



---

VOLUME 1 NUMBER 2

---

*Ever wonder where  
straight  
axle cars*



*went  
to die?*



# CONTENTS

President's Page .....	1
Editor's Chair .....	2
Static-Static (53-55) .....	2
Static - Static .....	3
Soft Top Latch Restoration .....	4
Route 66 .....	6
F.I. Filters .....	8
Power Top Cylinder .....	8
Bubble Top Car .....	9
1953 to 1963 Exterior Colors .....	10
Classic Cross Country Journey .....	12
Early Replacement Fuel Filter .....	13
Convention Capers .....	17
From the Treasurer .....	15
Ads and Parts for Sale .....	16 and 17
A Look Back At 1972 Ads .....	18
Aluminum Thermostat Housing .....	19
SACE History .....	20
SACE Officers and Judging .....	21
Taper Bearings .....	22

## Cover .....

SACE Convention trip to Lanny Johnson's  
wrecking yard. No one left empty handed.

(916) 671-9537



## PRESIDENT'S PAGE

By NOLAND ADAMS

The first SACE convention is history. The evaluation of the meet is one of those good-news, bad-news type reports. The only bad news is there were a variety of reasons that held the attendance low.

The good news is that the meet was a fun time, and that's the bottom line in every thing we do. If you don't enjoy it, why do you do it?

The smaller size also permitted us to get to know some folks that we might not have met at a larger meet. For example, Klaus Anderson of Erie, PA. He's a delight to know, and we were really blessed to have him there.

And we surprised some, who thought SACE would never get this far. Well, we did, and we've got more up our collective sleeves. We still need more members, more articles, more participation, etc. But, as soon as the early Corvette folks realize we're serious, SACE will grow to fulfill all of our dreams.

Because of the relaxed atmosphere, we joked around a bit. But, I tried to maintain a serious business meeting. One reason is that we were representing all those SACE members who were not there to voice a direct opinion. So, it became important to resolve a few important items.

One was the name itself, Straight Axle Corvette Enthusiasts, sporting the initials SACE. I asked for written suggestions in the SACE magazine. Having received no suggestions, I declared SACE the official name of the organization. Actually, that pleased me, for I feel the name identifies us perfectly.

Another important item was the election of officers. The original intent was that Roy, Lucy and I would serve until officers could be elected at the first convention. Noting the limited resources

in both personnel and money, we all agreed to serve one more year. Anybody want a job?

Another major item was next year's convention. Everyone enthusiastically agreed it should be in Nevada City again. It really is a marvelous place, right in the heart of the gold country. So, the spot is set, with little planning needed for 1988. Now, all we have to do is duplicate some of the '87 fun.

In case you had doubts, SACE is well. It's growing, which sometimes causes delays. Just remember, we're all volunteers, doing this in our spare time. And, if you get upset at us, you can volunteer to help.



SACE MEMBERS FINDING RARE PARTS AT LANNY JOHNSON'S CORVETTE JUNK YARD.



CHUCK YEAGER'S PACE CAR.



## EDITOR'S CHAIR

By Roy Braatz

Well, our first convention is now history. The interest and enthusiastic response of the people that attended concerning a national club for straight axle cars only, was inspiring, to say the least.

SACE has started off slow. Those of us who have formulated the idea of a '53-'62 National Club have families and work - "so please be patient".

It has been decided that the next SACE Convention will be held again in Nevada City, California. Seven regional chapters are formed and strengthened.

State representatives were elected at the convention so that those persons in that state can contact them for information concerning SACE.

SACE is asking people to share their knowledge concerning various changes in numbers and physical appearance of a part. Because more people are **now** realizing GM never wrote in stone a straight forward account of changes that took place during straight axle production. There were two or more outside suppliers contracted by GM for the same part. Also, shortages and over production of a part was carried over from one year to the next. If improvements were made to a part, during production, then the part number may not have been changed. The next part was useable on early cars. SACE's goal is to uncover those changes and to share that information with our members. In time, we will all benefit in learning that not all straight axle cars used the same suppliers or had the same look or number part as another cars did.

As Editor, I will give space in our magazine to members seeking input on a part you feel came on the car and believe is original.

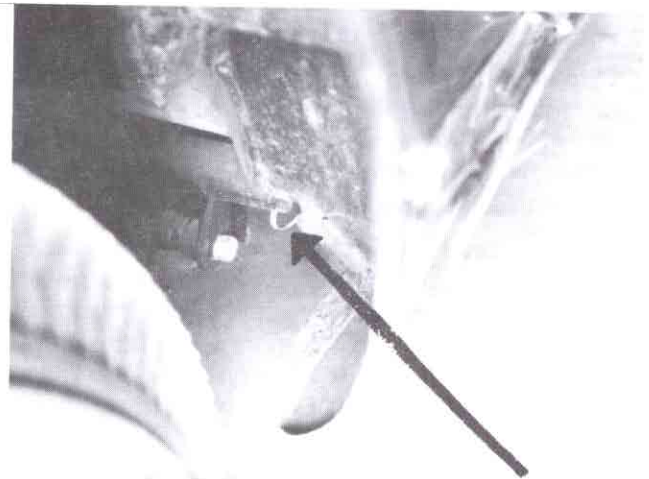
## STATIC - STATIC (53-55)

A whine (as I revved the engine). Solved by replacing the condenser at the generator and distributor.

A clicking (at idle, mainly at night). Solved by replacing the condenser at the voltage regulator.

A snapping (at idle and engine high RPM). Solved by replacing bad plugs or wires.

STATIC, always static. I checked and cleaned all the grounding points and still static. When I was about to go bonkers and thinking of replacing the original radio with an aftermarket one, I thought I would try one more time to clean all the ground points. While under the car I noticed a ground wire coming from inside the body on the right side in front of the right rear tire. What was this, I thought. It was corroded and dirty but what was it. I disconnected it from the bolt and cleaned it and as I pulled on it, I realized, it came from the radio antenna. While inspecting both ends, I realized that the cable was wrapped in a ground cable, because at the trunk there was no grounding point. Like a 56-62, it had to be shielded in a wrapping and was then grounded at the radio and frame.



Antenna ground wire

So 53-55 owners, go check that grounding point and see if that solves your static problem. Let me know, Roy Braatz.



EDITOR'S 1956 TOWING 1955

# STATIC - STATIC

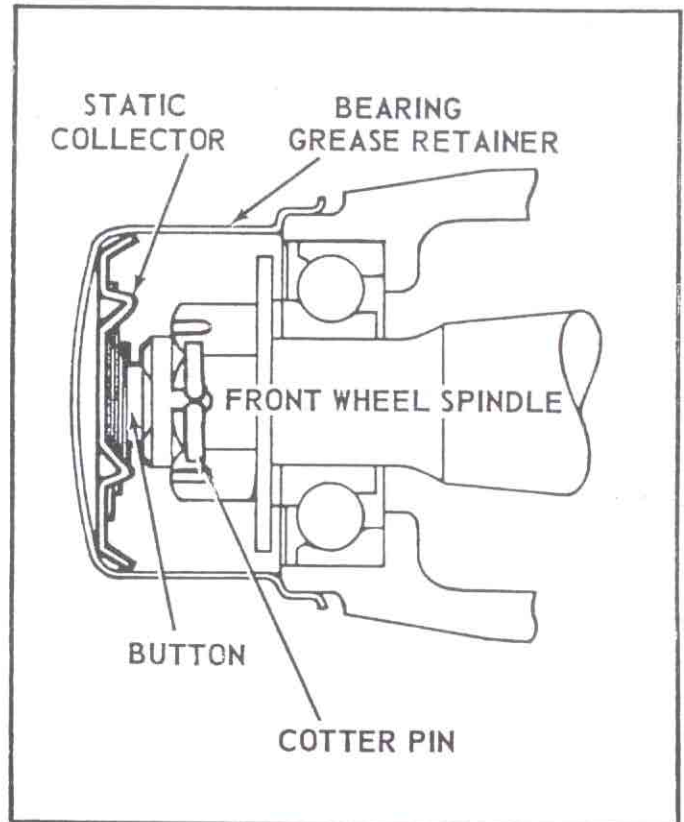
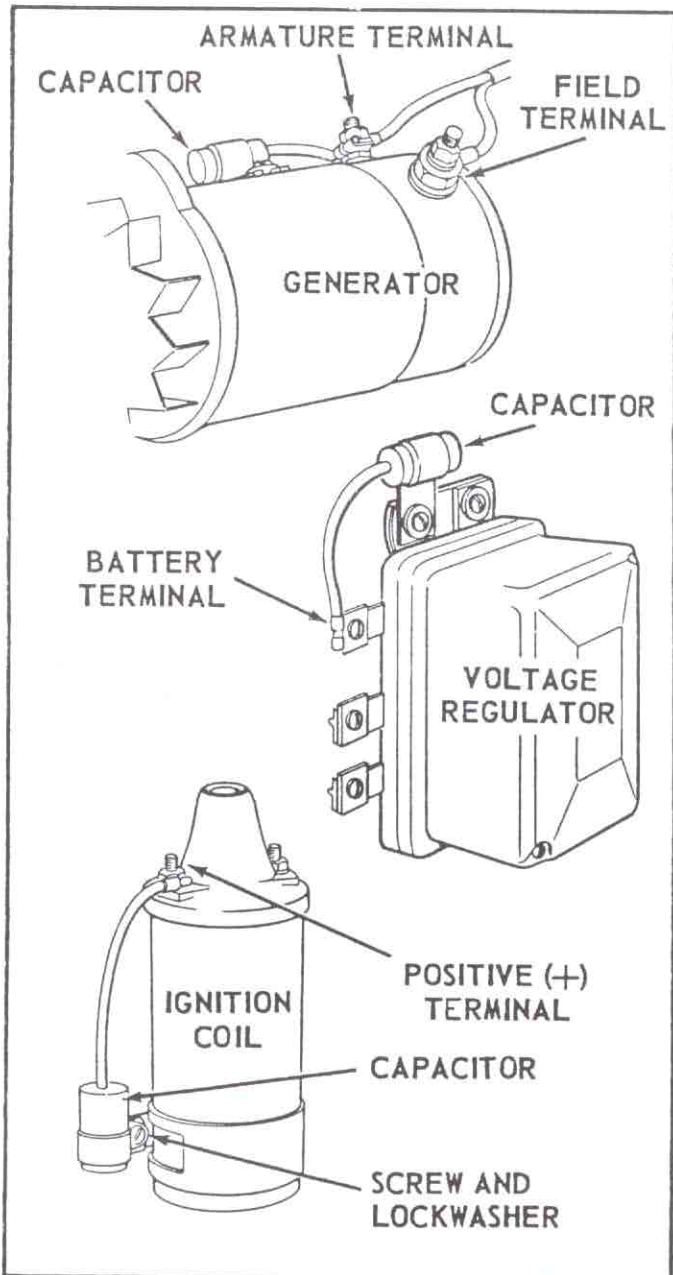
Check all items against the packing slip. If any items are missing, mark them on the packing slip, fill in the dealer's name, and forward it to the Zone Office, attention of the Zone Parts and Accessories Manager.

After checking the tubes and vibrator to be sure they are pushed tight into the sockets, hook the radio receiver to a 12 volt power supply and play the radio while installing the suppression equipment. (A new radio that plays properly for the first 15 minutes can be assumed to be an acceptable product which should operate in normal manner without interruption.)

1. Attach the lead wire of capacitor #1911095 (.3 MF) to the armature terminal of the generator (not the field terminal) and the capacitor to the generator housing.

2. Attach the lead wire of capacitor #1917580 (.5 MF) to the battery terminal of the voltage regulator, and the capacitor under the regulator mounting screw.

3. Attach the lead wire of capacitor #1929070 (.3 MF) to the positive (+) terminal of the ignition coil, and the capacitor to the coil mounting bracket with the screw and lockwasher provided.



4. Remove both front wheel hub caps and bearing grease retainers. Clean the grease from the inside of the grease retainers, and from the lathe center hole in each front wheel spindle, to assure good contact. Bend the spindle nut cotter pins around the nuts to insure necessary clearance for the static collector. Put the static collectors in the grease retainers, with the button side out, and re-install the grease retainers and hub caps.

# SOFT TOP, REAR DECK LATCH RESTORATION

- by Lucy Badenhoop

It surprised me when I recently overheard someone say the rear deck latches can't be repaired. Being ignorant, I had already repaired mine. There are a few tricks to it, which is the reason for this article.

The first trick is: don't break them. The most common cause of damage is latching the front latches first and then the rear. This is almost guaranteed to over stress the rivets and shear them off. The second most common cause of damage is neglect and/or weather exposure which damages the chrome and invites corrosion. The third type of damage is twisting or bending of the metal - usually from an accident or other traumatic event. Depending on the severity, this type damage may or may not be repairable. If it's fixable, it may involve welding and rechroming.

The second trick is: don't be lazy. Do it right the first time, because each time you drill out the steel rivets, you will probably make the holes slightly larger or out of round. After the second or third time, the rivets will be loose in the holes and the surrounding metal will be weakened and unable to withstand the necessary stress to do its job. Doing it right means complete disassembly and rivet of all rivets. If one has been broken, the others are probably stressed and will break soon also.

Besides, depending on which one breaks, you may have to completely disassemble to fix it anyway. The latch is a series of four separate hinges, layered inside each other. The rivet gun won't have enough clearance to fix the inner rivets with the outer ones in place. You have to rivet from the innermost hinge to the outermost one.

The third trick is: don't be cheap. If it needs rechroming, don't put it off. The plating prices will just go higher, the corrosion will get worse and if you have to drill out the rivets a second time just to chrome, you've done unnecessary damage to the holes.

The last trick: put the first one together with aluminum rivets for practice. The aluminum is too soft to perform on the car, but it is easily drilled out with no damage to the holes or chrome finish. If you make a mistake with steel rivets, they're a pain to remove and you risk damaging the chrome and/or enlarging the holes.

Having shared all my secrets, here's nine easy steps to frustration. You will get frustrated. Parts will spin or slide when you want them still. You will break a bit and have to get another, and another, and another. The tiny parts won't stay in place while you insert the rivet. The parts are too small. Your fingers are too big. Four letter words are just right.

1. Collect the necessary equipment:
  - center punch and needlenose pliers
  - hand riveter for 1/8" diameter rivets
  - steel and aluminum rivets with grip range of 1/8"
  - steel backup placet (washer)  
1/8" ID x 3/8" OD x 1/8" thick
  - drill with small grinder wheel and bits  
(1/16", 1/8")
  - for minor corrosion - rust remover, steel wool, chrome polish, etc.
  - for bent parts - vise, assorted hammers, pliers, metal shapes
  - for rechroming - steel pin 9/64" dia. x 9/16" shaft and matching drill bit
2. Study Figure 1. Notice there are four hinges. Assembly sequence is 1-2-3-4. Disassemble in reverse order. Hinge 1 is a special steel pin and should be removed only if you have to. Rechroming and welding require its removal. Hinges 2-3-4 are pairs of steel rivets.
3. Drill out the rivets. Start with a center punch to keep the bit from wandering off center. Use the 1/16" bit first to begin the hole, then enlarge it with the 1/8" bit. You may need the needlenose pliers to remove remnants of the rivets.
4. If you need to remove hinge 1, don't try to drill it out, you'll damage the hole because the pin is much harder metal than the latch metal. Grind off as much of the flat end of the pin as possible; use the center punch to tap the pin out. You will find the pin has a step down shoulder (no longer available) and is two short to be reused. (Figure 2). Also note that its mating holes in Part B are different sizes. The smaller hole will have to be enlarged very slightly to fit the replacement pin. Buy the new pin before you enlarge the small hole and match sizes as close as possible. The larger of the two holes will be slightly loose on the replacement pin.
5. Reshape any bent pieces. If possible, have an undamaged latch to use as a model for correct shaping. This is a trial and error process using whatever is at hand to achieve the desired shapes. Assemble with aluminum rivets to assure proper alignment, especially before chroming.

6. Weld any cracks or broken peices. The worse damage I have been able to repair was to Part A where it connects to Part B on the hinge pin. The pin had ripped off the tip edge of both holes in Part A during an accident (Figure 3). To repair the hole, I used 2 small nuts slipped between the two ripped holes, welded them in place, and ground them smooth. If you try this, clearances are tight, so the nuts have to be no larger than the arms they are welded to. Also, take care to line up the hole in same positions as the original (a large nail works well). Drill out the hole to match the replacement pin.

7. Clean, polish, buff and rechrome as necessary.

8. Install the replacement pin in Hinge 1. Be sure to put the head of the pin on the side of Part B that has the larger hole. Drill out the smaller hole so the pin barely goes through. Use the center punch to spread the edges of the pin. Grind lightly to remove burrs.

9. Rivet the remaining hinges (remember to practice with aluminum rivets). When you rivet Hinge 2, you will have two subassemblies: one is Parts A and B on Hinge 1; the other is Parts C and D on Hinge 2. Slide the two subassemblies together. They interlock like a Chinese puzzle, so it helps to have an assembled one to look at. The arms of Part D slide on each side of Part B. It's a snug fit, so push firmly. Rivet Hinges 3 and 4 and you're done. Go have a beer.

If the above sounds like it demands more patience and tweezer-size work than you can tolerate, send me your broken treasures. I charge \$25 per latch for cleaning, riveting and shipping. I estimate \$20 per latch for welding and another \$20 per latch for chroming. These are subcontracted out and you will be charged exact cost plus \$5 per trip for pickup and delivery. If you have any latches beyond repair that you would throw away, please send them to me for parts. I might be able to help someone else salvage theirs.

Lucy Badenhoop  
6905 Monticello Court  
Citrus Heights, CA 95621



Figure 2: Hinge Pin

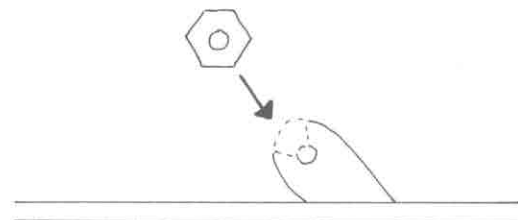
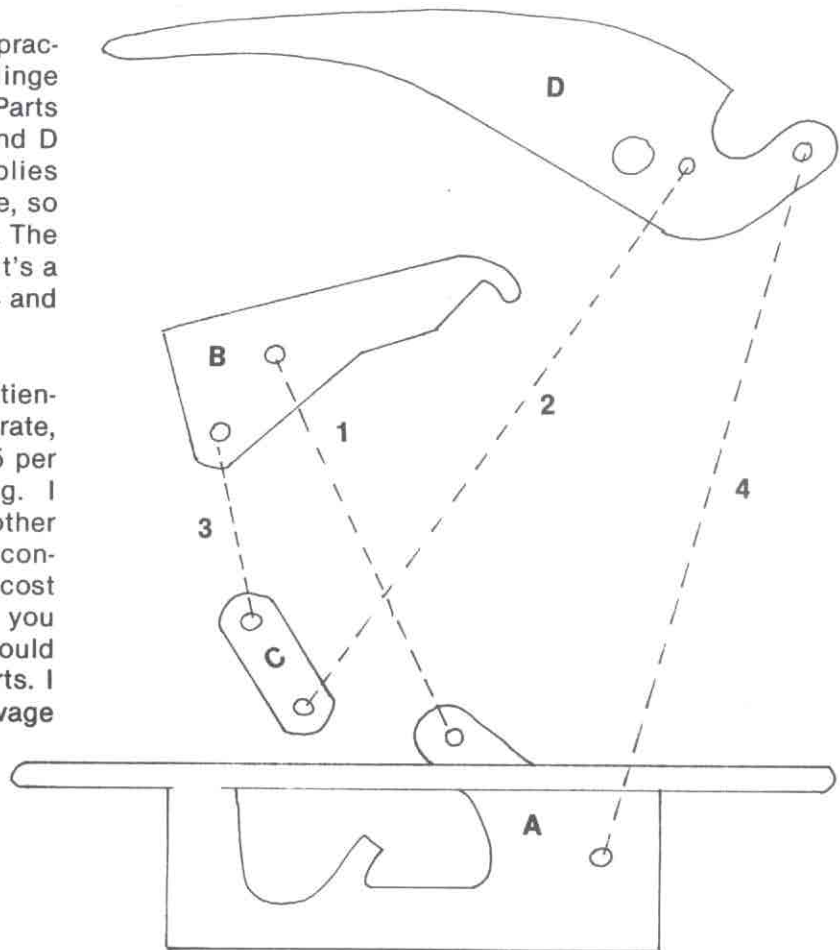


Figure 3: Hinge Pin Hole

Figure 1: Soft Top Latch (rear)

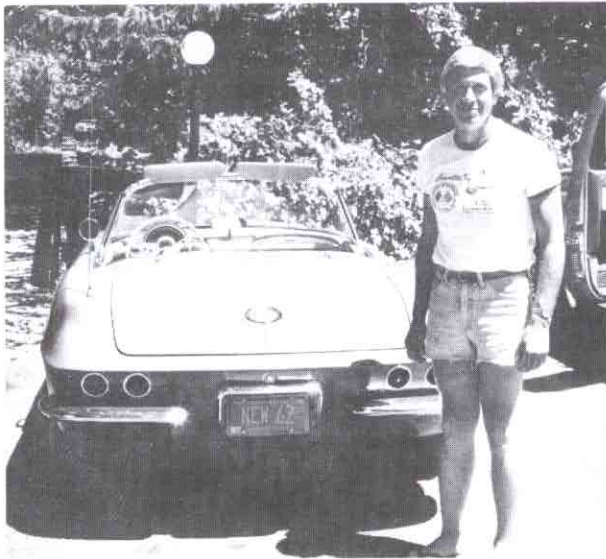


# ROUTE 66 AND THE FIRST SACE CONVENTION

When I was awarded the Long Distance Award at the first SACE Convention in Nevada City, Noland Adams asked that I write an article about my trip to be put in the SACE Magazine. The following is my attempt to share the why, how and wherefore of the trip.

Twenty-five years ago, I laid on my parent's living room floor watching the television series "Route 66". AS many other kids of that era, I fantasized about driving a '62 corvette down that route seeking any adventure that may come along.

It was almost 20 years later before I owned my first corvette. Unfortunately, when the economic pressures of a family increased, the corvette was sold to pay some bills. But, because the '68 started as a basket case, my return was substantial, it seemed like a justifiable thing to do.



Klaus Anderson from Erie, PA

As any "dyed in the wool" corvette enthusiast can relate to, before I returned home from that sale, I was speculating on what my next corvette would be. As it turns out, my next corvette turned out to be a demolished 1962 that had been stored outside in Pennsylvania for over 12 years.

At first my family (including myself) figured I'd gone off the deep end because although original, the '62 was busted all over and the odometer registered at 116,000 + .

The body was mended; removed from the chasis; chasis disassembled; the motor rebuilt; painted

and reassembled. It was a happy occasion when the '62 first moved under its own power and an even happier occasion when it took first place awards at local car shows.

The more I drove the car, and I do drive it, the more I began to feel that there was something more to owning this car than parking it in a mall or parking lot and listening to the people go "ooh and aah".

This past winter, I learned of the Silver Salute for '62 Corvettes at the Bloomington Gold Show and decided to attend. Shortly after that, I read about the First Annual SACE Convention in California and my mind started working overtime.

When my marital situation changed during the spring months, I decided that I would indeed drive my vette to Bloomington, follow route 66 to southern California and then head north to Nevada City.

So how does one prepare to make a 7000 mile trip in a 25 year old car? As my television friend "Alf" would say "no problem". Unlike some "restored" cars, mine was restored to it's original mechanical specifications, which in my opinion, means it is able to drive down the road as it did when it was new. (The only modification to the car is seven inch rally wheels and radial tires).

I had replaced all rubber parts, including the tires, (don't laugh, I've seen cars where those items weren't replaced because of the unavailability of the presumably "correct number" part). During the restoration, the rebuilt engine was run on an engine dynamometer. By doing this, the engine was tuned and checked for any leaks. Because of the functional approach to the restoration project, a quick visual inspection of the motor compartment and drive line was sufficient to find anything not serviceable for the trip.

The car was completely serviced, meaning the engine oil and filter were replaced and the suspension lubricated. I used a 20-50 weight oil for the trip because of the extended hot driving conditions anticipated during the trip. The transmission and differential oil levels were checked as well as tire air pressures.

In that my car has non-stock seven inch rims and radial tire, I needed a smaller compatible spare tire for the spare tire cover to fit flush in the trunk area. This problem was solved by borrowing my neighbors space saver spare tire out of his Monte Carlo SS.



Having the smaller spare tire allowed me to store an assortment of tools in the spare tire compartment. Included in the tool kit were: a set of sockets and ratchet; set of wrenches; pliers; screwdrivers; weatherstrip adhesive; gasket in a tube; wire; nylon ties; electrical test light; and cleaner and a pair of coveralls. The tools were wrapped in sheets of foam to avoid annoying rattles.

After thoroughly checking the mechanics of the car, I washed the inside and outside and applied a new coat of wax. When finished with this chore, I put all the cleaners, wash mits, touch up paints, etc. in my wash bucket. The wash bucket was placed in the trunk so it wouldn't be forgotten.

As for cloths, the most useful item I took along was a hooded sweatshirt. Although its romantic to be driving across country in an open top corvette, the wind and crosswinds can give you a headache after being on the road for hours. Clothes I found out are better stored in a duffle bag verses a suitcase. The duffle bag can be placed anywhere in the trunk and squeezed around other things where a suitcase is rigid and doesn't allow that versatility.

The passenger compartment was loaded with: ice chest full of ice and Gatorade; munchies; road atlas; sun glasses; suntan lotion and a radar detector (not that I would speed - I wanted to know where the radar traps were located).

Under the convertible top deck lid, I packed a jacket, dust rags and a grease rag or two. My daughter's boom box ended up there as well because once you get west of Ohio, your AM radio will pick up numerous stations that play 50's and 60's music as well as light country western music.

At the Bloomington Silver Salute, my car was displayed with the other '62's and I participated in the miles long caravan around the town. At the Nevada City meet, my car received a Top Flight in the restored driven class and the long distance award.

The SACE Convention was second to none as far as I was concerned. The attendees visited a corvette grave yard; had a "hands on" body off seminar; attended a street rod show and cruise night; had a soft top seminar and, of course, the show. The schedule of events was most rewarding for me as I learned a lot about the straight axle cars that I never knew. We even scraped the paint off my car behind the passenger seat to determine original color and top option.

I did travel 100+ miles on the old route 66 from Seligman, Arizona to Kingman, Arizona. Cruising along at 55 miles per hour in 90+ degree weather, I had goose bumps up and down my body from the realization of that childhood goal.

My trip covered 7015 miles from: Troy, Pennsylvania to Bloomington, Illinois (via West Virginia, Ohio and Indiana) to Tijuana, Mexico (via Oklahoma, Texas, New Mexico, Arizona and California) to Nevada City, California and home to Pennsylvania (via Nevada, Wyoming, Nebraska, Iowa, Illinois, Indiana and Ohio). I did travel 1371 miles in one day on the way home (with the help of 7 gallons of coffee and two cases of pepsi).

The western scenery was breathtaking and the freeways aren't as bad as us easterners think.

The car ran beautifully during the whole trip and it only rained for 45 minutes. I did get a speeding ticket in Nevada; my front convertible top latch broke in Utah and I ran out of gas on the desert. The true feeling of operating an open cockpit car was driven home several times in the midwest when I approached stock trailers hauling hogs to market.

It seemed like there was always a crowd around the car when it stopped for fuel or for me to eat. I thought I'd get tired of showing the restoration pictures and the accumulated pictures of the trip, but I didn't. The people at the motels and restaurants were wonderful in finding a safe place to park the car.

The part of the trip I enjoyed most was driving on the open highway with the wind blowing through my hair and the exhaust pipes singing their mellow tune.

So, did the realization of my childhood dream bring an amount of sadness knowing that it was no longer a dream? Not really - I'm organizing a trip to the Second Annual SACE Convention in Nevada City, California next year. You want to go along????

- Klas Anderson

# F.I. FILTERS

By Roy Braatz

I have had many owners of F.I. cars that have seen my sons '57 F.I. car and asked me whether I've had gas problems. Most are questions of idle, missing and power. Dirty gas, is usually the answer I give.

I tell them of the size of the filters today's F.I. cars use. You'll notice that they usually use two, one at the engine and the other near the tank. They are about the size of a can of beans. Oil companies know now and since '74 that we will buy gas at a \$1.50 a gallon or any name gas, because we need it, no matter what! As a result I believe the oil company shorten their refinery process to save their cost and we are short changed on quality.

The first thing an F.I. owner needs to know is that inside the 8" fuel nozzle is a disk with a hole in the center that is so small a human hair can stop the fuel from passing through. For this reason all F.I. cars today and our F.I. corvettes need a large efficient filter.

57-58 corvettes can be the problem years in this area. If an owner doesn't have the original filter or no filter. I say original filter, because the repro filter is not functional as the real one. The repro has a very small in line filter. Whereas the original one is very large (Fig. 1)

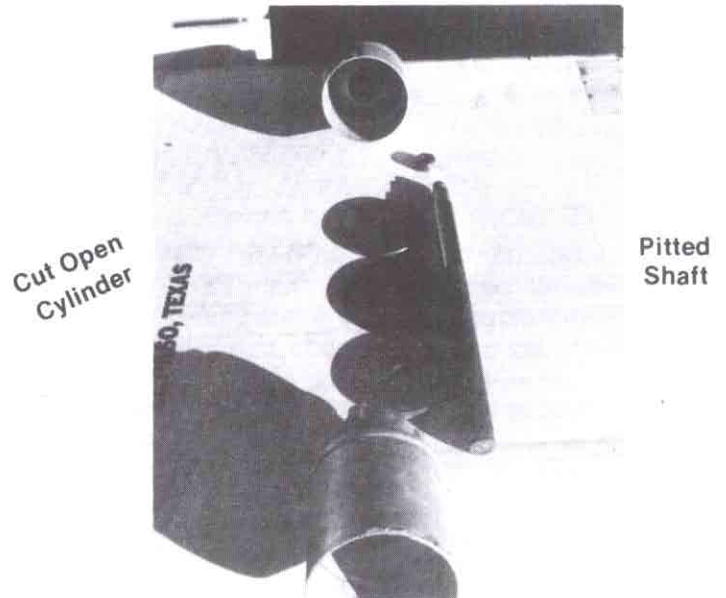
Having the original one will keep a clean unit. The repro is so small it takes no time to clog it when dirty gas is used. If you have a repro I would put a hidden filter anywhere near the gas tank to support the small filter the repro uses. If you have a problem already with dirt in the gas, after installing a good gas filter, remove the 8" nozzle and using air pressure, blow through the end the gas comes out, while washing them in solvent and that should clean them.

Remember to change the filter more often. Classic Chevy Club of Florida carries a close replacement for \$19.95, phone 1-800-57CHEVY.

# POWER TOP CYLINDER

I've had many calls on how to rebuild a leaking cylinder or how to chrome the cylinder shaft.

The shaft is threaded at both ends. Inside the cylinders, two large washers with a rubber "washer type seal" is sandwiched between them. This seal is not available, so if damaged you'll have to make one.



To open the cylinder, have a machinist cut the cylinder near the top half from the factory pressed edge. Then you either make a new seal and/or rechrome the shaft, the machinist can reweld the cylinder in that area because the new seal will not reach that high inside the housing and be damaged.

Next, at the top where the shaft comes out is a packing held in by a wire clip. This rubber seal will also have to be made.

Also, the best method of cleaning or freeing up a cylinder is to use air pressure and oil and by repeating pressure at the top and bottom working the shaft up and down this should remedy the problem.

Original fuel filter and Housing, 1957

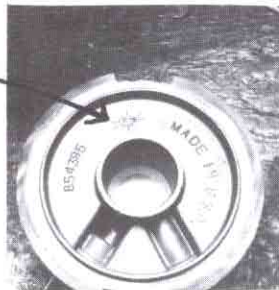
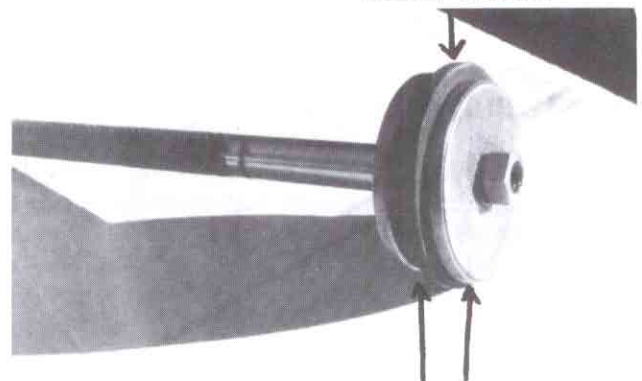


Fig. 1

Rubber Washer



Steel Washers

# BUBLE TOP CAR

A front cover story from the Blue Flame Special in 1971 that Ed Thiebaud did.

Dear Ed,

I bought my first car, a 1954 Corvette, in 1962. It was not original but was very nice; gold paint, a black naugehyde interior and a three-speed transmission with a hydraulic clutch which took about 500 pounds of pressure to operate. After driving it through a Wisconsin Winter and freezing my nose several times, I traded it in on a "regular" car.

However, I could not get it out of my mind and always watched the ads with the somewhat secret wish of owning one again. Five years later my wife and I took a wrong turn off the freeway and saw a Corvette with a bubble top on a used car lot. It was so unusual we had to stop and look closer . . . even getting as far as kicking the tires and asking the price.

After two nights of nightmares and justifying the purchase of it to each other, we went back to take it for a test drive. The noise inside the car was terrific . . . the combination of a leaky muffler and the reverberation of the top gave the sensation of being inside a guitar! The engine quit after a mile and wouldn't start, but it turned out it was out of gas.

A boy from the used car dealer came out with a can of gas. After putting it in the car, he pulled away and hooked the front fender of the Corvette with his bumper, but fortunately only took a small chip out of the fender.

We decided to take the Corvette after the fender was repaired. While looking at the engine I noticed the ignition shielding was missing. The salesman had no idea what I was talking about, but the mechanic remembered "seeing it around someplace." We found it on the junk pile! We gave him \$1500 and drove off with our prize.

The car was purchased from the original owner — even better than the proverbial "little ol' lady". He is the owner of a large Milwaukee based industrial plant and took exceptionally good care of the car, driving it only in the summer on nice days and even keeping it in a garage at work. It had 50,000 miles on it when purchased in 1967. He sold the car because he didn't have the time to keep it up, and because, I think, it was not the most comfortable car for a 6'3" person over 40! He drives a new Corvette now.

My Corvette was one of the first two bought in the Milwaukee area. The other was a blue one with the tan interior bought at the same time by a friend of the owner of my car. My car's owner had to top his friend though and got a bubble top for it. One day he was driving on the freeway when the top came off traveling at a good distance upside down on the pavement. The top was taken to O'Hare Field in Chicago and the scratches were removed and the fastening system improved.

We use the bubble top very little — about two weeks in Spring and Fall. It is like a greenhouse inside when the sun shines.

The car is driven daily to work during the summer, used for weekend trips, and stored during the Winter. Here is my storage procedure (I would like to see an article or some opinions in our magazine regarding Winter storage):

The car is put on blocks to take the weight off the tires.

The battery is removed and trickle charged regularly throughout the Winter.

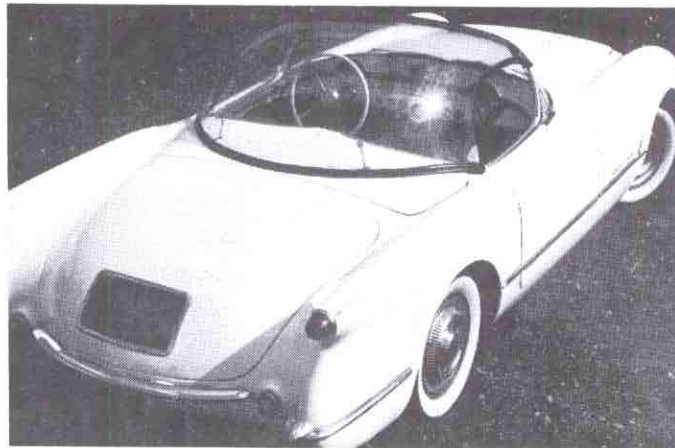
The engine is run every two weeks at a very fast idle of about 1500 RPM for 1/2 hour.

(My feeling on this is that one doesn't have to drain the fuel system to keep varnish from forming and pressure is built up against the oil seals.)

The car is put in gear for a few seconds at idle to rotate all the parts of the drive train through its oil. (Some believe it is better to soak everything in oil and leave it sit: as I said, I would like to hear some arguments both ways.)

We have worked out a restoration project for each year. We purchased wide whitewall tires last year and will reupholster the car this year, and plan to get a new top next year. There have been many happy hours with the Corvette and we're sure we have done well over three years on our \$1500 investment. There have been no unusual costs; a new battery and transmission seals were all that were needed. We plan to continue driving our Corvette for many years, so no offer to buy please. However, we would be happy to correspond with other owners.

## COVER CAR STORY



# 1953 to 1963 CORVETTE EXTERIOR COLORS

By Noland Adams

We don't know just when, but we suspect the first Corvette restoration began in the late '60s. Since that time, there has been a question about the original exterior color.

We are not talking about color variation here. Like which polo white is correct? This author has seen as many as seven Polo White '53 to '55 Corvettes lined up for judging, and no two colors were exactly the same. Which is correct? Probably all, as long as the white is not as pure as "refrigerator white".

Instead, we're going to look at the exterior (paint) colors like red, white or blue. In 1953, there was no choice, white only. In 1954; black, red and blue were added. 1955 saw the addition of several rarer colors, and the paint colors were never the same; always a change.

1956 and 1957, the exterior color was written on the top of the front chassis crossmember. Photos in my '53 to '62 Restoration Guide show the paint color's name; red and black. Unfortunately, it was written in chalk or crayon which deteriorated over the years. To our knowledge, no examples of the exterior paint color's name on a '56 or '57 crossmember have been seen.

The only way to determine the original paint color on these cars is to remove clips and moldings and check for the color underneath. Assuming the car has been repainted, one must look under hard-to-remove items like the windshield and defroster vents. Don't overlook the panels behind the seats, and overspray in the trunk area. You're looking for any sample of the original paint, no matter how faded.

A couple of years ago, this writer was informed about the exterior color name being written on a fiberglass panel behind the trunk cardboard. One of the first cars we checked was Steve Banich's '60. The color did show through as "TURQ.", and the car's color was indeed turquoise. We were ecstatic.

We had checked a few cars when we had a chance. But, it's a little difficult to convince the owner of concours-ready car to pull the trunk cardboard just to satisfy our curiosity. But a few cooperated, and we saw a '59 with "BLACK", and a '58 with the color name, too. Now we really had something!

Let's stop to detail the exact location of the paint name. It is on right side of the vertical fiberglass panel, to the left of the right trunk lid hinge. The reason this has been hidden is that

it's behind the trunk cardboard. It is written with a green crayon (like a lumber crayon), in letters about 4 inches high.

Paint will be covering the color name, here's why. For an example, let's use a white car with a red interior and trunk. The St. Louis plant assembled the body, installed hood, trunk, and doors, prepared the body, and primed it. It was sanded again, then painted the final color coat, white. This included the edges of the doors, hood and trunk, while some overspray floats into nearby areas.



The color name "BLACK" inside the trunk of 1958 to 1960s (note the support on the left, and the trunk hinge on the right).

Selected areas of the interior and trunk are masked off and painted the interior color, red. These are the areas that would show after the installation of large parts, like the seats and trunk mat.

Now back to the exact spot where the color name appears; in the trunk, just to the left of the right trunk hinge. This area will appear red, although there could be a bit of white overspray underneath. To uncover the paint name, rub the edge of a blunt object over the area; a quarter works fine. The red paint covering the crayon flakes away easily, revealing irregular lines. The paint is over 25 years old, and usually it's easy to remove. Follow the lines, and you will uncover the complete color name (or abbreviation).

We had gone a long time without other 1958 to '60 examples to examine. A rare opportunity to check more cars came around during the 1987 SACE Convention. We drove an hour from the convention in Nevada City to Lanny Johnson's wrecking yard in Yuba City, north of Sacramento.

Lanny had a large wrecking yard operation at one time. In 1987, he was closing the main section, as it was a lot of non-Corvette stuff. But he still had the main bones to over 30 1956 to '60 Corvettes. There, we happily rubbed the trunk paint away on about 12 cars to discover the paint colors, "IVORY", "RED", "TURQ." and "BLACK".

There were 8 or 9 1961 and '62 partial bodies, too. We'd always heard the paint was behind the

passenger's seat back. Now was the chance to find out. Armed with a curiously worn quarter, I approached a '61 body. After just a few horizontal scratches, green crayon showed through! With a victory yell, I called to the nearest SACE members to share this new discovery. As I continued to rub away "SILVER" appeared. I was in orbit, again.

On another body, several of us rubbed away until the word "MAROON" appeared. These names were about 2½ inches high, written at a 40-45 degree angle. The first letter of the name is written near the upper left corner of the panel.

Then, another surprise: if equipped with a hard-top, the letters "HT" also appeared ON the panel. These letters are about 1½ inches high, and appear upright. That is, they're not written "downhill" like the color name.



Behind the passenger's seat back on most 1961 and '62s, we find the color name.

On a couple of 1961 or '62 panels, we found number "55" written on the upper right side of the panel. We didn't know what they meant, so we just wrote them down for future reference.

Back at the convention, we examined Jack Crinion's '61 closer. Jack removed the passenger's seat to check for the color name. Because it had the "41", we assumed this was the job number. But search as we might, there was no color name to be found. In the lower left, we did find "HT", which was correct.

Jack borrowed Ken Weichmann's window handle remover, and proceeded to dismantle his door panel. Sure enough, there was the job number, but it was "92". That left "41" and "55" a mystery.

Since Jack's car is an early '61, we decided to check inside the trunk. Jack removed the cardboard, and we began to scrape away on the paint. To our joy, green crayon was revealed. Finally the whole word "BLACK" was in view.

Back at Roy's house, we attempted to check 58 # 3, which was awaiting restoration. And Lucy

Badenhoop had her sharp '58 low horsepower fuelie there. We attempted to check both cars, but both have power tops. This doesn't change the color name, but the upper top operating solenoid is mounted on top of the area where the color name is usually written. If the color name is there, it's hidden.

Saturday we joined by 1958 # 35, a nice charcoal car. The owner agreed to let us check for the hidden color name in his trunk. After proceeding to announce to all within hearing that we would reveal the paint name, a small crowd gathered. I recall someone even had a videotape camera. I began scraping, but found nothing. Getting desperate, I moved around to the entire panel. Instead of the expected "CHAR", there was nothing. Finally, I decided the color name just wasn't on early '58s. The crowd muttered a few words and drifted away.

The following weekend, Mary and I attended the Black Hills Corvette Classic in Spearfish, South Dakota. On Friday, July 18, the entire main street of Spearfish was blocked off and filled with Corvettes. Corvettes of most every year, and certainly every color, what a stirring sight to see!

Mary and I walked around until we found a 1960 whose owner was willing to take out the trunk cardboard for a look. There was a much larger crowd, and a videotape camera on hand as I began. Again, I scraped and scraped, and I was surprised to find a '60 without a color name.

Later, we found a '58 with "TURQ." In this case, the owner was quite pleased to verify the car's original color. Later, we found a 1960 with "MAROON".

Then we pulled the passenger seat of a 1962 Fawn Beige car to show "FAWN". Since this was a soft top only car, there were no "HT" letters, which was correct. Plus, there were none of the mysterious large 2-digit numbers.

Now, we can chart the location of 1958 to 1962 color names.

Year, Serial No.	Location
1958 up to S/N 1,000	None
1958 to 1961 S/N 2,000	In trunk
1961 S/N 2,000 to end of '62	Behind passenger's seat

Now, get out those quarters and start scraping. Remember, the serial numbers in the table above are approximate. Your input is needed to improve the color chart. Please check your Corvettes, and let us know what you find so we can fill in the gaps.

## Classic Cross-Country Journey on Route 66

Klas Anderson remembers it vividly. He'd be lying in the living room in front of the television, and his favorite show would come on. It was called "Route 66" and it featured the ongoing journey of two young men in a 1962 Corvette, making their way across the country on Rt. 66, forefather of the interstates and turnpikes that now carry most young men (and women) west.

"I remember thinking, 'That's what I'd like to do some day,'" said Anderson last Thursday morning. In less than two hours, he would be living that childhood dream. In less than two hours, after a farewell luncheon with his two daughters, ages 11 and 14, Anderson would be setting out in his own gleaming red '66 Corvette for the West Coast.

With his 40th birthday a bend or two down the road, Anderson, who is also Bradford County's Chief Assessor, will be following the old Rt. 66 through Missouri, Mexico, Arizona and California. He'll have only himself for company as he makes this journey. Actually, Rt. 66 runs with and beside modern, multi-laned interstates like Rt. 40 over the mountains and then through the deserts.

As this newspaper hits the streets, Anderson is no doubt in one of those western states - maybe ordering breakfast in some hamlet near Oklahoma City, or watching the mountain ranges of New Mexico looming larger in his windshield.

One of Anderson's passions is restoring Corvettes. This westward journey is more than a story of getting away from it all. That Corvette, lean and light in its Fiberglass sheathing and propelled by 250 horsepower that feels like 350 when you push down the pedal, is the backbone of this midlife adventure.

Three years ago, it was literally delivered to him in pieces. "The interior looked like somebody threw a grenade in there," he said. The fellow from whom he bought it was keeping it around for parts. The engine needed a total overhaul and the body - well, the body looked so bad that even a true visionary would have a hard time foreseeing the beautiful machine this heap would become. "I put it all together, pieced it together like a jigsaw." Fortunately, he was no novice when it came to restoring Corvettes. He learned the do's and don'ts from his first

restoration project back in 1979. Three years later, he sold that car for a pretty penny. He needed the money at the time, but as soon as he sold it, he realized he had to find another.

He learned about this 1962 Corvette that needed quite a bit of work, but a true 'vette lover can get awfully excited about the prospects of having such a machine in his possession. The 1962 Corvette is special. It's the last year GM manufactured the so-called straight-axle line. There's even a national organization of Corvette owners and lovers called the Straight Axle Corvette Enthusiasts (SACE). Their preferred Corvettes are from 1953, when the sports car was first manufactured, through 1962. The other major group of classic Corvette enthusiasts worship the so-called "midlifes" - the ones manufactured from 1963 through 1967 and which are generically known as the Sting Rays.

Despite his love for the machine, Anderson was quite chagrined when he saw the '62. It looked so bad, so unsalvagable that even his desire to own such a machine could not rationalize buying it. That's when he had a conversation at a car show with a respected area Corvette enthusiast he calls "The Guru,"

"I told him about the '62, and he asked me if I was going to buy it. I didn't think so, I told him, so he takes \$25 out of his wallet and says, 'I'll give this to you if you just tell me where it is.' When he did that, I said, 'You've just made up my mind for me.'"

He bought the car, or this thing that was once a car. It had gone through six known owners and over 100,000 miles. The restoration would prove productive and therapeutic. "In my job, you often see the worst in people," said the man whose office assesses property values, which is not the recommended way to make friends. "They tend to be demanding, and they're always testing you, questioning your abilities and expertise." The restoration of that Corvette helped to heal his spirit. "Cars can be demanding, too, but in a different way, and I can work on them for days at a time."

And work he did. He did every piece of restoration himself, except for the engine overhaul. Today, the car looks as if someone has kept it safe and warm under lock and key since it came off the assembly line 25 years ago.

People who own and restore classic cars are often called "white glovers." That means they don't do anything that might expose their cars to annoying intruders like dust and too much

sunlight. If they see a rain cloud in the vicinity, they keep the car undercover.

"I've tried to keep my car looking like a white glove's car, but I've made up my mind I'm going to enjoy it. I'm going to drive it." Driving roughly 6,500 miles in the dead of summer is certainly doing that and Anderson calls it "the ultimate test."

A classic car is a different kind of animal. Most of us are accustomed to driving cars that drop dramatically in value as soon as we buy them. As soon as a new car becomes a used car, it has lost significant worth. The longer we keep them, the less they're worth - and the more miles we put on them the less their value. The classic car, on the other hand, goes by a whole new set of rules. The common denominator is the condition. But putting miles on a old car doesn't necessarily cheapen a car when it's deemed a classic. It could even add to the allure.

"This car has character and that's important to me," said Anderson, who noted that a previous owner had driven it to Denver and back, making cross-country travel old hat for this machine. "Knowing what it was and what's become makes it even more valuable to me. It's got a history of performance, and when I get back I can say this car has been all the way to Los Angeles and back."

After he restored the Corvette, his first goal was to show it off. He did, and he's got all kinds of trophies and ribbons to prove it - including recent first places in car shows in Binghamton and Carlisle. The second goal is to drive it. One of the thrills of having a classic machine of any kind is to enjoy its performance.

The trip itself has few restrictions and only two points on the trip where there are scheduled stops. The first was last Friday afternoon in Bloomington, Ill., where the Straight Axle Corvette Enthusiasts were having a national get-together. There were well over 100 classic Corvettes on display - all at least 25 years old - and Anderson had a room reserved in a University of Illinois dormitory for the weekend. The only other stop would be on the Nevada-California border in Nevada City, Cal., for another convention for classic car owners. In between Bloomington and Nevada City, however, there was no schedule - only the attempt to follow Rt. 66.

There would be places like Flagstaff, Ariz., on the way and Albuquerque, N. Mex., but there would also be the towns that Todd and Buzz always seemed to find on their TV travels along Rt. 66 -

Tucumcari in New Mexico, Shamrock in the Texas Panhandle and even a Sayre in Oklahoma.

The characters in the TV show took a long time to complete their travels; several episodic seasons, in fact. They even traded in their '62 for a 1963 Sting Ray the final season, and Buzz had been replaced by another brooding, dark-haired type. Anderson only has three weeks, and the trip back will give him only a few days to cross the country. The return trip of almost 3,000 miles will be strictly Interstate 80.

The gleaming red Corvette will be cruising the interstate with its 250 horses ready to make up for the lost time and its lone driver very wary. Let's face it, a shiny red 'Vette convertible isn't going to escape the attention of the law. Corvettes weren't made to be just another car.

"When people see a Corvette, they say, 'Wow, look at that sports car,'" Anderson says as he folds the top down in the courthouse parking lot. "It's really America's only sports car. That's what makes it so special." It's only got a seat for the driver and a passenger. The 1962 was the last to sport a trunk. The Mustang was introduced as sort of a hybrid sports car in the sixties, but purists dismiss it as a "poor man's sports car."

There's no doubt about it. The Corvette owner is unique. The classic Corvette owner is even more of a rarity. And the classic Corvette owner who's not in it just for show? He's probably one of a kind.

---

## EARLY CORVETTE REPLACEMENT FUEL FILTER

When looking for an original AC fuel filter for my 1959 corvette (234 H.P.), I found a Purolator filter part no. EP-124. This filter looks like the original AC filter; however, like the AC and Fram no. CG3 are discontinued. My parts dealer was all to happy to sell it for \$2.50 and get it off his shelf. There may be more of these filters setting on auto parts shelves.



**ROBERT VIEGAS**  
S.A.C.E. Member No. 00152



## CONVENTION CAPERS

- by Lucy Badenhoop

Our first convention, like our first edition of this magazine was a resounding success. The participants came from far away states, like Washington and Pennsylvania, to the small town of Nevada City, California.

Talk about small town, they don't get a lot smaller. Population is 2,500 - and growing. It is nestled in the pine tree foothills of the Sierra Nevada mountains at 2,500 feet. At that elevation, the climate is excellent for convention activities. The temperatures were in the high eighties during the day, cooling to the fifties at night.

The local residents all know each other, so visitors are quickly spotted, especially during mid week, as Klas Anderson from Pennsylvania soon learned. He arrived on Tuesday afternoon and had a late lunch in downtown Nevada City. The next morning when he went back for breakfast, one of the locals wanted to know if he was the new fellow with the red Corvette ... sho'nuf.

By the time the weekend rolled around, Corvettes were pretty common place sites, but we could still turn the head of the Sheriff. He only has 5 miles of four lane divided freeway (between Nevada City and Grass Valley), so it's not too difficult to notice two vintage vettes having a late night "drag". We also caught his attention Saturday afternoon when we caravanned to Grass Valley to return General Chuck Yeager's bright yellow Corvette Indy 500 pace car. That car has more flashing lights than a Christmas tree ... and you don't see many of those going down the freeway at 65 mph. Talk about people rubber necking.

The hills in the area are a real treat for the afternoon drive in a Corvette and there's lots to see within a short distance. In a nearby state Park is the Empire Mine which ended 100 years of gold mining operation in 1956. The area is full of Gold Rush sites you've read about in your history books or Mark Twain stories ... at within an hour or two. Places like Sutter's Fort, an hour away in Sacramento, the state capital. Five miles to the West is Rough and Ready where you'll find the country's longest covered bridge. An hour to the East, at 6000 feet, is the beautiful Donner Lake where 89 pioneers making a late crossing were trapped by early snow. Only 47 survived a vicious winter by cannibalizing the dead. Reno, Nevada, is 90 minutes away where the casinos will gladly lighten your burden, if you carry a heavy wallet.

Nevada City itself is fun to explore. The Northern Queen Motel (convention site) runs a trolley into town (a mile away). Many of the buildings are Victorian style and designated as historical landmarks. One of these is the National Hotel, the oldest continuously operating hotel west of the Rocky Mountains (130 years). Several museums depict the history of the area. Horse and carriage rides (very romantic at night) will give a quick survey of the town or rest your feet after a strenuous day of shopping in the many antique shops. The atmosphere is cozy and carefree. It's a very relaxing place to spend a few days putting aside your frustrations and remembering the good ole days when a major hazard of city life was stepping in horse droppings.



MARY BRAATZ, MARY ADAMS AND LUCY BADENHOOP TAKING REGISTRATIONS.



# FIRST ANNUAL BUSINESS MEETING

- Lucy Badenhoop, Treasurer

1. The first annual meeting was brought to order at 8:00 PM on 10 July 1987 by President Noland Adams.

2. The first order of business was a vote on the club name. There were not any alternative names suggested as requested in the first edition of our magazine. A short discussion ensued regarding the proper pronunciation of SACE. It was decided it would be pronounced like "sack".

3. Next, Roy Braatz gave a brief description of club goals and judging categories. Details can be found in the magazine Vol. I, No. 1, page 4.

4. Elections were held to select officers for the coming year. Results were as follows.

President ..... Noland Adams  
Vice President ..... Roy Braatz  
Treasurer/Secretary . Lucy Badenhoop

5. A site was needed for next year's convention. After numerous comments about the good times experience at this convention, it was decided to return to Nevada City next year.

6. The format/contents of our magazine was discussed. It was decided to include advertising to help defray costs.

7. Organizational structure and expansion of chapter membership was stressed. Initially, each state will have one chapter. The first four to form are listed below. Anyone interested in starting a chapter in their state should contact our Treasurer/Secretary.

Pennsylvania: Klas Anderson, President  
525-1/2 Elmira St.  
Troy, PA 16947

Washington: Bill Eldridge, President  
561 Olelo Pt. Rd.  
Port Ludlow, WA 98365

California: Carolyn Simpson, President  
1154 Teesdale Rd.  
Yuba City, CA 95991

Canada: Jane & Tony Catalano  
15545 Cliff Ave.  
White Rock, British Columbia V4B1V8

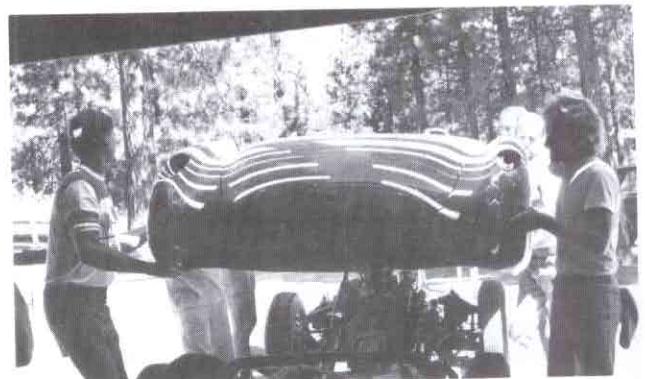
8. The meeting was adjourned at 8:35 PM.



SWAP MEET GOODIES WHILE CAR SHOW WAS GOING ON.



NOLAND AND WALLY McPHERSON FROM SAN DIEGO DISCUSS THE FINER POINTS.



BODY OFF SEMINAR

#00032

Corvettes • Bought • Sold • Traded

**SPECIALIZED INVESTMENT MOTOR CO.**  
ST. RT. 424 EAST P.O. BOX 715 NAPOLEON, OHIO 43545

**Let Us Locate A Special Corvette For You**

TERRY L. MICHAELIS

(419) 599-8301

## GAUGE RESTORATION

1953 - 1962 ONLY

Make your gauges look "new" again!  
Top Quality work at the  
most Reasonable Price.  
We have 2 and 3 day turn-around!

Call (619) 451-1933 or (619) 485-9562

#00134

## Corvette Specialists of Albany

631 Pine Ave.  
Albany, Ga. 31702  
436-8888



**BILL BEARD**  
(912) 436-3537

#00158

## M. A. D. AUTOMOTIVE RACING AND RESTORATION

**Michael and Donald Day**

**1568 Deercrossing Dr.**  
**Diamond Bar, CA 91765 (714) 861-2192**

#00137

## Corvette Central

**Corvette Parts, New, Used  
& Reproductions**  
P.O. BOX 16  
SAWYER, MICHIGAN 49125

#00014

**V/M** CUSTOM  
BOAT TRAILERS



LARRY SCHWABENLAND

FACTORY  
5200 S. PEACH AVE.  
FRESNO, CA. 93725  
(209) 486-0410

SPECIALIZING IN THE QUALITY REPAIR AND  
RESTORATION OF CORVETTE CLOCKS & GAUGES

*Vintage*  
Clock and Gauge

NEIL & NANCY RUSSELL  
(703) 670 7489  
P.O. BOX 1789, WOODBRIDGE, VA 22193

#00041

#00156

*Corvette*  
**CORRECTIONS**  
INC.

828 W. Vermont Ave.  
Unit B  
Anaheim, CA 92805

Full Mechanical Repairs  
New/Used Parts  
**MIKE SCOTT**  
714/774-4412  
NEXT TO COAST CORVETTE

#00097



**AL LECHMAN**

Souvenirs of the mountain states  
P.O. Box 6064 • Boulder, CO 80306 (303) 444-6186

1953 THRU 1962 CORVETTE PARTS  
BUY/SELL/TRADE



**MARY JO ROHNER**  
(619) 451-1933

15847 Avenida Lamego  
Rancho Bernardo, CA 92128

# PARTS FOR SALE

1954-1955 Twin Pot Air Cleaner, N.O.S. in Box-Gear-3682122 - possibly Pinion Gear. 1953-1957 Cowl Vent. 1954 Radiator. 1953-1955 Rear Fender Bullets, N.O.S. Box GM NO. 3706648. 1953-1955 Right Door Star Wheel Mechanism. 1953-1954 Original New Accelerator Pedal. 1955 Black Trunk Mat. 1954 Rechromed Original Overflow Tank. 1953-1955 female hood latches by Cowl. 1953-1955 water pump impellor. 1953-1957 Cowl vent arm. 1953-1955 = oil = oil breather cap. 1953-1954, 6 volt power supply and speaker for radio. 1953-1954 bellhousing. 1953-1955 Radio Chrome "more station" Bezels. 1953-1955 trunk floor fiberglass moon piece. MUCH MORE!

Call (619) 451-1933 - days, evenings & weekends!

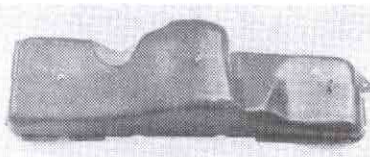
## PARTS WANTED:

Any R.P.O. 687 heavy duty brake parts, drums, faws, backing plates, scoops wheel cylinders, pull back springs, quick steering adaptor. I am willing to pay a good price for good parts.

Contact Eric, P.O. Box 149, Sumner, Washington 98390 or call collect (206) 863-9273 after 7:00 Pacific central time.

## FOR SALE:

REPRODUCTIONS: 6-cyl metal ignition shielding, twin pot air cleaners, '53-55 hood cables, choke cables, flipper mouldings, seat spring unis, '53-57 grille ovals, '57 FI accelerator rods, and more! Send SASE for free catalog of '53-57 parts. R.P.M., Box 3690, San Jose, CA 95156. (408) 923-2491



## REWARD

**\$100.00 OR MORE**

**For 1955 086 Coil and plug wire supports must be original.**

EDITOR ROY, (916) 265-5947

## FOR SALE:

1961-62 Gas Door Fiberglass Housing Assy. No. 3795383, \$15.00. Horn Relay 1955-59 No. 1116(913), \$30.00. 1953- Fuel Pump No. 9797 never used \$40.00. Intake Manifold No. 3799349 dated Sept. 1961 \$100.00. Alum. bellhousing No. 3764591 and No. 3779553, \$100.00 each. Ash tray s/knob 1961-62 mint \$12.00. Shifter/ash tray surround plate No. 3728940 for 3 sp/auto original \$5.00. 3 sp. shift pattern plat original \$4.00. GM illustrated parts catalog 1984 Corvette, \$10.00.

## WANTED:

Intake manifold No. 3799349 (300hp) dated A, B, C or D 1962.

Contact: Rick Viegas (916) 685-3212 or (reorder) 685-6651

## FOR SALE:

1961 Corvette parts car - Good Virginia title - Car has good frame, good body, glass in doors and hard top only - No running gear or interior - Trailer it home for \$1995.00 or B.O.

Jimmy Hurt (804) 492-5095

Trade-N-Post Auto Sales, Farmville, Virginia.

*'53-'62 Classic Corvette Parts*

**R.L. WILLIAMS**

Mailing: 3840 Southwood Drive, Easton, PA 18042

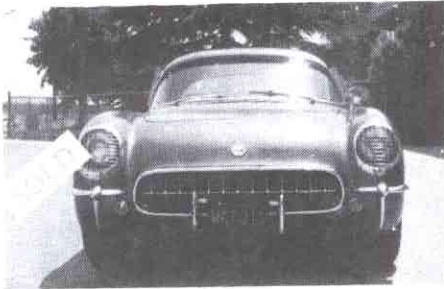
Shipping: 1706 Fairview Ave., Easton, PA 18042

**215-258-2028**



*Specializing in original  
and quality reproduction parts*

These were cars for sale in 1972 from the Blue Flame Special Magazine of Ed Thiebaud of California. You can see how interest and inflation changed the corvette prices of past years.



Instant Classic – this is the 55 pictured on Page 106 of Esquire Magazine, Feb. 1972. Price \$3,000. Purchased by Gene Tucker, Macon, Ga.



1960 Corvette, original 283 – 3-speed, soft top, orig. hubcaps, actual mileage 96,000; black int. Good straight body. Price \$1,050. Drive anywhere – color Classic Cream.



Rearview of 1960 Classic Cream Corvette. Price \$1,050.



95% Restored 54 Corvette. All original, hubcaps, new paint, polo white; good tires, mech. good, orig. 6 cylinder engine w/3 carb.; orig. powerglide soft top, black interior. \$1750.00. Purchased by Roy Mangelesdorf, Little Ferry, N.J.



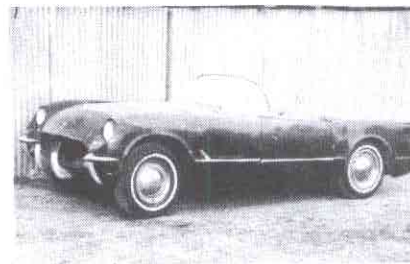
Rare original color Venitian Red w/white interior # VE55S001659, V-8 3-speed. Both tops. Price \$2,000. Purchased by Jim Mickle, Macon, Ga.



1958 Corvette in orig. cond., 283 V-8 powerglide, H.T. orig. louvered hood and suspender chrome strips still on trunk lid. Also pictured in full color in Corvette News Feb/March Issue Page 9. Price \$975.00 or trade for late model pick-up.



1953 Corvette, E53F001157, 6 cylinder P.G. needs fiberglass work, upholstery, tail lights chrome etc. Purchased by Robert Reichart, Macon, Ga.



1954 Corvette partially complete. Black w/black interior original 6 cylinder, 3 carbs. Powerglide needs restoring – excellent body – \$1,050.



1954 Corvette, new tires all orig. 6 cylinder, 3 carbs., P.G. trans. black int. soft top, needs restoring, body chrome removed – \$800.

1956 Corvette, all original 265 C.I. powerglide trans. 2 owner car. Venitian Red interior w/white trim both original tops. Rare condition for a 1956 Corvette. Red w/white side panel – wide white wall still in spare tire well. Have original wheels and hubcaps. Price \$2150.



Rear view of 1956 Corvette all original. Price \$2150.

# 56 - 62 ALUMINUM THERMOSTAT HOUSING

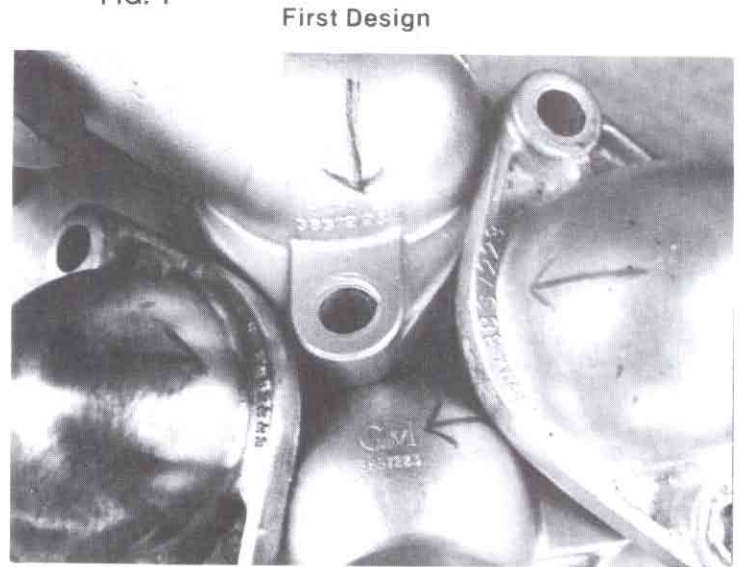
GM Aluminum Thermostat Housings all have part number 3837223 embossed on the part. As running changes were approved or design change was ordered, GM's suppliers made their changes per GM print, but if the improvement of the part was still functional on earlier cars the suppliers maintained the same part number.

This is where you see a part and its number and at the same time a notation calling the parts as first or second design. First design being early original and second being a usable replacement but redesigned.

That's why when you order from GM or a Corvette shop supplier you may be told it is the original part number, but you'll notice that it may not look like the original. Now that you understand the problem of early and late parts, we'll discuss early and late housings.

By close observation of Fig. 1 & 2, all four parts have the same part number but all four are physically different. First design for 56 to early 57, the part number was located on the left side, also the radiator hose neck was thin, round and the base was solid. FIG 3

FIG. 1



Fourth Design

Second Design

Third Design

Second Design

Third Design

First Design

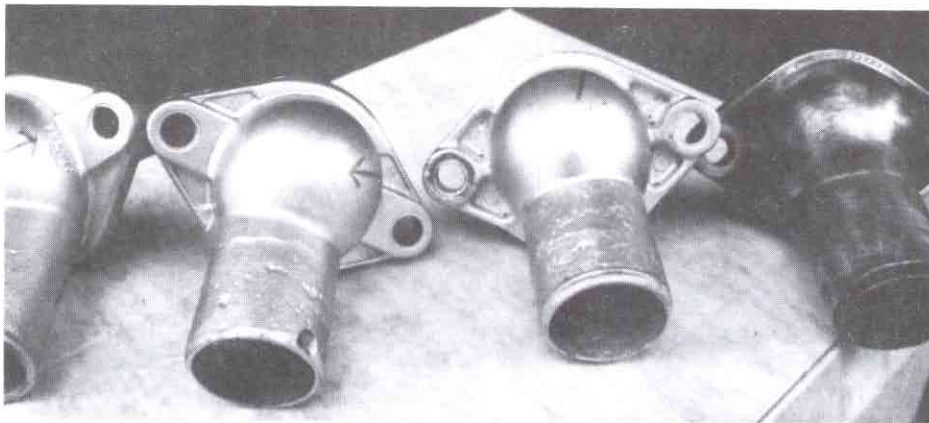


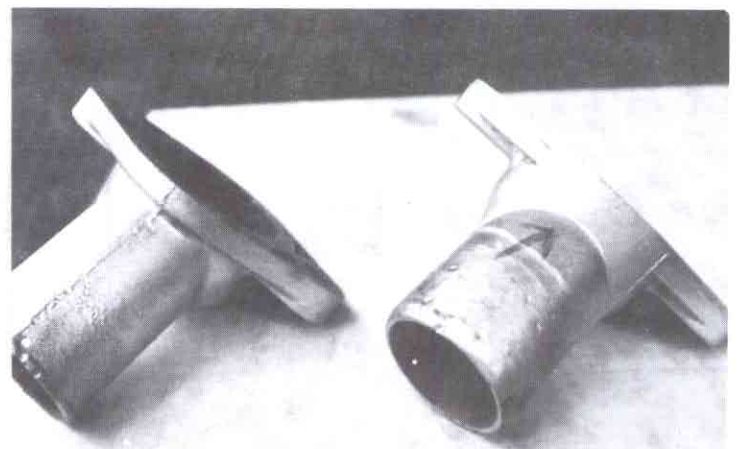
FIG. 2

Fourth Design

Second design for mid 57 to maybe late 60, the part number was located at the top, but now radiator hose neck was thicker with a lower flat support casting. Base was now slightly recessed. FIG. 4

Third design for late 60 - 62, the part number was located at rear base, numbers were large and radiator hose neck was the same as mid 57 to 60 but base was now deeply recessed.

Fourth and last design was 63 and later and replaced all previous designs. Part number is at rear base but number is now much smaller, otherwise same as 60 - 62. All responses are welcome.



# STRAIGHT-AXEL CORVETTE ENTHUSIASTS (SACE)

## 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 (VCCA), 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. Among 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 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. 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.

# SACE JUDGING

By Roy Braatz

1. GENERAL: Dealer added accessories are acceptable, but they must match the year of the car. Special awards will be given as appropriate for: long distance, hard luck, one-of-a-kind specials, ladies' choice, etc.

2. SCORING: Separate standards will be used in each of the 4 body series: 53-55, 56-57, 58-60 and 61-62. Cars will be judged against the standards (like NCRS or Bloomington), except in the modified class where judging will be competitive within the class with 1st, 2nd and 3rd place awards.

## JUDGING CLASSES

Unrestored, Original: Emphasis is on original equipment. One major and one minor item may be restored, but no modification.

Restored, Trailered: Similar to Bloomington judging. These cars should have no paint chips, wear, oil leaks, etc. Show room condition is the goal.

Restored, Driven: These are restored but driven cars showing signs of use: no deductions for minor paint chips, wear, dirt, or oil leaks. For those who would like to bring their families in a full-sized car, it is permitted to trailer a "Restored-Driven" provided it shows usage.

Contemporary: One major modification permitted. Example: Non-original engine or transmission, or color (exterior or interior).

Modified: Customized cars with a combination of modifications that bump them out of contemporary.



NO ONE LEFT LANNY'S  
WRECKING YARD EMPTY HANDED.

## SACE OFFICERS

### PRESIDENT

Noland Adams

### VICE PRESIDENT

Roy Braatz

14521 Bears End Drive  
Nevada City, CA 95959  
(916) 265-5947

### TREASURER

Lucy Badenhoop

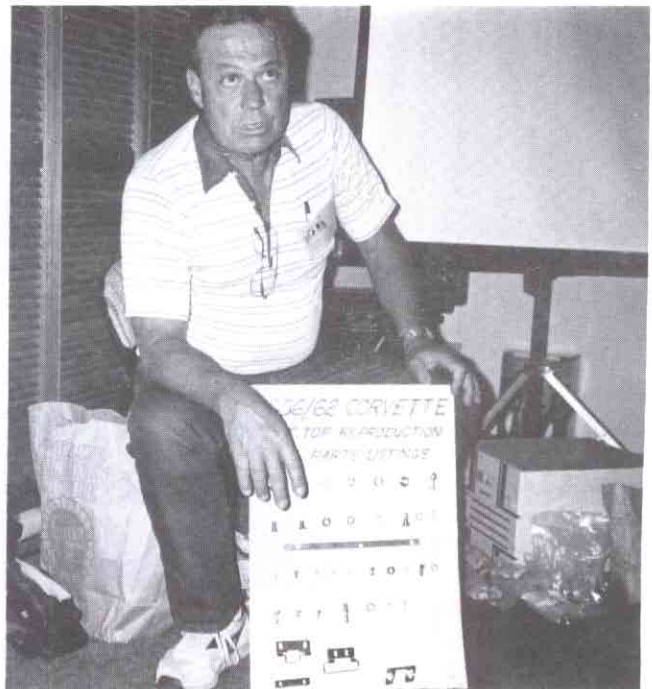
6905 Monticello Court  
Citrus Heights, CA 95621  
(916) 726-2879

NOTE: SACE is pronounced "sack"

## MEMBERS

*Get free advertising  
in our magazine.*

*Include your business card or typed  
want add in this size box.*



TOM CROCKETT GIVING SOFT TOP SEMINAR

# TAPER BEARINGS

By Rick Lang

Tired of changing worn out ball bearings? There are alternatives. You can install one of the hub kits on the market today with a wide range of prices, some good deals and some not so good.

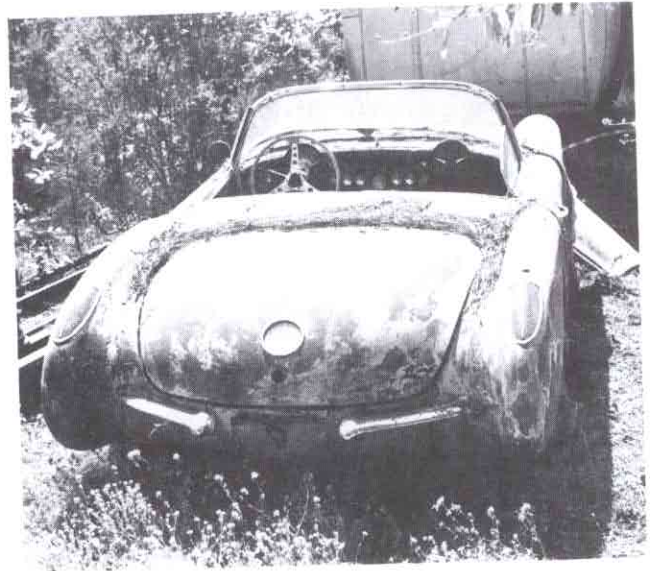
Another way is to change tapered bearings without the hub assembly, which is much cheaper and less work. All you need to do is change the old races using your own hub. The inner bearing has a flange for the grease seal so no modifications are required. I have done this on my '59 Vette and '57 Chevy pick-up. In both instances it has tightened up the steering in feel and handling.

Call on these numbers and check for price and availability. You may find them in parts stores in their old stock or warehouses. Check for a "T" (tapered) or "R" (roller) at the end of the number, some companies use this, some don't. One company that may still have these in stock is: Allied Bearing, L.A., Cal., (213) 837-0752.

909001 outer 46-54 56-57

909052 inner 46-54 pass car  
46-59 truck  
53-62 Vette

909040 inner 56-57 pass car



**STORED, LOW MILAGE CAR?**



**RUNNING OUT OF GARAGE SPACE!**



# 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  
MEMBERSHIP FEE  
TO  
6905 MONTICELLO COURT  
CITRUS HEIGHTS, CALIFORNIA  
95621

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

SEND  
\$21.00  
MEMBERSHIP FEE  
TO  
6905 MONTICELLO COURT  
CITRUS HEIGHTS, CALIFORNIA  
95621

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

SEND  
\$21.00  
MEMBERSHIP FEE  
TO  
6905 MONTICELLO COURT  
CITRUS HEIGHTS, CALIFORNIA  
95621

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

SEND  
\$21.00  
MEMBERSHIP FEE  
TO  
6905 MONTICELLO COURT  
CITRUS HEIGHTS, CALIFORNIA  
95621

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## MEMBERSHIP APPLICATION

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

NAME \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_

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

PHONE ( \_\_\_\_\_ ) \_\_\_\_\_

CAR YEAR \_\_\_\_\_ VINTAGE NO. \_\_\_\_\_ \$21.00 Yearly