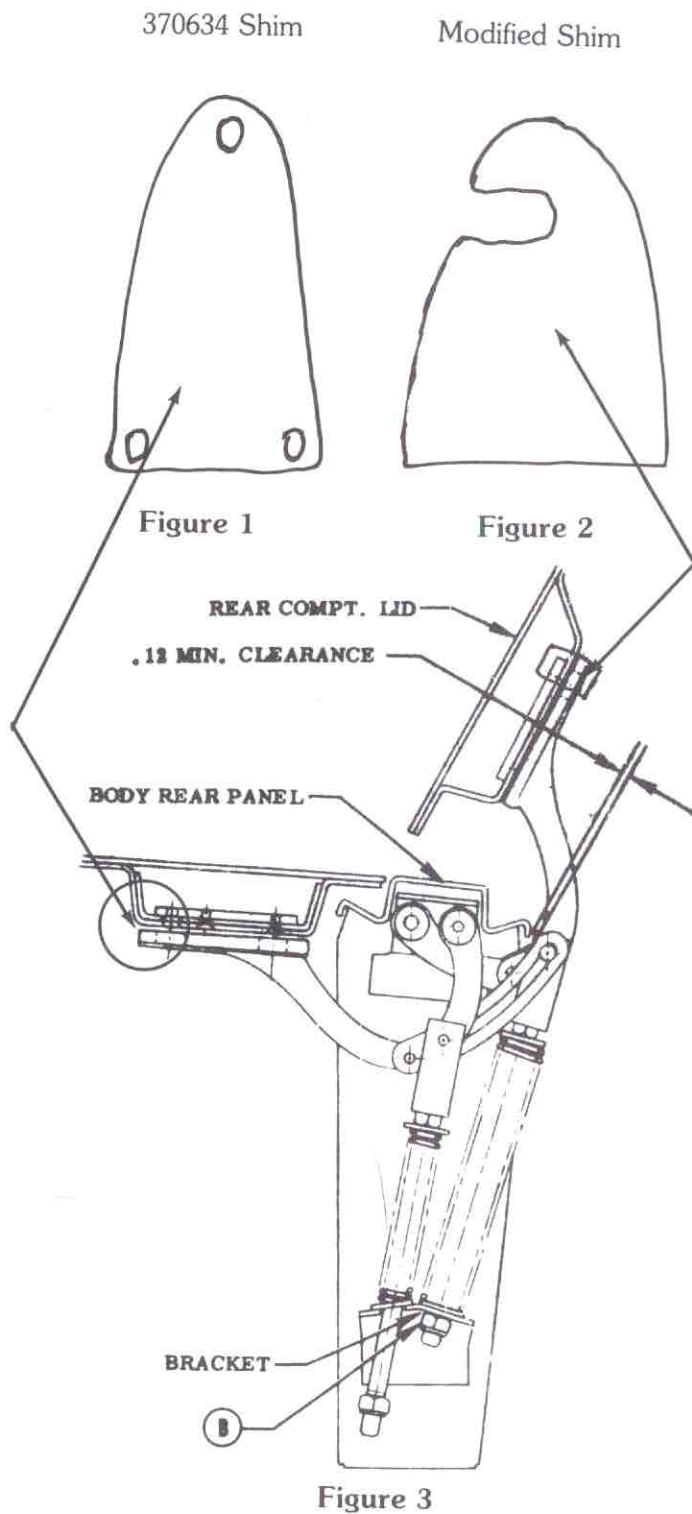
With all the T-shirts proclaiming this and that nowadays, how about one stating "A Real Vette has a trunk" and on the back, a drawing of your year car's rear end. Well, as we all know some rears of years look better to some folks than others! So this brings us to trunk fit! Usually if you see a poorly fitting trunk top or lid, the top area of the trunk is either higher or lower than the body panel between the top lid and trunk. Also this will mean a loose or tight fit at the bottom area. GM used p/n 370634 shims to raise the trunk top lid at the hinge assembly. But what if the trunk is too high? I have not found any GM instruction manuals on how to solve the problem, but someone at GM did by modifying one of the shims (Fig. 2), adding shims as required to the top bolt. This allowed the trunk edge to pivot down as the hinge assembly lowered to shut. Add as needed to lower the edge.

After you have determined this adjustment now is the time to adjust the trunk to fit properly. First loosen the (6) bolts at the hinges, also the (2) bolts at the striker (lock assembly) letting the striker lower all the way down. Now assuming that the trunk weather stripping is in good condition and installed right side out, adjust the trunk gap evenly all around. This done and the hinge bolts tightened, bring the striker plate up until the trunk will lock while putting pressure down on the trunk with your hand. By the way, the second design rubber GM sells is too fat or round to allow the trunk to lower itself into the body properly. Unless your trunk or body was damaged and the repair was poor, your trunk should fit as GM intended. Now, to mention some problem solving; those of you that are getting cracked on the head from the trunk due to weak springs add a 1/2 or 3/4 in. long pipe to the bottom end of the spring to increase spring tension. Adding it at the bottom, no one will be able to see it. To keep from removing the spring which is no fun, cut the side of the pipe out so that it will pass through the spring rod. The whole trunk procedure we mentioned can be applied to the top cover lid as well.

By the way, many people have asked me and told me how hard or expensive the lock assembly, cylinder, escutcheon, striker retainer, and covers are to find. Well next time you see a 55 or 56 chevy

any model but wagon, you have just found what you need. The lock assembly is extended, but if you have a welder cut the extended arm out and reweld the part *presto!* no one will ever know! Good luck.

Roy Braatz

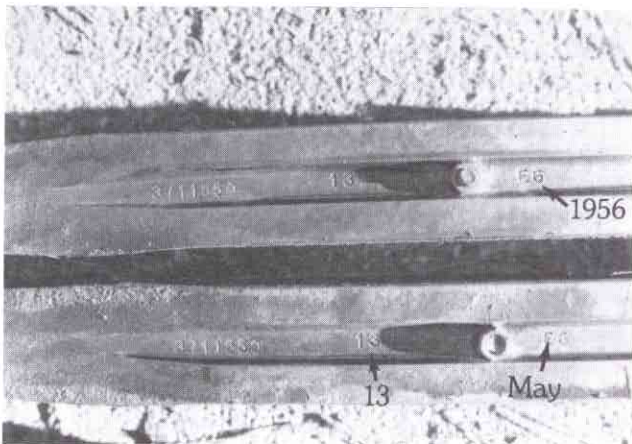


## Judging Sheet Explanations for the Modified Class



### STEERING BOX ASSEMBLY DATE & YEAR CODES

The location of the code is found on the left side of the steering gear housing, (Figure 1) above the part number (5666151). Mast jacket length for 53-57 is .49", 58-62 is .45".



Part No. 1956-3711550

### REAR SPRING DATE CODE

Next time you're under your car, check the bottom small spring leaf for the part number. It is located to the rear of the spring plate assembly. The date is to the rear of the spring plate assembly.

If small spring leaf has no groove at first sight, chances are the spring has been rebuilt and replaced. Hope this helps you in locating the correct spring for your car.

## BODY EXTERIOR

### Fiberglass Work

See if the glass work was finished off; for example, at the lower edges of the rockers and wheel lip areas. Check the seams. Check the overall straightness of the body.

### Paint Shade

Look for the overall uniformity of the paint shade. If the paint color was left original, check the paint shade as compared to the original color.

### Paint Finish

Check the overall smoothness of the paint. Check for "orange peel," sanding scratches, nicks, or chips in the paint finish.

### Paint Detail (Door Jamb, Lip Details)

Check the wheel openings and door jambs for paint condition and detail. Look for overspray on such items as rubber seals, bolts, screws, latches, and plates.

### Body Alignment (Door, Hood, & Trunk)

Close all of the doors and hood, see how each fits. Check for uniform gaps between the panels. Return the car to judging condition by opening the doors, trunk lid, and hood.

### Bright Stainless & Grille

Check the general condition of the stainless. Check for dents and dings. Check the alignment of the mouldings on the fenders, and doors. Check the grille for condition and detail. Check any modified pieces for quality and craftsmanship.

### Chrome Plating

This includes all of the exterior chrome plating and the window frames. Check for the straightness and quality of the plating. Check for over-grinding and loss of detail. Check the alignment of the remaining pieces of chrome.

### Bumper Alignment

Check the bumper alignment with respect to the fenders and quarters, look for uneven spaces and gaps. For example, see if the bumper is either tipped up or down, or if it is uneven with the taillights.

(cont. on page 22)

# 1953 TO 1962

## RUNNING CHANGES

This is a continuing article, to be printed every issue. Well, maybe not every issue, just until we have all the 1953 to 1962 running changes identified, their exact changeover known, and just why such a change was done in the first place. We figure this will keep us busy until about the year 2060.

Running changes were improvements made between model year changes. Such changes are difficult to determine because the actual changeover point may be planned for a certain date. The actual date of a running change may be delayed by the slow delivery of parts. Or, the new part may not be used until the supply of older parts is exhausted.

In an effort to determine the exact changeover points, everyone is asked to keep their eyes open. Please check every old Corvette, and help us narrow the gaps. Here is the list of running changes and their details:

**1954:** On the inside door panel there is a tapered piece of fiberglass with a lower lip. One holds the lip to close the door, thus these pieces are called the "door pulls." In 1953 and early 1954, the door pulls were retained by 3 screws, which changed to 4 screws.

last 3 hole door pull, S/N E54S001597

first 4 hole door pull, S/N E54S001655

**1954:** In 1953 and to mid-1954, the tire tools—the jack assembly and wheel wrench—were located in the lower right side of the trunk compartment. Then, the wheel wrench moved to a mount on the front cardboard panel, and the jack assembly sat inside the spare tire.

last w/tools in right side of trunk, E54S003171

first w/tools relocated (jack in spare), E54S003-242

**1957:** RPO 685, a 4-speed manual transmission, was a mid-1957 production year addition.

First 1957 reporting a 4-speed transmission, E57S103567.

**1958:** Rear reflectors were added after the start of 1958 production.

last reporting no reflectors, J58S100168

first reporting reflectors, J58S100286

**1958:** Two metal plates are screwed into the floor of the trunk area, one on each side under the trunk mat. These plates are screwed in place, and are thought to be rear bumper brace bolt access covers. The covers appear on early 1958's, were dropped in mid-1958.

last w/covers in trunk, J58S10-unknown

**1959:** There was a mid-production year change in the hood catch. There were several differences, but the easiest part to identify is the hood-mounted pin: tapered on the first (1958 and early '59); a large head on the later type.

Last with early (1958 type) hood catch, J59S1-08500 (Approx.)

First with late (1960 type) hood catch, J59S10-9500 (Approx.)

**1960:** The serial number plate was moved from the driver's side front door post to the steering column under the hood.

Last w/plate on door post, 00867S101255

First reporting plate on steering column, 00867-S101563.

**1953 TO 1962 SURVEYS,  
A CONTINUING ARTICLE**

*by the SACE Staff*

While working on your straight axle Corvette, you find an unusual variation. You ask around, and can find no one else was aware of this change. The questions remain: why did the Corvette assembly plant install such an item? When did the change take place? Is it related to horsepower, body color, or just what?

If the person gets curious enough, he or she will start a survey. First, you write to anyone with a similar car, you watch ads, and write to everyone for details on their car.

Next, you run ads of your own, asking for details on the particular item you are researching. Such ads get too expensive real fast, so you may trade an article for advertising space.

As you write letters requesting information, you must enclose a Self Addressed, Stamped Envelope (SASE). Otherwise, you should expect to get very few replies. Even with an SASE enclosed, you will get less than a 10% return. That's discouraging, at best, but that's all one should expect.

There have been many surveys, covering every year. Many are specific, like the survey that covered only low horsepower fuel injected engines 1958 to '61 Corvettes.

The oldest Corvette's active survey is for 1955 only. There are a great deal of unknowns about the 1955 Corvette; colors and transmissions, for example. Send all your 1955 data to:

1955 Corvette Owners' Survey  
John Jensen,  
30803 S.W. Grahams Ferry Rd.  
Wilsonville, OR 97070

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There is a special survey for 1956 to 1962 race cars. This survey specializes on Sebring, Le Mans, and similar type vintage racing Corvettes. Contact:

1956-'62 Race Car Survey

c/o Marty Fowler  
529 Baker Dr.  
Kennett, MO 63857

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The best known, and largest survey is the 1956-1957 survey done by Mike Hunt. His articles have appeared in the *Corvette Restorer* and *Vette Vues*. His survey results have explored every option, color variation, and number, and many have been reported about, or will be the subject of a future report. Mike is continuing research, for he has many little details to uncover yet.

Mike wants to know about every 1956 and 1957 Corvette. If he doesn't know about yours, or if you're not sure, please send details to him. Even the tiniest detail is important: say, just the number off an old frame. Some folks think a low-optioned car isn't important, but they're wrong. Every detail is useful.

Please send all 1956-1957 details to:  
RESEARCH PROJECT 1956/1957  
P O BOX 5154  
Madison, WI 53705

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There is a survey to reveal all the special little details about 1958 to 1961 low horsepower fuel injected Corvettes. Please contact:

1958-1961 F.I. Survey  
Robert Holm  
R.D. Box 94K  
Schuylerville, NY 12871

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If you have a 1959, this survey is for you. Please note any details about your Corvette, and send them to:

1959 Corvette Research Project  
c/o Robert Cook  
175 Putnam Hill Rd.  
Sutton, MA 01527

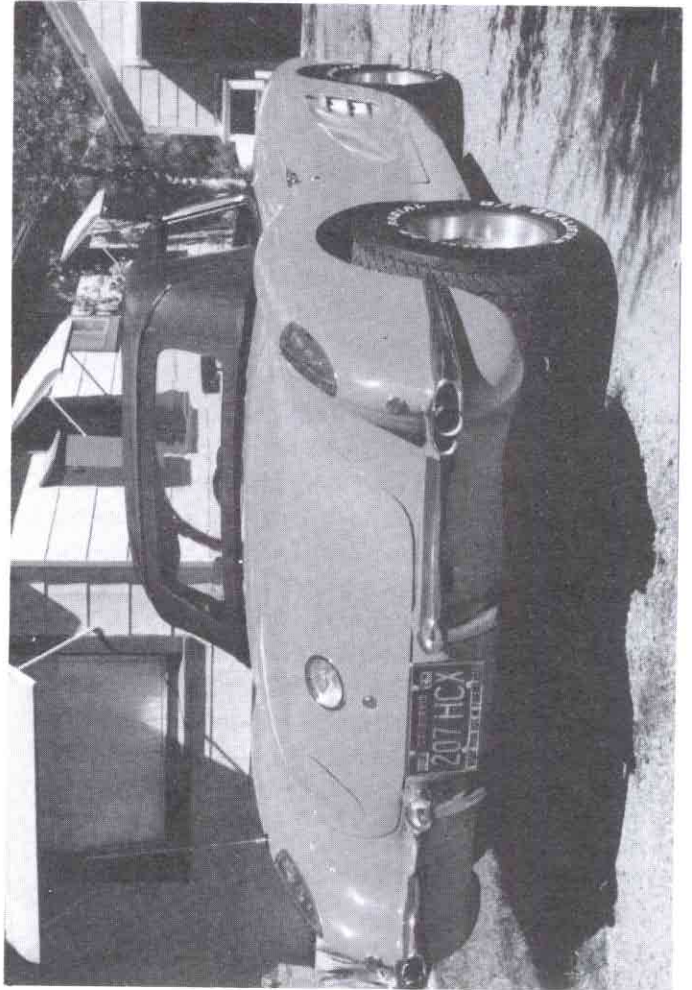
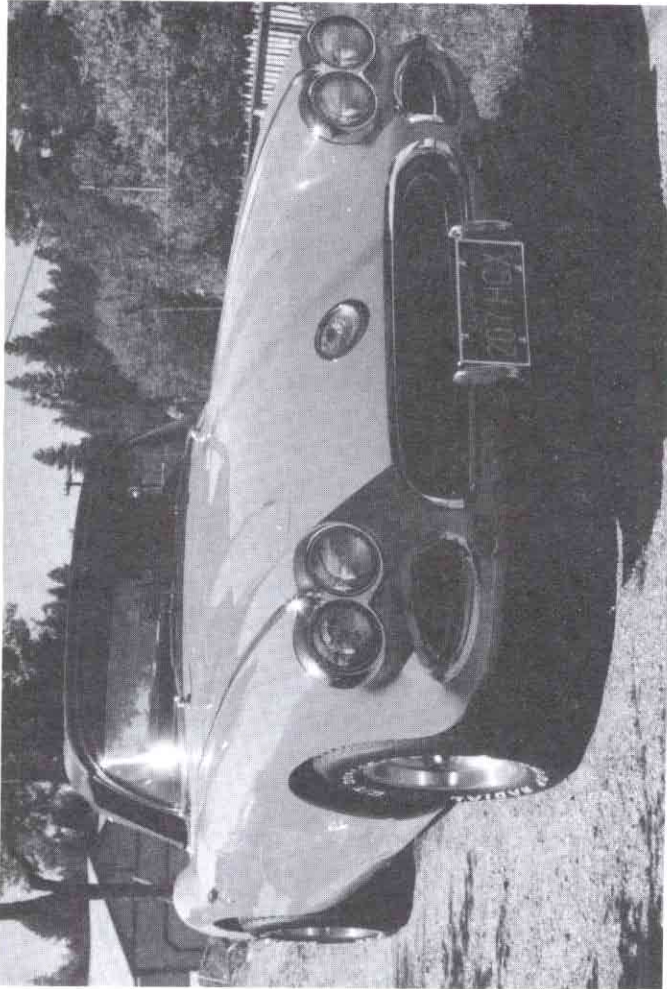
When you write to the folks above, please mention you read it in *SACE*. And, as always, don't forget the SASE.

## 1959 Corvette

Rick Lang  
Grass Valley, CA

When I acquired this car in a trade for my 69 Vette (basket case) it was a real mess. The interior looked like someone threw a grenade in it. The engine was very tired and leaked all fluids. Most of the wiring was in a ball around the drivers feet. Bad paint and body work etc., etc. With three years of hard work on a limited budget and a lot of help from my friends (Gary, Carthal, and Manual) the rewards have been many. It drives great, plenty of power, not to mention two first place trophies in the local car shows. It gets 18 MPG and lots of fun on cruise nights.

1965 327cu 10:1 PISTONS, TORKER MANIFOLD, HEADERS, 9000 AFB, 365 HP CHEU CAM, SOLIDS, 11 1/2" CLUTCH, MANCIE FOUR SPEED, HURST LINKAGE 3.90 GEARS, HEAVY DUTY SWAY BAR & BUSHINGS, ROLLER WHEEL BEARINGS, AMERICAN MAGS, DUNLOP GT QUALIFIERS, AM/FM CASSETTE, DECTRON PAINT, TACH DRIVE ALT. 0 to insane in 6 seconds.



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# Trouble Shooting & Servicing Your Power Tops

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One of the really sticky problems in working on Corvettes is finding out how to maintain and service the soft top mechanisms, including the top mechanism itself, the trunk lid (which when open prevents the soft top from being raised), and the top cover. This article is perhaps the only one in print which spells out what the controls are and where they are located. It is often said that the main reason why the convertible Corvette was not more popular was that no information was available on how to service the top. So here you are: read on and learn. (By the way, most P.T. cars were ordered by women).

## ELECTRICAL SYSTEM

The electrical system of the power-operated folding top consists of one circuit breaker (X40A) located on the engine side of the fire wall above the heater. The X40A is used on all '56-'62 cars equipped with power tops and power windows. Cars not using the X40A have two "dimples" for locating the screws which would otherwise hold the circuit breaker. The electrical system also includes one top control switch, manually operated, one deck lid safety switch, two folding top limit switches, two folding top cover limit switches, one 12V electric motor and hydraulic pump, two folding top solenoids, two folding top cover solenoids, and two 14A fuses. The limit switches used on the '57-'62 models are of the micro type, whereas the '56 model used toggle switches. The '57-'62 electrical circuits are shown in Figure 1 and Figure 2. (See p. 29 for diagrams).

## HYDRAULIC-ELECTRICAL SEQUENCE OF OPERATIONS

When the top is UP and is to be lowered, pushing

the top control switch closes the circuit from the battery (the tan wire) to the motor (the red wire). The motor is grounded to the frame and will operate regardless of the various limit and safety switches. Pushing the top control switch also closes the circuit through the top cover safety switch (the dark blue wire) to the top limit switch (light blue wire). With the top UP, the top limit switch is closed to the top cover limit switch (white wire); with the top CLOSED (or down), the top cover limit switch is closed to the deck lid limit switch (green wire). With the deck lid CLOSED, the deck lid safety switch is closed to the top cover solenoid (light green wire). The top cover solenoid directs oil under pressure to the bottom end of the top cover hydraulic cylinder, raising the top cover. When the top cover is fully open, it contacts the top cover switch, opening the circuit to the top cover solenoid and closing the circuit to the top solenoid (violet wire). The top solenoid directs oil to the top of each of the two folding top cylinders, thereby lowering the top. The top lowers until a top control link contacts the top limit switch, opening the circuit to the top solenoid (white wire) and closing the circuit to the top cover solenoid (red wire). The top cover solenoid directs oil under pressure to the top end of the top cover hydraulic cylinder, closing the folding top cover. There is no limit switch for the closed position of the top cover.

When the top is DOWN and is to be raised, pulling the top control switch closes the circuit from the battery (tan wire) to the motor (red wire). The motor is grounded to the frame and will operate regardless of the position of the various limit and safety switches. Pulling the top control switch also closes the circuit through the top cover safety switch (dark green wire) to the top cover limit



switch (tan wire). With the top down, the top limit switch is closed to the top cover limit switch (orange wire). With the top cover closed, the top cover limit switch is closed to the deck lid safety switch (pink wire). With the deck lid closed, the deck lid safety switch is closed to the top cover solenoid (light green wire). Energizing the green lead of the top cover solenoid directs oil under pressure to the bottom of the top cover hydraulic cylinder, raising the top cover.

When the top cover is fully open, it contacts the top cover limit switch, opening the circuit to the top cover solenoid and closing the circuit to the top solenoid (brown wire). The top solenoid directs oil under pressure to the bottom of each of the two top hydraulic cylinders, raising the top. When the top reaches the full up position, a top control switch, opening the circuit to the top solenoid and closing the circuit to the top cover solenoid (red wire). Energizing the red lead of the top cover 86868 directs oil under pressure to the top of the top cover hydraulic cylinders, closing the top cover. This completes the hydraulic-electrical sequence of operations.

#### FOLDING TOP COVER LIMIT SWITCHES

The two folding top cover limit switches are located under the top cover. The switches on the '57-'62 Corvettes are located at the rear of the top compartment. Removing the sheet metal 86868 reveals two micro switches. Adjustment is made by loosening the two stud nuts and positioning the switches so that the hydraulic cylinder rod striker actuates both switches at the same time. Just before the top cover reaches its upper stop, you should hear a "click-click" at that position. On '56 models, they are located in the truck area behind the truck board and are of the toggle type. Adjustment is made by loosening the lock nuts until you hear the "click-click" when the cover reaches its upper stop (fig. 3A).

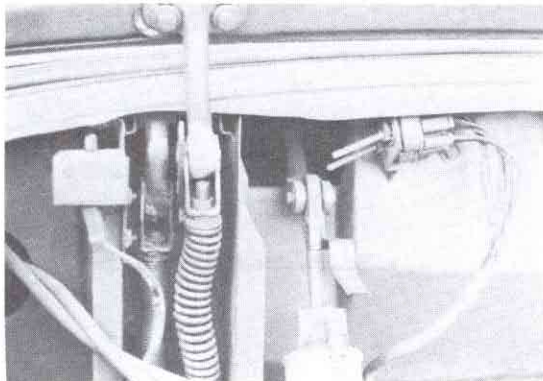


Figure 3A

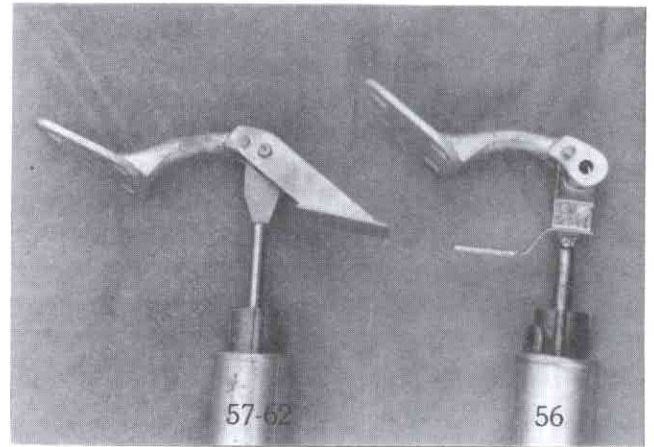


Figure 3B

Left-lid cycle and bracket is 57-62, striker plate is removable. Right-cycle and bracket is 56, striker plate is riveted.

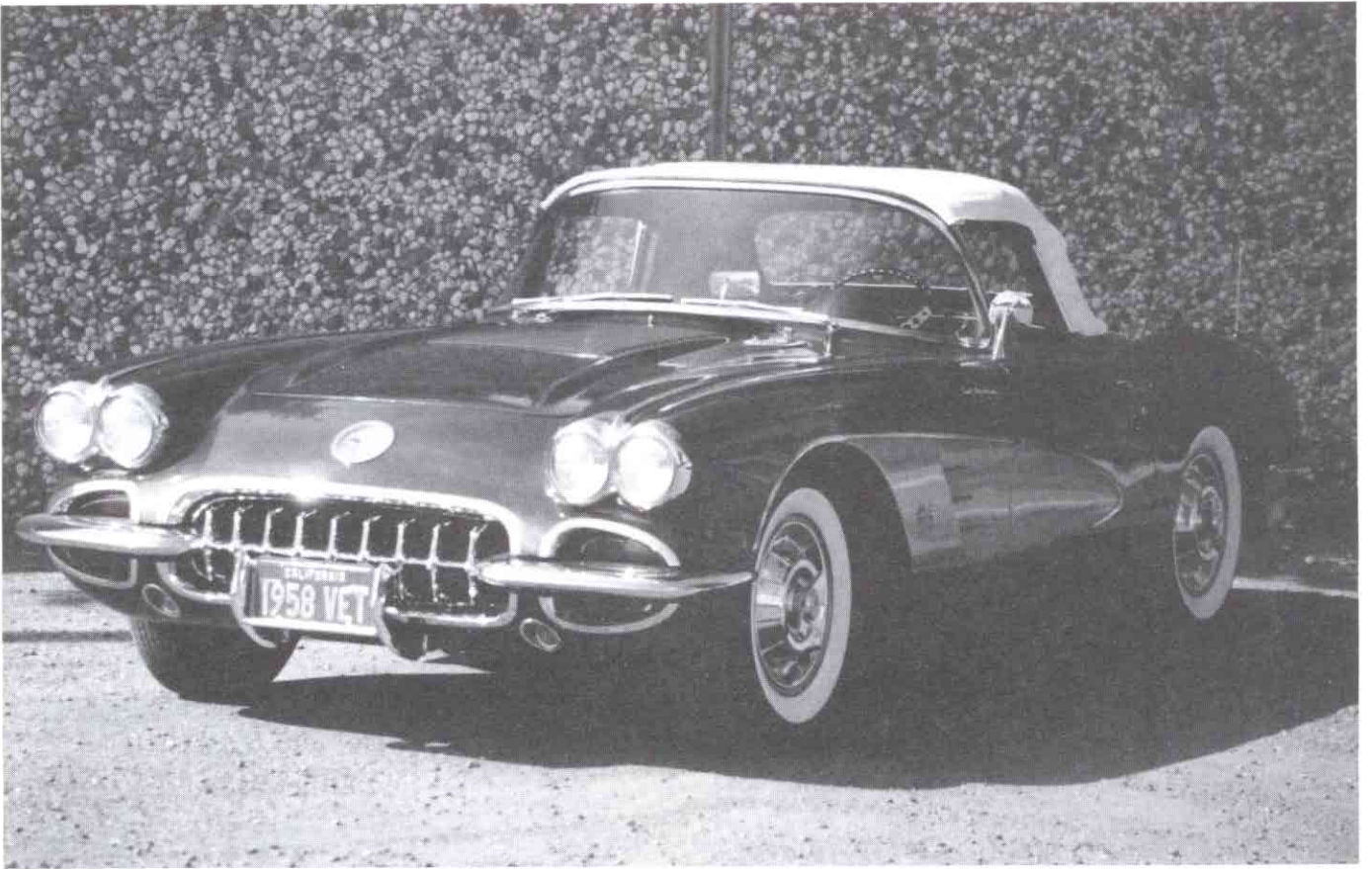


Figure 4

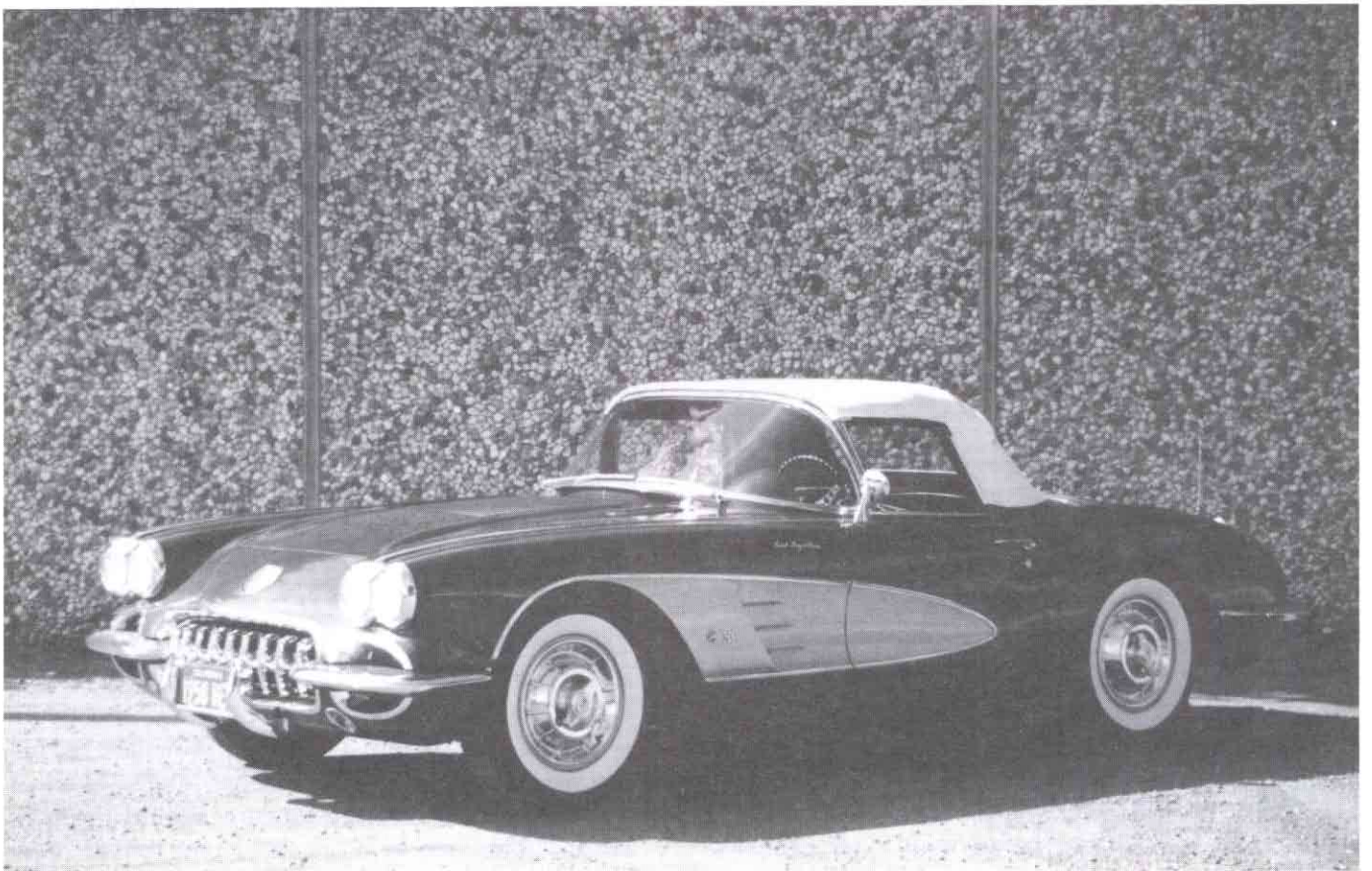
#### FOLDING TOP FRAME LIMIT SWITCHES

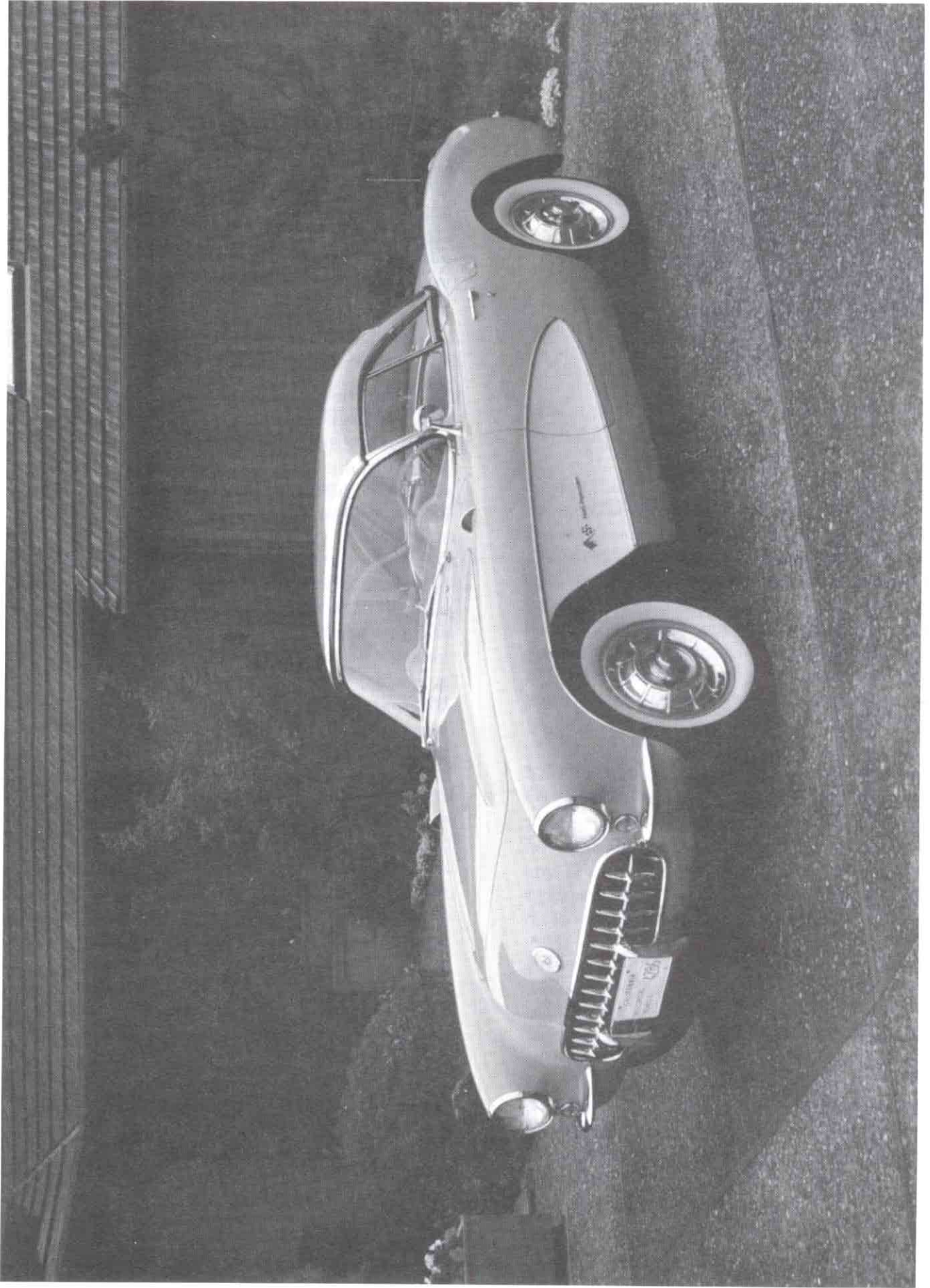
On the '57-'62 cars the two folding top limit switches are located at the lower right side of the passenger seat (fig. 4).

A sheet metal shield is used to protect the switches. The upper switch should be adjusted to actuate just as the top header strikes the windshield header during the top raising cycle. Similarly, the lower switch should actuate when the top reaches its full down or stack position. The '56 limit switches are of the toggle type and are located behind the passenger seat on top of the gas tank cover. One



Lucy '58 Fl. Auto, P.W., P.T. "Treasurer"





Roy Braatz, Jr. FI. Auto, P.W., P.T.

switch is contacted by the top frame assembly for full down position; the other has a wire that connects the switch to the frame for the full up position (fig. 5).

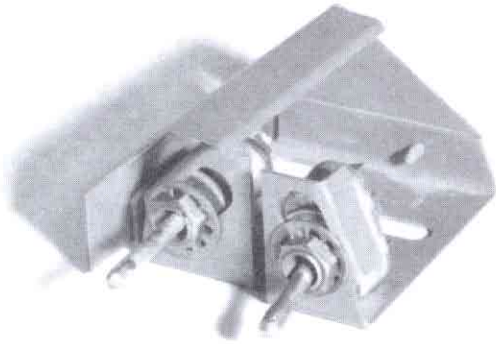


Figure 5

### TRUCK LID SAFETY SWITCH

The truck lid safety switch is a protective device, used to prevent operation of the top if the truck lid is in its up position. The protection is necessary because of possible interference between the truck lid and the folding top cover. The switch is adjustable vertically and should be set so that the truck lid will close the circuit switch when the truck lid is fully closed.

On the '56 Corvettes the switch is located in the trunk, on the left side. In the '57-'62 cars, the switch is located in the trunk, on the right side.

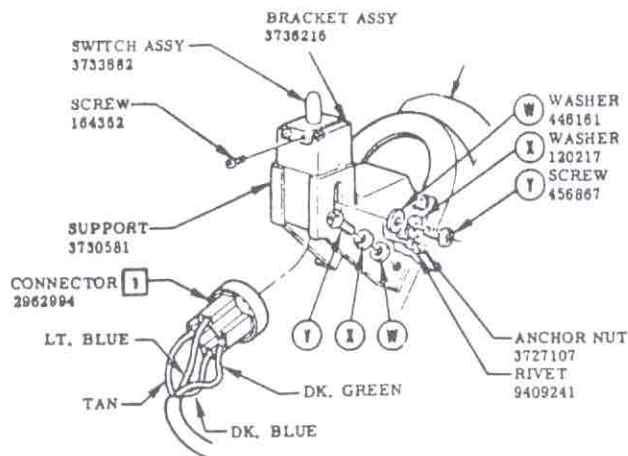


Figure 6

### FOLDING TOP COVER SAFETY SWITCH

The folding top cover safety switch is included in the circuit to prevent operation of the folding top cover solenoid and hydraulic cylinders when the top cover is in the latched position. The switch is adjustable vertically and should be set to prevent operation of the top when the top cover is latched, and to allow operation of the top cover when the top cover is unlatched. All models, '56-'62, are the same and incorporate the installation of the safety switch in the design of the latch bracket (fig. 6).

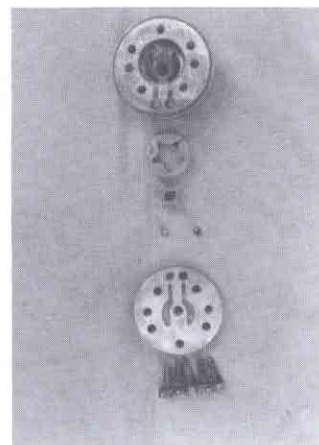
### MOTOR UNIT

To check the operation of the motor, connect the red lead wire directly to a hot wire from the battery, and then check to make sure the motor ground lead is grounded well. Low voltage at the motor will indicate a poor connection of the wire harness and/or a poor ground.

If the motor checks out all right, then the hydraulic system should be checked. Failure of the hydraulic system can be caused by lack of fluid in the system, leak(s) somewhere in the system, obstructions or kinks in the hydraulic lines, frozen cylinders, bad solenoids, or a malfunctioning pump. These troubles and perhaps others can be located readily by using a pressure gauge. When connected, the pressure should be between 240 psi. and 380 psi. (Fluid system is self-bleeding).

### CHECKING AND CLEANING CONTROL VALVES

To check and clean the control valves, the first thing to do is to remove them from the trunk and to disassemble them.



Top to Bottom—  
top motor pump  
housing-aluminum  
driven gear-steel  
drive gear-steel  
relief balls  
cover  
bolts

Figure 7

When they are disassembled, sandpaper the inside of the steel cups that hold the coils to assure a good ground between the coils and the cups. If the coil's rubber seals are bad, fluid will drip out from a small hole at the bottom of each cup. Also clean the bottom of each coil and check the operation of each by grounding it. Then, with a hot wire, touch the red or black wire to see if the plunger is pulled down. If not, pull the clip and plunger out and clean them. The top aluminum housing has two steel needles that act like the needles in a carburetor. If the needles are stuck, fluid will not pass by, allowing pressure to the cylinders. Because the housing is made of aluminum, use a hand torch and heat the housing, and then with pliers remove the frozen needles and clean them. Next, using air pressure, blow out all fluid canals to clean them and remove any foreign material.

Notice that the steel needles are three-faced; this permits the needles to rotate as the pressure builds and the needles are pulled down by the coil. One coil and needle routes the fluid to the top of one cylinder, while the other coil and needle routes the fluid to the bottom of the cylinder. Beside the hose outlet locations, these units are interchangeable (fig. 7).

### CHECKING AND CLEANING THE CYLINDERS

The first step in checking and cleaning the cylinders is to remove them. When they are removed, use compressed air to blow into both the top and bottom of each cylinder. As you do so, twist the cylinder shaft. This will aid in freeing the seal inside. Repeat air pressure from the top to bottom to remove old contaminated fluid. After the cylinders are cleaned, place each in a container of water to check for air or fluid leaks. If there is a leak, discard that cylinder; they are not serviceable. An O-ring is used at each hose connection—check them!

Now is a good time to blow out all the hoses to remove any blockages. Cover the free end of the hose with a cloth or rag so that no brake fluid will come in contact with the body paint.

### CHECKING AND CLEANING THE PUMP

To check and clean the pump, it must be removed

Top to Bottom—  
control valve  
needles  
clips  
coil plungers  
coil plunger springs  
washers  
rubber seals  
coils

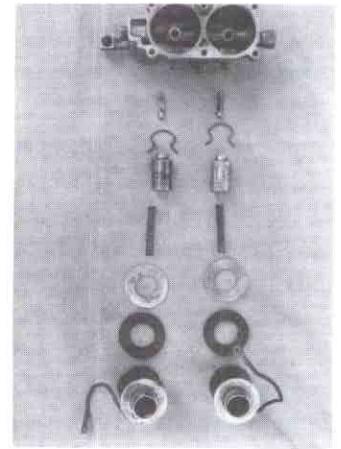


Figure 8

from the trunk. Using the breakdown drawing, Figure 8, disassemble the pump.

Notice that the motor shaft drives the pump. To remove the motor from the pump, disconnect the fluid reservoir, remove five pump bolts, and using needle-nose pliers, remove the small drive gear. Now with a fine wire, push the very small steel ball out the recessed hole at the end of the motor shaft. Next, remove the two motor bolts and twist the pump off the motor shaft. If the large drive gear is frozen in the housing, heat the aluminum housing with a hand torch until you can twist and remove the large driven gear. Then clean all the parts and reassemble the unit. Be sure to replace the steel ball and the small o-ring to the shaft. Test the motor by grounding it to the battery and touch the red wire to the positive post of the battery. If the motor does not work, it is probably burned out. Replace it with any 12V Ford or GM motor, be sure to clip off the reverse wire so that the motor can run in only one direction, clock-wise, as stock Corvette motors do.

Many Corvette owners do much or all of the needed maintenance work on their cars even if they are not usually skilled mechanics. And many other wish they could do their own work—mainly because they find few commercial mechanics who are skilled enough to do good work on Corvettes and even fewer who care enough about their cars to find out how to do good work on them. This article, and others to follow, may help both groups of owners in the effective maintenance and repair of their Corvettes; we certainly hope so.

# Steering Assembly & Disassembly

## Disassembly

As with any steering gear assembly, the steering gear parts must be kept free of dirt. Clean paper or rags should be spread on the bench before starting disassembly of the steering gear.

1. Place assembly in bench vise, remove nut and lockwasher from end of sector shaft and remove pitman arm using pitman arm puller J-1025.
2. Loosen the lock nut on the sector shaft (fig. 1), then turn the lash adjuster a few turns counterclockwise. This will remove the load from the bearings caused by the close meshing of the worm and the sector teeth.
3. Loosen the lock nut (fig. 2), on the worm bearing adjuster cup and turn the adjuster cup counterclockwise a few turns.
4. Place a pan under the assembly to catch the lubricant and remove the bolts attaching the side cover to the housing.
5. Pull the side cover with the sector and shaft from the housing.

**NOTE: If sector does not clear the opening in the housing easily, turn the worm shaft by hand until the sector will pass through the opening in the housing.**

6. Remove the worm bearing adjuster cup and lower worm bearing.
7. Draw the worm and shaft assembly from the housing. Lay this assembly flat on the bench so that the worm will not become damaged.
8. Remove the lock nut from the lash adjuster and screw the lash adjuster through the side cover. Slide the lash adjuster out of slot in the end of the sector shaft (Fig. 1).

## Inspection

With the steering gear completely disassembled

(Fig. 4) wash all parts in cleaning solvent. Dry them thoroughly with clean rags.

1. With a magnifying glass inspect the roller bearings, cups, worm and the sector roller.
2. Check sector roller for any tightness or roughness of bearings.
3. Inspect the sector shaft for wear and inspect needle bearings.

**NOTE: Any parts that show signs of wear or damage should be replaced.**

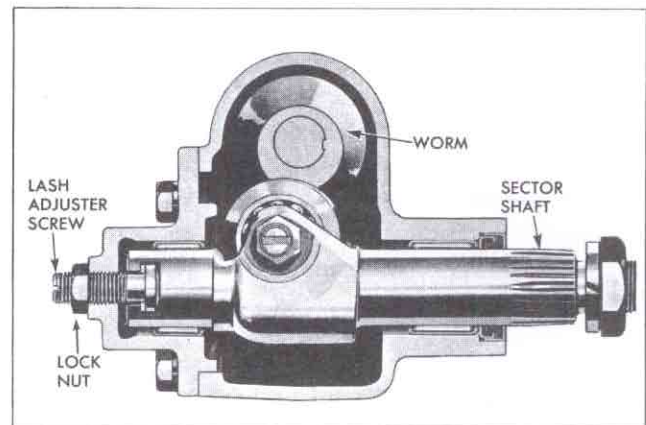


Figure 1

## Assembly

1. Place the upper roller bearing over the worm shaft. Making sure the end of the horn wire is through its opening in the housing, thread the worm shaft into the housing. Install the lower roller bearing and assemble the worm bearing adjuster cup to the housing.
2. Assemble the lash adjuster with shim in the slot in the end of sector shaft. Check the end clearance which should not be greater than .002". For the purpose of adjusting this end clearance, a steering gear lash adjuster shim unit Part Number 605142 is available. It contains four shims— .063", .067" and .069" thick.
3. After the lash adjuster end clearance has been adjusted start the sector shaft pilot into the side cover. Then, using a screwdriver through the hole

in the cover, turn the lash adjuster in a counter-clockwise direction to pull the sector shaft pilot into the side cover as far as it will go.

4. Place a new gasket on side cover; then push the side cover assembly including sector shaft into place. After making sure there is some lash between the worm and sector roller, assemble and tighten the side cover bolts.

### Adjustment—On Bench

1. Tighten the worm bearing adjuster cup until all worm shaft end play has been removed. Then tighten the lock nut.

2. Install the steering wheel on the worm shaft temporarily. Carefully turn the steering wheel all the way in one direction and then turn back about one turn.

3. Using a J-544-A steering gear checking scale, at right angles to one spoke at wheel rim, measure the pull required to keep the wheel in motion. This should be between  $\frac{3}{8}$  and  $\frac{5}{8}$  pounds. If necessary, adjust the worm adjuster cup until a proper pull is obtained.

4. Turn the steering wheel from one stop all the way to the other, counting the number of turns. Then turn the wheel back exactly half the number of turns to the center of high point position. High point of gear is indicated by mark on end of worm shaft. This mark should be at the top of the shaft. Mark the wheel at the top or bottom with a piece of tape.



Notice chip in worm gear which will cause a dead or hard spot in steering. The cause is usually from hitting the shaft with a hammer to remove the steering wheel.

5. Turn sector lash adjuster clockwise to take out all lash in gear teeth, and tighten lock nut to 10-15 ft. lbs. torque.

6. Turn steering wheel off the high spot, then check pull at wheel rim with checking scale as before, taking the highest reading of checking scale as the wheel is turned through center position. This should be between  $\frac{7}{8}$  and  $1\frac{1}{8}$  pounds.

7. If the reading is not within the above limits, turn the wheel a half turn off the high spot and either tighten or loosen the adjuster as necessary. Then recheck the adjustment by again pulling through the high spot with the checking scale.

**CAUTION: The final adjustment must be between  $\frac{7}{8}$  and  $1\frac{1}{8}$  pounds.**

8. Fill the assembly with steering gear lubricant to the level of the filler plug hole and replace filler plug.

9. Install pitman arm, lockwasher and nut and tighten to 100-125 ft. lbs. torque.

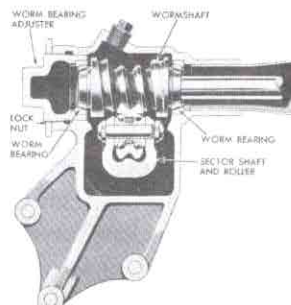
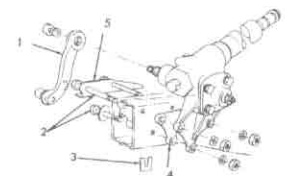


Figure 2



1. Pitman Arm
2. Gear Retaining Bolts
3. Shim
4. Spacer
5. Pitman Arm Stop

Figure 3

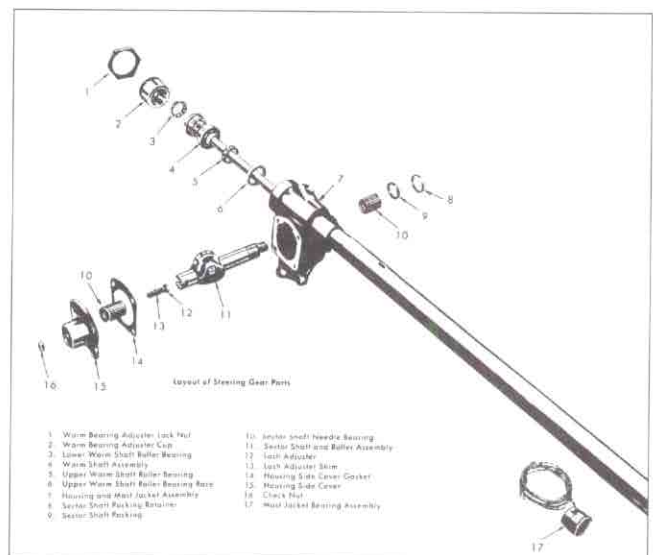


Figure 4

**Modified Class** *cont. from page 10*

### **Weatherstrip & Seals**

Not only are you looking at the weatherstrip and seals on the doors and trunk; but also any seals found on items such as the headlight doors, taillight bezels, mirrors, antennas, etc. Check the weatherstrip along the bottom part of the doors and around the corners. Check the general fit of all the weatherstrip and seals.

### **Lamps, Lenses, & Emblems**

Check the general condition of these items, including around the attaching screws. Check for cracking and scratches. If the car has any emblems, check the chrome bezels on the emblems for general condition, and check the emblems themselves for cracking and scratches.

## **INTERIOR**

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### **Seat Material**

Check the design and color of the seats to see how well they coordinate with the rest of the interior. Check the quality of work, noting those areas around the corners and beading. Check the general condition and fit. Check for uniformity of the padding.

### **Door Panels**

Check the design and color to see how well they coordinate with the rest of the interior. Check the quality of the work done, noting areas like the arm rest and corners. See how the door panels fit to the door, and check the overall general condition.

### **Carpets**

Check for quality of work and material. See how the carpet coordinates with the rest of the interior. See how the carpet lays on the floor, especially over the tunnel area. Check the carpet fit around the kick panels. Check the general overall condition of the carpet.

### **Headliner (or Convertible Top)**

Check the general condition and see if this area coordinates with the rest of the interior. Check the quality and workmanship. Check the Convertible top for the general condition. Check the quality and workmanship, especially around the rear quarter windows and along the top side rails. Check the following items for general condition: back plastic window, top weatherstrip, inside Convertible top headliner, bows, and latches.

### **Package Tray, Kick Panels & Glove Boxes**

Check the general condition of these items. Check the quality and workmanship, noting any modifications that are done. See how the kick panels fit along the carpet line. Check the condition of the glove box, and any modification that is done.

### **Garnish Mouldings, Whisker Strip, & Window Channel**

Check the garnish mouldings for paint, fit, and condition. Check whisker strips and window channels for condition and fit. On 53-55, check the condition of the flippers.

### **Dash Paint & Trim**

Look for the quality of the paint. Check any dash trim for condition and polish.

### **Instrument & Steering Wheel**

Check instrument faces for condition, cracking, scratches, and clearness. Check the gauges for condition and detail, this includes the instrument of the main cluster as well as the radio and clock. Check any chrome in this area for general condition. Check general condition and workmanship on any added gauges or instrumentation. Look for craftsmanship and coordination of any substituted items, such as entire steering column and modified steering wheel.

### **Interior Stainless & Chrome**

Check the condition of the chrome around the windows. Check the chrome condition on items such as mirror, garnish moulding screws, seat adjusters, ashtrays, and sun visor brackets. Check the quality and craftsmanship of any additional chroming due to modification of the interior.

### **Handles, Cranks, Levers, & Sill Plates**

Check these items for condition, fit, and chrome finish. Check the condition and chrome quality of the shifting and turn signal levers. Check sill plates for general condition, fit, quality, and workmanship.

### **Detail**

Check the entire interior for overall craftsmanship, noting those detail items such as hinges, bolts, screws, etc.

## **ENGINE & ENGINE COMPARTMENT**

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### **Carburetor Assembly**

Check the general condition of the carburetor



assembly. Check the condition and workmanship of associated items such as the air cleaner, linkage, etc.

### **Engine Paint and/or Chrome**

Check the general condition of these items, noting those high temperature areas.

### **Exhaust Manifolds & Headers**

Check the general condition, routing, and craftsmanship.

### **Radiator, Hoses, & Clamps**

Check the general condition of these items, noting also the top tank and core.

### **Wiring & Grommets**

Check the general condition of the wiring, clips, and grommets. Check the routing and craftsmanship.

### **Firewall**

Check the general condition of the firewall, noting the quality of the paint and plated items. Check for any damage. Check the firewall clips, master cylinder, windshield wiper motor, and any other items that are fastened to the firewall for general condition and workmanship.

### **Battery & Box**

Check the general condition of the battery and battery box. Check the workmanship of any modification done to the battery box.

### **Inner Fender, Under Hood, Radiator Panel & Horn Area**

Check the overall condition of these items. Check the quality of paint and/or plating. Check any other items that are attached in this area for general condition.

### **Engineering & Creativity**

Look at the selection of the engine and its components. See how the complete set-up goes together as a unit. Look at any items that were engineered for the specific engine, compartment, and car. Look for any items that were created and engineered just for this car.

### **Detail**

Check the complete engine and engine compartment for how well the individual components are assembled. See how meticulous the builder was in putting everything together. See how various items

were refinished. Some of the finer points that can be checked are clips, screws, bolts, nuts, etc.

## **DRIVELINE & SUSPENSION**

### **Transmission**

Check for condition and appearance. Look at how well it is detailed. If modified, check for craftsmanship of such items as linkage and installation.

### **Rear Axle & Assemblies**

Check the complete rear end assembly, including the springs, backing plates, and third member for condition and general appearance. Check for detail of the bolts, nuts, washers, and paint of these assemblies.

### **Front Suspension**

Check the condition and appearance of the front suspension which includes the following: "A" arm assemblies, tie rods, drag link, idler arm, bushings, springs, spindles, backing plates, and front brake drums. Check the paint and detail of these items.

### **Driveshaft & Shocks**

Check the condition and detail of the driveshaft and shocks. Look for detail of the attaching hardware of these items.

### **Paint and/or Chrome**

Check the driveline and suspension for paint detail and/or chrome condition.

### **Engineering & Creativity**

Look at the units that make up the driveline and suspension. Look at how well they all fit together with respect to workmanship and engineering. Look for any items that may have been created for the car, such as independent rear suspension, etc.

## **UNDERCARRIAGE**

### **Frame Paint, Chrome, & Metal**

Check the frame for overall metal condition, checking for any damage. Check the paint and/or chrome for condition and quality.

### **Front & Rear Fender Wells**

Check these areas for condition, paint, and chrome.

### **Exhaust System**

Check the entire exhaust system for condition,

including mufflers, pipes, hangers, brackets, and attaching hardware.

### Fuel & Brake Lines

Check these items for routing and condition.

### Engineering & Creativity

For the undercarriage area, see how well the units have been selected for this car. Look at the items that have been created or selected for this car.

## TRUNK & CARGO AREA \_\_\_\_\_

### Paint & Material

Check inside the trunk area for paint, damage, and general condition. Check the underside of the deck lid for paint and condition. Look for quality and workmanship of any material added as a modification to this area.

### Spare Tire & Wheel

Check the general condition and appearance of the spare tire and wheel. Check how it is installed and mounted.

### Accessories

Check the general condition, workmanship, and quality of any accessories installed.

### Creativity

Check the creativity of any modification made in this area. See how well it goes with the rest of the trunk as well as with the rest of the car.

### Cleanliness

Check the entire trunk and cargo area for cleanliness, noting those hard-to-reach areas.

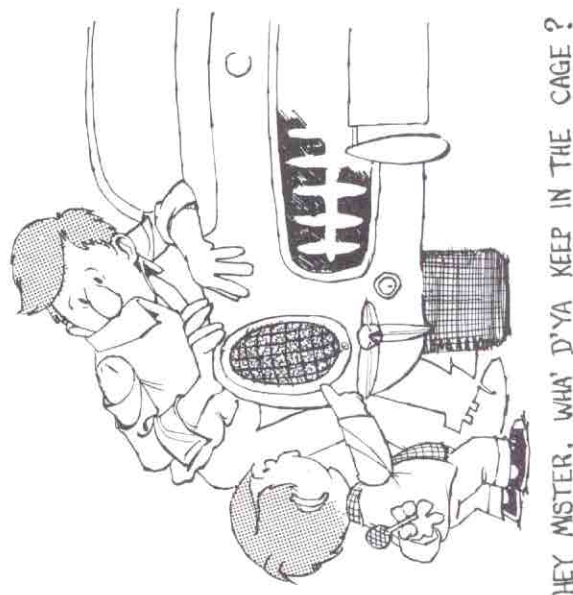
## WHEELS & TIRES \_\_\_\_\_

### Wheels or Covers

Check the wheels or covers for condition, appearance, and creativity.

### Tires

Check the tires for condition, appearance, and creativity.



HEY MISTER, WHA' D'YA KEEP IN THE CAGE?



ONE OF THE ANNOYING THINGS WE LEARN TO IGNORE .....

# Water Leaks

For those of you that own 1953-1955 Corvettes and have experienced the severe problem of water leaks and resulting damage to your carpeting . . . here is the early service bulletin that proposed a cure.

The bottom line is your door weather stripping must be positioned so as to provide a seal against the body hinge pillar. Plus . . . a sealer such as used with windshields must be used to fill any gap between the molded rain gutter seal and plastic dam lip.

Joseph Trybuler  
470 Albert  
Florissant, Missouri 93031  
314-831-7841

## Technical Service Bulletin

September 3, 1954

In cases where water leaks are experienced in Corvettes between the door and the cowl just below the windshield the following procedure may be used as a means of correction.

1. Remove door. Care should be taken to note the position and number of spacer washers at the hinge bolts in order to maintain proper position of doors when reinstalling.
2. Thoroughly clean door seal surface from upper hinge up, or as necessary if seal is damaged to provide a clean surface for cementing the new door seal in place. Fill nicks in door surface with plastic as necessary.
3. Remove hinge covers and make a sealing bead around edge on door side of covers with auto body sealer to prevent water following hinge arms. Replace hinge covers making sure that covers lie flat to pillar at point where seal passes over the cover-bend to conform as necessary to give a smooth seal attaching area.

4. Be sure that sill moulding fits smoothly to pillar radius so that seal contacts smoothly.

5. Position new door seal extension (new door seal, Part #3715490) as follows:

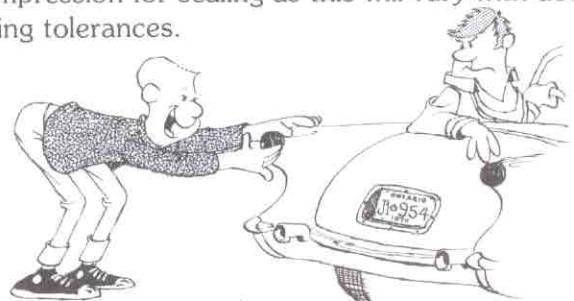
a. Locate lower edge of seal through center of courtesy lamp button contact point on the door. Continue forward and down to meet existing door weatherstrip.

b. Notch seal at door radius to give smooth seal contact.

c. Check door seal at hinge area for being compressed by hinges in closed door position. If seal is being compressed, re-locate seal inboard to clear hinges.

6. Shift the Body Hinge Pillar to Side Door Lower Seal #3706965 or 6 (left or right) rearward as necessary to insure a tight fit in the recess. This is especially important on some of the later seals with thinner lip which came into production when the plastic dam was installed. The gap between the plastic dam and the seal must be closed or leakage may occur. Sealing under the above seal must be adequate to prevent leakage under the moulded seal.

7. Install new Body Hinge Pillar to side door upper seal #3715493 or 4 (left or right). After installation of door, check compression of this seal against body with shim stock. In some instances it may be necessary to shim seal with thin rubber to obtain compression for sealing as this will vary with door fitting tolerances.



HEY, KEEN CUSTOM JOB!  
SAW WITH TAIL FINS!  
FIRST 'VETTE I EVER



1954 mostly there, including the original Olds rocket engine.



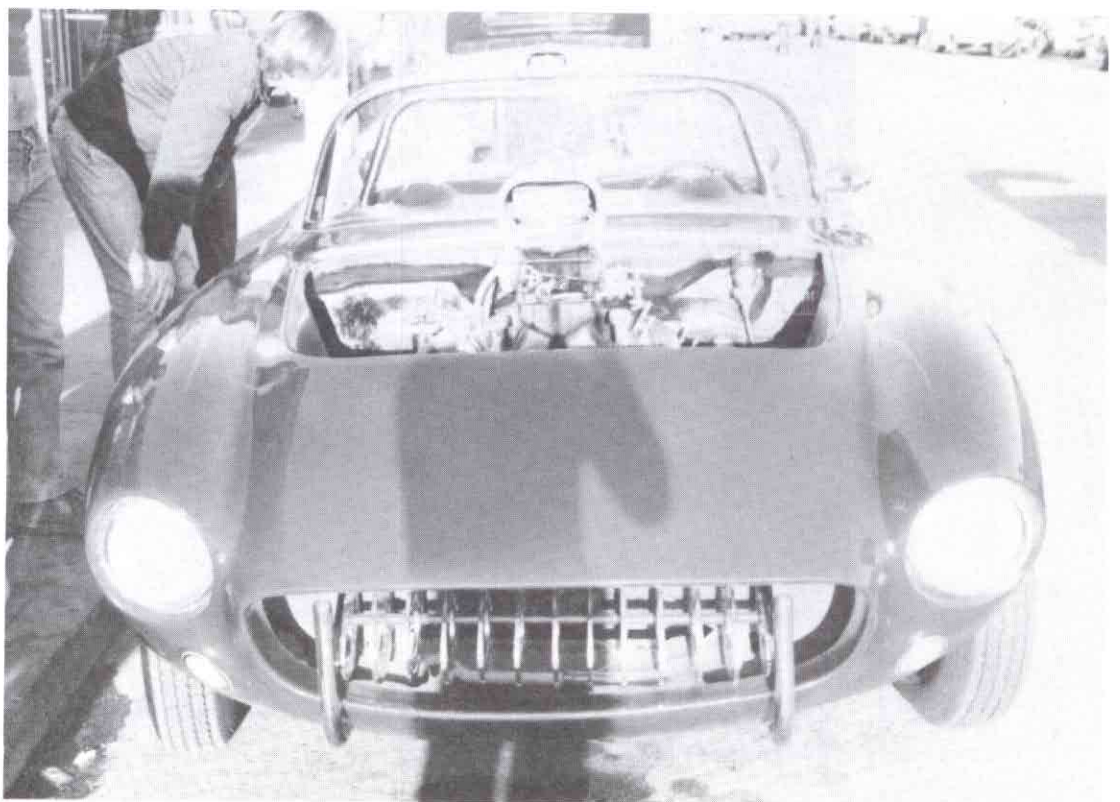
1955 bought in Denver, CO while I was attending the NCRS meet of '85. Roy.



1955 used as a tow truck, has a 1/2 ton truck floorshift.



1957 original cascade green and beige interior. Probably hit one of those trees around here.



Now this I call modified 1957?



My son Roy next to my \$150.00 1957 Vette I bought from a salvage yard. I just had a front end put on by Bruno's Corvette Shop in L.A.



My way of R & R a body. When you live out in the country with nobody around, you become desperate.



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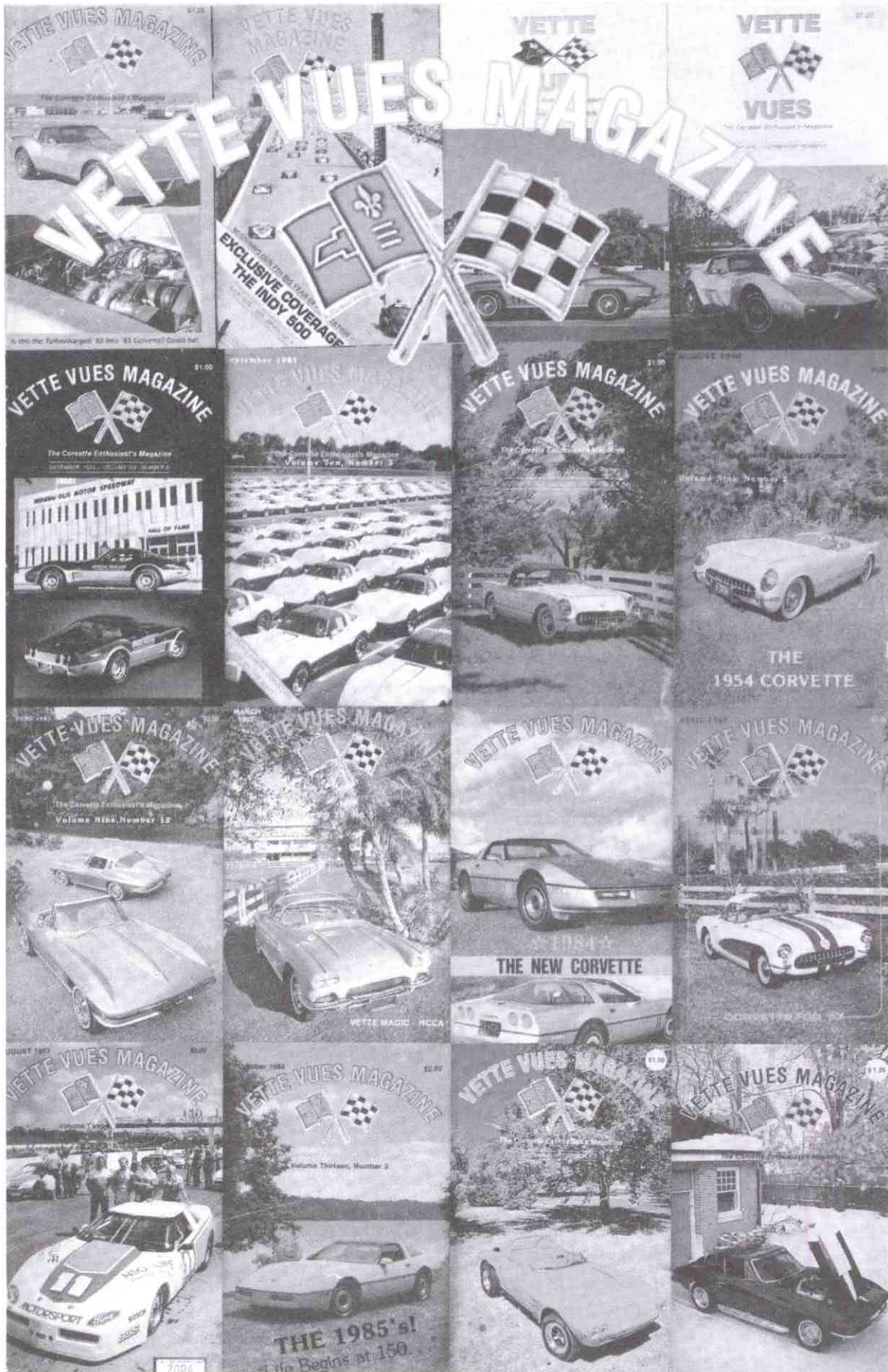
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P.O. Box 48 • Spring Valley, NY 10977**



SACE would like to thank Vette Vues for giving us free advertisement to help our organization get started.





## LUCY

As your temporary volunteer treasurer, I feel I owe you an introduction to the person to whom you have trustingly sent your membership dues and received naught but a small paper card in return.

My maiden name is Lucy Badenhoop, single parent of three children (a daughter and two sons). I received a B.S. degree in Business Administration from Oregon State University at Corvallis. Another piece of paper says I completed an M.S. in Accounting at California State University in Sacramento. These documents earned me the privilege of joining the ranks of federal civil servants. I work for the Air Force Logistics Command (we buy, repair, store and issue aircraft spare parts) at McClellan Air Force Base in Sacramento, California.

My interest in things mechanical came quite naturally. As the eldest of five Badenhoop girls, I earned my tomboy image honestly. In first grade I helped the boy next door set fire to the neighborhood baseball field. In second grade I won everybody's steelies in marbles. By fourth grade I earned my position as left forward on the class soccer team. Mind you, this was before anyone ever heard of women's lib or equal opportunity.

During high school, I had a passion for the porthole Thunderbirds. But, alas, it was a choice between college or the bird. During the summer between high school and college, I met and eventually married a 1961 Corvette. The twelve year marriage resulted in six little vettes: 1954 thru 1959. In the divorce settlement, he got the '56, I got the '58, and the lawyers got the rest.

During the first five years of singlehood, the vette was a second car. (Yes folks, you can fit three children in one bucket seat!) By 1979 it needed a paint job: thus began the great restoration odyssey. Mother always said "If something is worth doing, it's worth doing right." So . . . off with 20 years of paint . . . down to bare fiber glass . . . up with two little holes in each front fender. Oh those blessed holes . . . \$20 for the fuel injection emblems to plug them

up and thousands more to find the righteous engine and fuel injection unit and rebuild them.

If you are asking the inevitable question "Did she or didn't she?", the answer is yes. I did do all the restoration—I wrote the checks all by myself. All the early work was hired out. Working mothers don't have the kind of time it takes for major projects. In recent years, as the kids got into high school and started leaving home, time is more plentiful and I'm doing more of it myself, and really enjoying it.

As my interest in the car got serious, I started joining Corvette clubs. How's a body to know it's multiple choice? How many kinds of Corvettes can there be? There is a difference and you have to find the right kind of club. My first was a family club: picnics and trips to the beach. Great for the kids, but not much help finding the right engine block. Next came the social club: plenty of singles and parties, but still no parts. Then came the autocross club: these people talk parts, and talk parts, and talk parts. But they want to put parts on my car that aren't natural. And so the search continues for a club that meets my needs.

Another maternal quote, "If you want something done right, do it yourself." So, when my two friends Noland Adams and Roy Braatz started talking about a club just for straight axle Corvettes, I volunteered. We need more volunteers: people to organize new chapters, to help with our first meet in the summer of 1987, to publish the quarterly magazine, to do the million and one other things needed to run an organization.

Technical knowledge isn't essential—what we need are willing spirits and enthusiastic organizers. For the spouses who tag along to swap meets and competitions, here's your chance to participate. If you've ever organized a fund raiser, been a treasurer, a newsletter publisher, or membership chairman for any kind of a club, let us know. We can use those skills to form new chapters and help with the national organization. Write and tell me about yourself and I'll pass the information along to those who need your help.

SACE Treasurer  
Lucy Badenhoop  
6905 Monticello Ct.  
Citrus Heights, CA 95621

## 1987 SACE Convention Schedule

(schedule subject to changes)

### Wednesday July 8

9:00 a.m.—noon Registration  
 noon—2:00 p.m. Get acquainted party  
 (National Hotel, NC. Free trolley car transportation to & from hotel)  
 2:00 p.m.—4:00 p.m. Body off (removing from frame) demonstration  
 (back at NQ Hotel)  
 4:00 p.m.—5:00 p.m. water balloon throwing contest  
 8:00 p.m.—10:00 p.m. technical session

### Thursday July 9

8:00 a.m.—10:00 a.m. swap meet  
 9:00 a.m.—noon Registration  
 10:30 a.m.—4:00 p.m. road tour to Empire Mine and Downieville  
 6:00 p.m.—7:00 p.m. body fit seminar  
 7:00 p.m.—8:00 p.m. Rear End & Axle seminar  
 9:00 p.m.—10:00 p.m. Soft Top seminar  
 10:00 p.m.— open discussion

### Friday July 10

8:30 a.m.—10:30 a.m. judges & school  
 11 a.m.—noon Tire Gymania  
 noon—1:00 p.m. wheel barrel race  
 2:00 p.m.—4:00 p.m. blind drivers gymania  
 5:00 p.m.—7:00 p.m. Dinner free time  
 7:00 p.m.—8:00 p.m. guest speaker  
 8:00 p.m.—10:00 p.m. Hard Top seminar

### Saturday July 11

8:30 a.m.—9:00 a.m. judges meeting  
 9:00 a.m.—noon (clean up) Concours  
 1953-1962 all div.  
 noon—4:00 p.m. judges meeting  
 6:30 p.m.—7:30 p.m. cocktail party  
 7:30 p.m.—11:00 p.m. banquet, guest speaker awards

### Sunday July 12

8:00 a.m.—10:00 a.m. swap meet  
 11:00 a.m. check out  
 end of meet

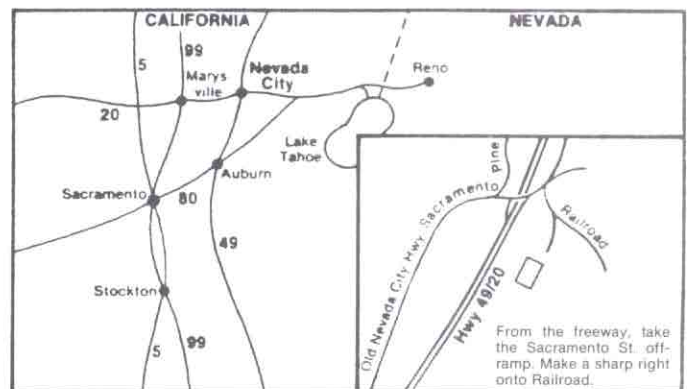
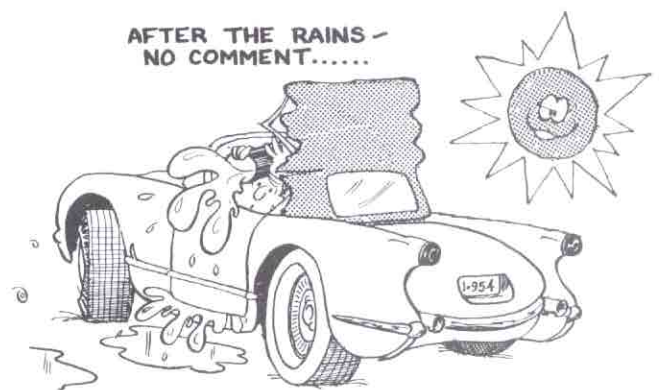
For further information call Roy Braatz at (916) 265-5947 after 5 p.m. Pacific Time.

### Lodging

The Headquarters hotel will be the Northern Queen located at Railroad Road one minute from downtown Nevada City. Nevada City is off of Hwy 49 (20 minutes from Hwy 80; 59 miles from Sacramento; 60 miles west of Reno). The Nevada City outdoors has a spectacular view of the Sierra Mountain Ranges, lakes, rivers, etc. and is 2,700 feet above sea level.

The convention will feature a swap meet, local road tour through the gold country, games and more.

All in all, one fun-filled SACE first National Convention is planned for 1987. Your enthusiastic participation in our first convention will make this the best straight axle car gathering ever!



**OWNER ROY BRAATZ**

**#401**

**Color—Silver Gray RPO-440H**

**Paint Combinations No. 633**

**Trim (interior) — Light Beige**



# Your Recruiting Cards

The best way to insure that a prospective new member joins is to show him your magazine. Use these cards as your personal recruiting card and find those new members!

Hi, I'm \_\_\_\_\_ # \_\_\_\_\_  
I recommend you for membership in S.A.C.E.

SEND  
\$21.00  
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## MOVING?

Don't miss a single issue! Let us know your new address as soon as you can! If you move, **YOU MUST guarantee** forwarding of second class mail at your post office. If you don't, we can't guarantee your receiving S.A.C.E. during the interim of your move.

### NEW ADDRESS

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

MEMBER NUMBER \_\_\_\_\_

I will be at the new address on \_\_\_\_\_ (date)

ATTACH OLD LABEL HERE OR PRINT  
OLD ADDRESS.  
INCLUDE MEMBER NUMBER!

# Registration for our first S.A.C.E. National

National Convention—July 7-11, 1987

Please fill out this entire sheet or photocopy and send it to the Headquarters (address below).

## PERSONAL REGISTRATION

NAME \_\_\_\_\_ S.A.C.E. MEMBER # \_\_\_\_\_ SPOUSE \_\_\_\_\_

KID'S NAMES (if attending) \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

LOCAL CLUB AFFILIATION \_\_\_\_\_

## PARTICIPATION REQUIREMENTS

**PARTICIPANTS:** The meet is open to S.A.C.E. Members (spouses and families are included in the Membership). Guests are invited to attend.

\$ _____ Current Member \$20.00	I will be driving my Vette	Yes _____	No _____
\$ _____ \$5.00 Per Adult Guest	I will be showing my Vette	Yes _____	No _____
\$ _____ \$10.00 for each car judged	If showing, what year Vette _____	Class _____	
\$ _____ \$10.00 Swap Meet Space (any size)	I need a swap meet space	Yes _____	No _____
\$ _____ \$15.00 Banquet Award Dinner	Number of Kids attending _____		
\$ _____ Total	Will you judge?	Yes _____	No _____
	Have you judged before?	Yes _____	No _____

**Send check or money order with this whole sheet (address at the bottom).**

**FEES:** Current Membership in the S.A.C.E. is required which is \$21.00 per year and entitles you to the magazine, parts, and all other benefits. The Convention fee is \$20.00 per Membership. This entitles you to participate in all activities at this event. Guest registration is \$5.00 per person 16 years of age or older. No fee is charged for those under 16 years of age. Concours judging is \$10.00 for each division judged.

Make checks payable to:

**S.A.C.E. CLUB**

**NOTE: Late registration will be \$25.00. We need to know how many to plan now!**

**REGISTRATION DEADLINE FOR S.A.C.E. NATIONALS: JULY 1, 1987**

**REGISTRATION AFTER THE CUT-OFF, OR UPON ARRIVAL AT THE EVENT, WILL BE \$25.00.**

Entrants and guests, by signing this form, release and discharge the S.A.C.E. Club, all hotels and motels, the city and state of the event, and anyone else connected with the management of the event, from any known or unknown damages, losses, injuries, judgments, and claims from any causes suffered to the entrant, guest, and his/her vehicle or personal property.

**Signature and all entrants and guests listed above \_\_\_\_\_**

**SEND TO: S.A.C.E., 6905 MONTICELLO COURT, CITRUS HEIGHTS, CA 95621**