



VOLUME 1 NUMBER 3

1988

NATIONAL CONVENTION



Nevada City, California
JULY 21 - JULY 24

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Photography by: Bob Bacon



PRESIDENT'S PAGE

By Noland Adams

Before we discuss SACE and its future, I want you to know how concerned I was to learn that our treasurer, Lucy Badenhoop, was to be transferred to Washington, D.C. Then, I was happy to learn she will be able to carry on with the duties as a SACE officer in her new location.

You see, Lucy and I have been friends for a long time. I remember when her '58 was under restoration, and Lucy made every effort to get its little faults corrected. The result is a restoration anyone would be proud of. As an officer, she would be tough to replace, and I want you - and Lucy - to know that her contributions in starting SACE, and keeping it running smoothly are appreciated.

All the other news is good as well: for example, SACE continues to grow. Word is spreading that SACE exists, something we'd like all straight axle owners to know about. Those of you who are already members can help by telling another Corvette enthusiast about SACE. Once everyone realizes that we really are serious about enjoying 1962 and older Corvettes, our membership will grow to the point we need to break even financially.

We have just completed agreements with two prestigious Corvette magazines, Keepin' Track and Vette Vues. We will exchange advertising, although both are obviously giving away more than they're getting. Well, at first, anyway. If you don't subscribe to them, give them a try.

Vette Vues ran part of the hidden body color article from the Fall '87 issue of the SACE magazine. As a result of the original article and the Vette Vues follow-up, the response has been tremendous. Many owners who have discovered their cars' original color are writing in to thank

SACE. Watch the articles in our magazine for follow-up details.

Being able to visit Lanny Johnson's wrecking yard and checking the color on those bodies was a bit of dumb luck. It was something those attending the '87 convention agreed to do at the last minute, and how sweet it was! In case you weren't aware of it, this was the biggest major bit of hidden documentation on straight axle cars that has come along in many years (maybe ever). It's a feather in our SACE hat, a great service to our members, and to 1958 to 1962 Corvette owners everywhere.

And what memories will we have of the 1988 convention coming up this summer? While we will be hard pressed to match the '87 junk yard trip, there are pleasant surprises in store. The owners of some very special cars may bring them to our SACE convention. Really, who knows what will happen? All I know for sure is that Mary and I will be there, and we'll have a good time.

STATE REPRESENTATIVES

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

Arizona: Jeff Reed
239 West Main
Mesa, AZ 85201

NOLAND'S UPDATE

I've got calls from two owners - a 60 and 62, both with "Ivory" instead of white on their panels. Are there more?



EDITOR'S CHAIR

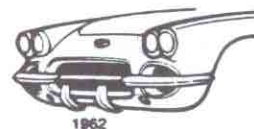
By Roy Braatz

Our next Convention will again be in Nevada City, California, July 21-24. Those that wish to attend see the information page. Hopefully our next year's event will take place somewhere back east. Persons willing to help us on this please write me. By now all members should have gotten a letter explaining membership dues. The Treasurer's page repeats the letter. As editor, I would like to include the following additions to our magazine in hopes of helping you and staff bring members different interests closer together.

- Question and answer page on parts, goals and what have you.
- Correspondence page to help owners that have the same year cars write or hear from each other (a pen pal?) I personally would like talking and writing to someone that has a 55, because I have three.
- Picture section, along with a short story about your car. Please send black and white pictures.
- Modified and Custom section. How to up-date mechanics or custom the body.
- Parts information section. If you or a company reproduce a part, send your parts pre-paid shipping to us and we will inspect it for workmanship and closeness to original. Then rate the part as: AA- right on, perfect; BB- good and passable; CC- fair, but useable. We'll include it in our next issue along with a picture, then ship the part back to you C.O.D. All comments are welcome.
- Send articles, photos and comments to me at 14521 Bears End Dr., Nevada City, CA 95959. It would be helpful to type or print in upper and lower case letters.

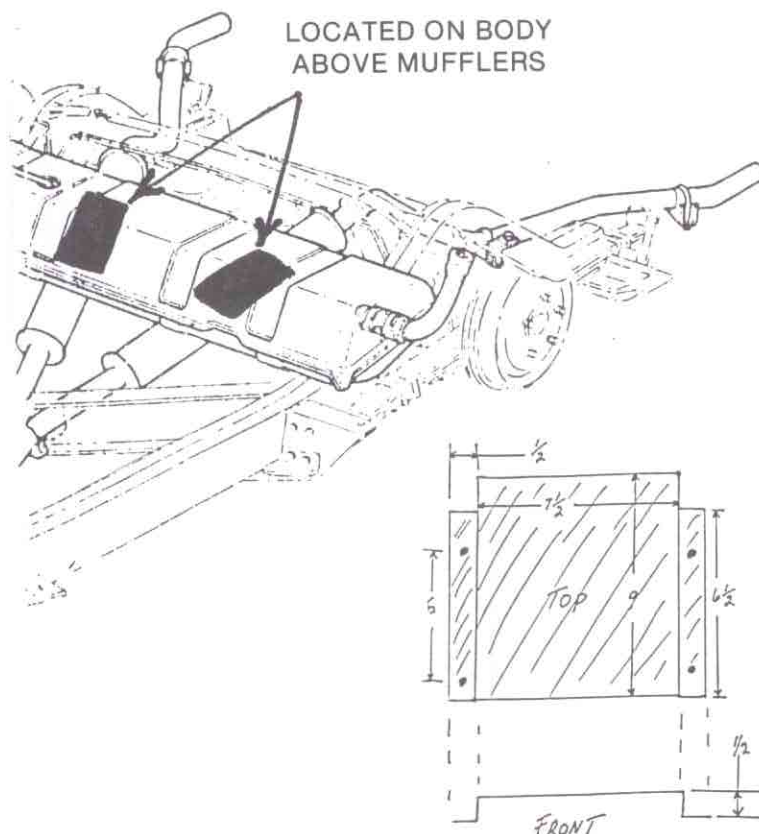
Muffler Heat Shields

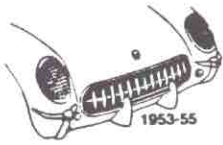
By Roy Braatz



Over the years I've listened to owners tell about the heat problem they have coming from behind the seat area. And, upon looking under their cars, the heat shields in those cars were missing. I used to own a 57 that didn't have them, but my 55 and 57 do. It is evident that there were cars that had the shields and cars that didn't. The question that is being asked is whether or not there was some difference between those cars sold on the East Coast and those sold on the West Coast. With the mufflers directly under the gas tank it makes sense that there should be shields. This is especially true with those cars that were sold in the warmer Western states.

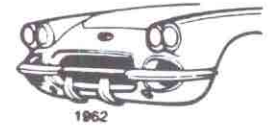
What I'd like to do is take a survey of owners cars so that we can get a clearer picture of what is happening. It would be greatly appreciated if those people reading this article would check their cars and send in the results to this magazine. Please include your answer of yes or no and the year of your car and send it to MUFFLER SHIELD MYSTERY, 14521 Bears End Dr., Nevada City, CA 95959. Post card would be O.K.





DOOR STRIKERS

By Roy Braatz



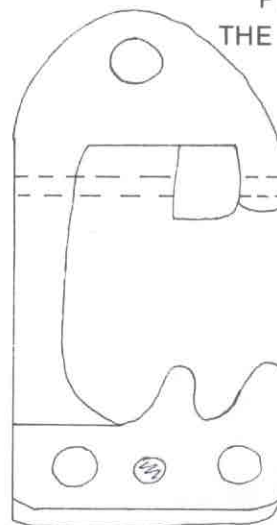
Again, the problem is first, second and third design parts. G.M. No. 4664963 R.H. and No. 4664964 L.H. part numbers are used for all three designs. Figure 1 shows the first original striker. Corvettes from 56 to 62 were all the same and had a screw holding a rubber cushion to take up the shock of the door closing. Corvettes are made of plastic, right? Cars from 55 to 62 also used the same striker as corvettes but didn't use

a rubber cushion. Cars were made of metal, can't crack. Now that the first design is not available, what are we to do? Find a 55 to 62 two door or four door. I like four doors because the rear strikers will be in better condition, then drill and add the rubber cushions. Also you'll notice that the spacers and locking plates are the same as vettes and so are the bolts. Chevy meets are a good place to check.

Original Design



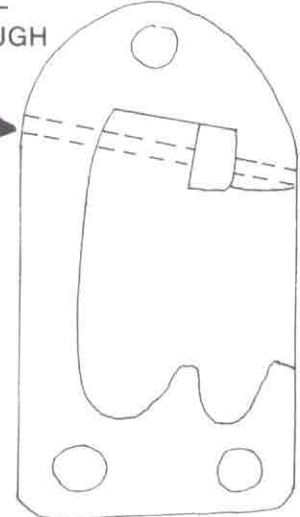
Second Design



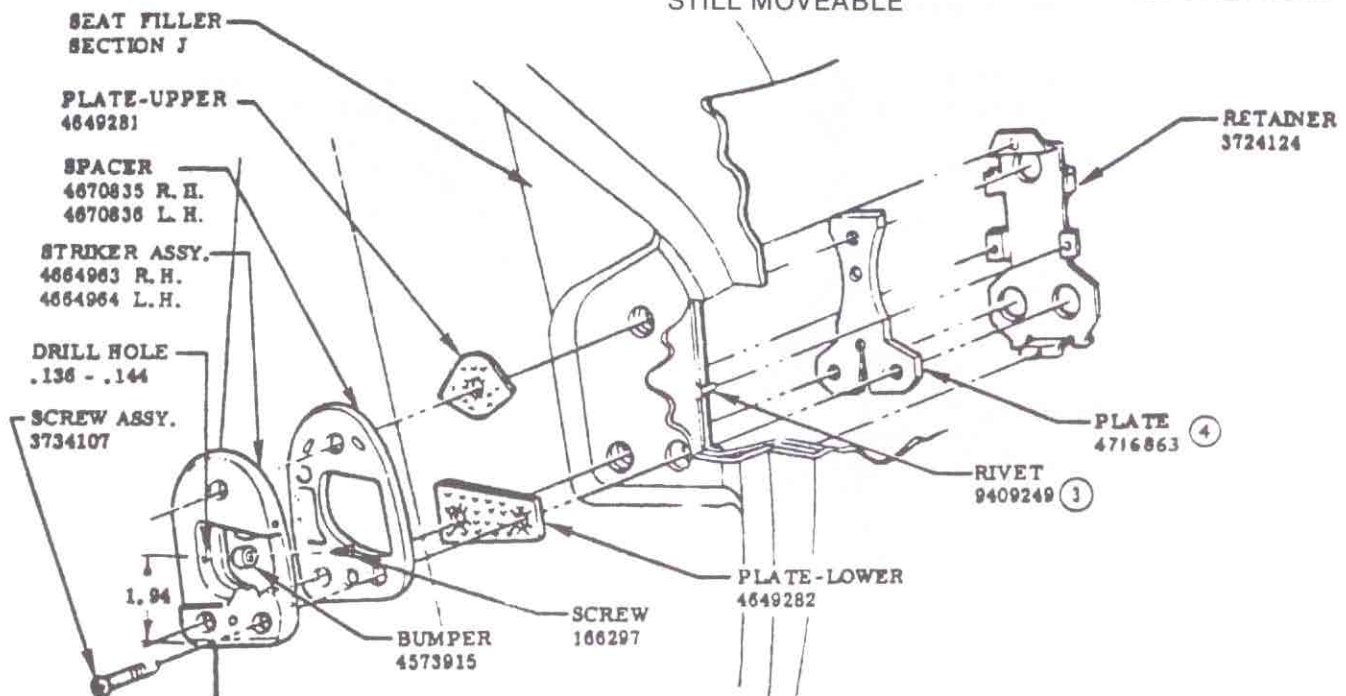
LOWER PLATE IS STILL MOVEABLE

Third Design

PIN GOES ALL THE WAY THROUGH



LOWER AREA IS ALL ONE PIECE



SEE LUBRICATION CHART SECTION 14

LOCK & STRIKER.



53-55 STEERING WHEEL

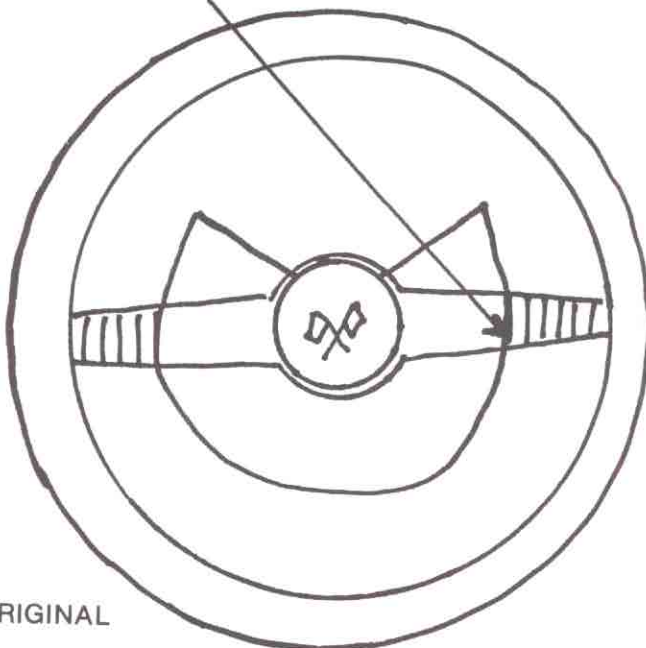
By Roy Braatz

I met a guy last summer that had just bought a restored 55 Corvette from the midwest in the 30K range. When I drove up I must admit we were both eager to meet each other and compare cars. He was so proud that he had bought a 55 and in its first showing the car took a first flight award. I asked if he planned to drive the car or just show it. He replied, "Show only!" As the owner of a driven car, I can still appreciate trailered cars. The reason being is that his car will probably be around longer than mine. The chances of my car getting into an accident are greater than his.

With that said, let me tell you the problem with this car and others like it that I've seen. First, I asked the owner to sit in his car so that I could get a picture. I found it amusing watching him get in and out of his car. He reminded me of a cowboy getting on and off of his horse. He stepped into the car and then raised his right leg up and over the seat. After this, sliding down into the seat, he was forced to sit in the car with his legs wide apart. He noticed me smiling and chuckling to myself and asked what was so funny. I asked, "Is that how you get in and out of your car; what if the top's up?" He replied, "Sure, but it's harder when the top is up." He went on to explain how the cars were built incorrectly. Before explaining the cause of his difficulties, I had him sit in my car. As he was doing so, I

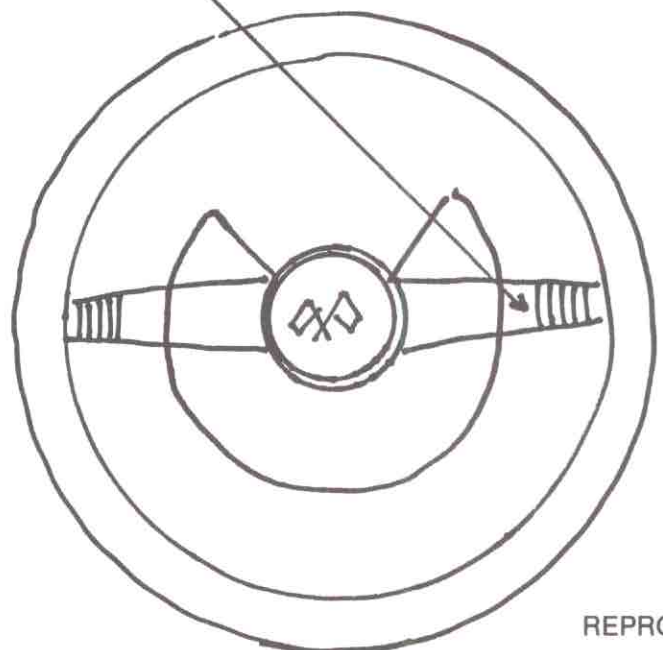
asked him to just sit in the seat and swing his legs under the steering wheel. To his amazement is legs cleared between my seat and steering wheel. His immediate response was the ease of entry into my car verses his car. Why? First, his seat cushions were reproductions. I had compared originals with reproductions and found that the reproduction is one inch higher in construction. I've also found modified 56 and up frames in the same early cars. The reason being is that if the seat cushions were rusted out so was the seat frame assembly. Most people know that 53-55 vettes were prone to filling up with water. That's where the cars got the nick-name THE BATHTUBS. Good and usable 53-55 seat cushions and frames are rare. Although 56 and later frame assemblies are modified to accept 53-55 seat cushions, the two sliding rails used for forward and backward adjustment are not. This increases the seat height an additional one inch because the stock rails are one inch lower than are the later 56 and up rails. The combination of reproduction seat cushions and modified frame

HORN RING MEETS AT
COLOR CHANGE OR GROOVES



ORIGINAL

HORN RING IS HALF INCH SHORT
OF COLOR CHANGE OR GROOVES



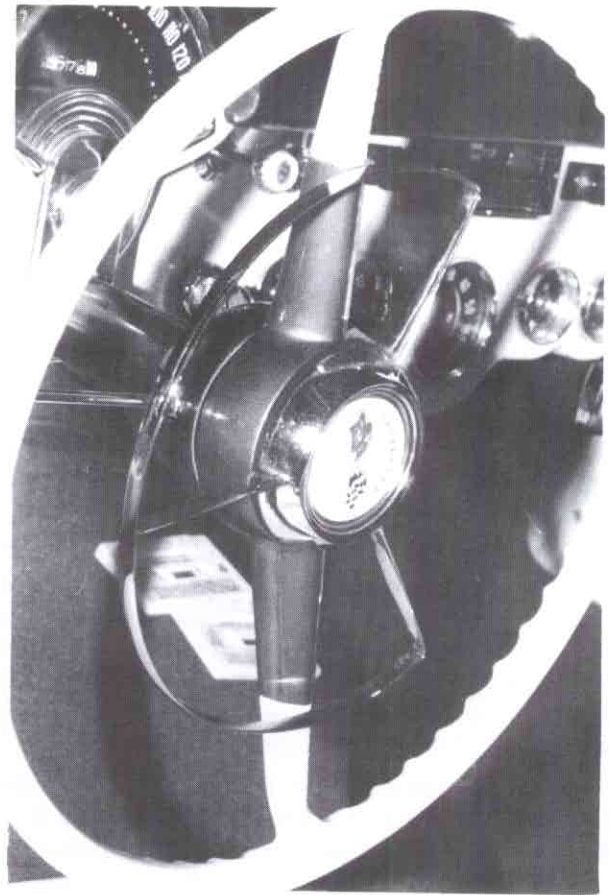
REPRO

assembly raises the seat height two inches from its stock height.

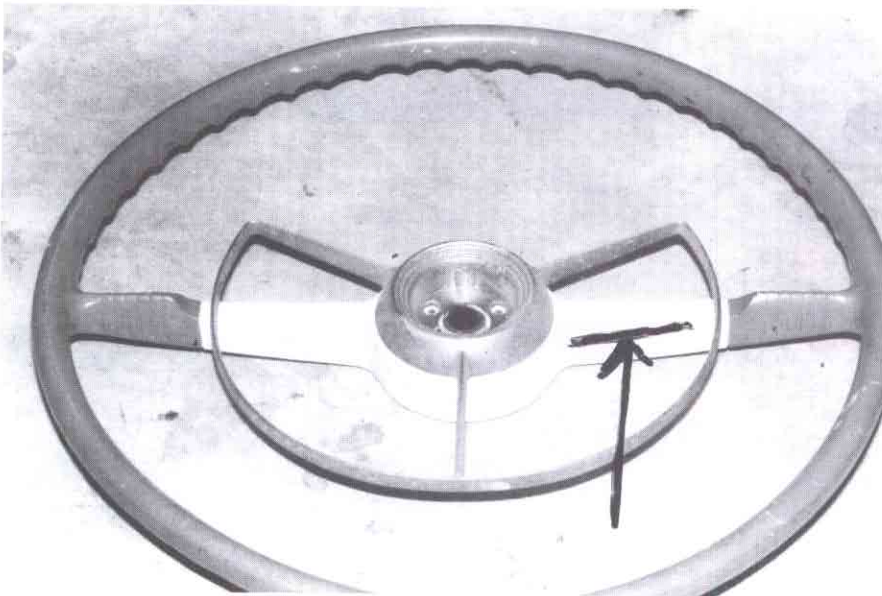
The owner of this car also had a reproduction steering wheel, which measures eighteen inches in diameter verses the stock steering wheel that only measures seventeen inches. To begin with, I wouldn't use the word reproduction. Modified is a better term because the wheels come off of early 50's cars and are modified to look like a Corvettes.

Now, it is necessary to understand that the distance between the steering wheel and seat cushion on a correct car is four to five inches, which is a little tight, but manageable. But in a car with one or more of these problems the distance can possibly be reduced to one or two inches, forcing the owner to become an urban cowboy.

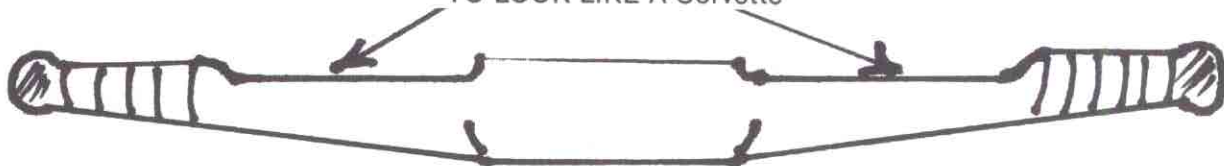
I felt bad for the owner as I explained these problems. In turn, he felt equally bad about spending hundreds of dollars more to correct an already expensive car. I hope that this article will help you to distinguish between an original wheel and a modified wheel.



ORIGINAL
NOTICE THE DISTANCE BETWEEN
THE HORN RING & THE
COLORS OF THE WHEEL



CAR WHEEL
AREA THAT IS BUILT UP
TO LOOK LIKE A Corvette



MEMBERS TALK

By Max Brockhouse

I read with great interest your article on 53-62 color codes. To make a long story short, nearly 1 year ago I purchased a 58 basket case, #J58S107550. One of the previous owners had stripped it to bare glass, only the trunk and behind the seat area has any remaining color.

Using the quarter technique, I found "BLUE" in the trunk. It matched what little color that is left, it being Blue-Gray. Armed with this new found proof, I can authentically document the correct color for our 58. Thanks to the SACE members dedication and willingness to share information, the 58 will be correct.

The 58 is set up for a soft top. I could not find any green crayon mark for "HT" or other marks behind the seat as in the 1961-62 bodies. This too, reinforces the article suggestions. By using Mr. Adam's RESTORATION & TECHNICAL GUIDE, I believe it to have been assembled the 3rd of June (I was born June 4th).

I am the immediate past president of the International Ford Retractable Club. Currently I am the Editor of IFRC newsletter, the SKYLINER. My wife and I farm in West-central Illinois, about an 1½ hour drive from Bloomington. I am sure SACE members know where that is.

After a visit with Roy on the telephone, I discovered the two car clubs and we have many common interests. We enjoy cars of all marque and types of individual taste in the method of restoring or preserving a special interest car. Other areas were in providing several classes for judging cars at meets.

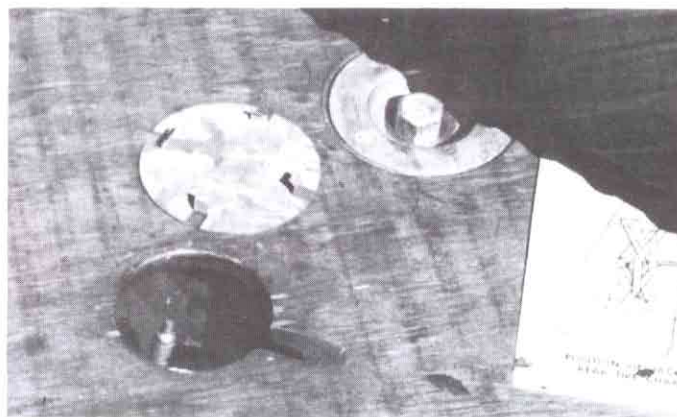
In 1974 we purchased a 57 T-Bird in Livermore, California and in 1978 a 57 Retractable in Beaumont, California and brought them back to Illinois. We do our own body off restorations. I knew the retractable was an early production model. I contacted the IFRC Office to inquire what kind of records were kept of serial numbers, as well as the earliest 57 known. I was disappointed to find this information was not known or on file. At this point I volunteered to keep track of serial numbers for IFRC. Then I started writing articles to help IFRC members break the code Ford used to correctly restore their retractables. I now have approximately 1200 '57, 800 '58 and 1900 '59 serial numbers from our 1400 membership.

I doubly enjoyed the efforts of SACE members in researching the 58-62 Vette color codes. I certainly relate to the discovery of verification of a color as well as trying to narrow down a point of production (with serial numbers) when an accepted part was used etc. I would encourage

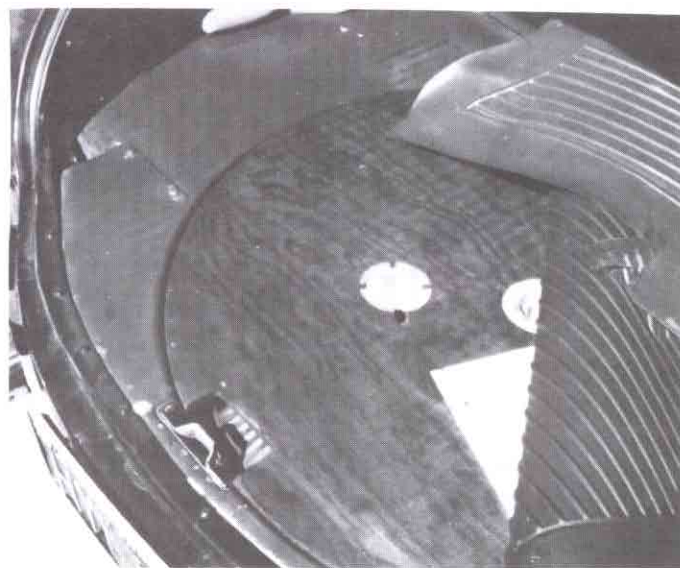
everyone to please, if you have not checked your 58-62 vetter, to do so and return the information. There have been times when I thought I was the only one interested in such trivia. But, now that SACE and I have crossed paths, I have renewed faith in the fact many people have a very common interest in all collectible cars. Regardless if it is stock, custom, old, new, driven or trailered. Through this common interest, we need to work together. Each of us has a personal preference as to what makes for the perfect car/cars. Clubs need to recognize this element in order to survive.

Ford destroyed most records of production in the early 60's. Unfortunately retractables were built at several plants. Unlike the Vette assembled only at the St. Louis plant for so many years.

If you wish more information on the International Ford Retractable Club, drop a note to: IFRC, Box 92, Jerseyville, Illinois 626052.



HELP: Has anyone else seen or have a vette that has this hole and cover in the trunk board. It aids in checking spare tire pressure without removing the trunk board.



YOUR TURN

QUESTION: I am in need of two rear spring plates that hold the spring to the rear end on my 59. BOB, New York

ANSWER: Well, Bob, a 55 to 57 car use the same plates as 53 to 62 vettes. On the 60-62 vette that has the rear sway bar, you need only to drill holes and install a thin head bolt for the sway bar bracket.

QUESTION: I broke the left rear axle in my 57 F.I. and I don't want to buy the complete rear assy. to get an axle. Can you advise? TOM, New Jersey.

ANSWER: Any size car from 55 to 64 axles left or right will interchange with the vette.

QUESTION: My 55 generator armature is burned out and it can't be repaired. Must I pay big bucks for a vette generator? VERN, Arizona

ANSWER: There are many 55 to 57 car power steering generators out there more than vettes. They use the same generator as our vettes, try your local swap.

QUESTION: I've run ad after ad trying to locate the rear end cover for my 54 vette, can you help? MICK, Ohio

ANSWER: If you can locate a chevy from 38 to 54 then you just found what you need. At the same time take the axles too, they're the same also.

QUESTION: On my 58, the left front support steering knuckle is bent and the vette won't align up. Any suggestions? Should I use heat?

ANSWER: I don't know about heating it, but 49 to 52 cars left and right can be used. Also, the upper and lower A arms are the same as the vette. The wheel hub shaft assy. on 49-54 is too.

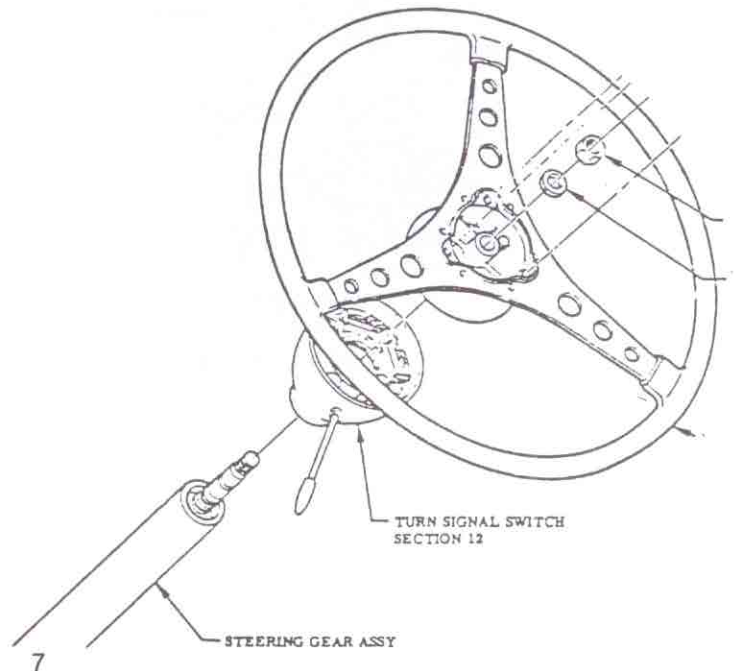
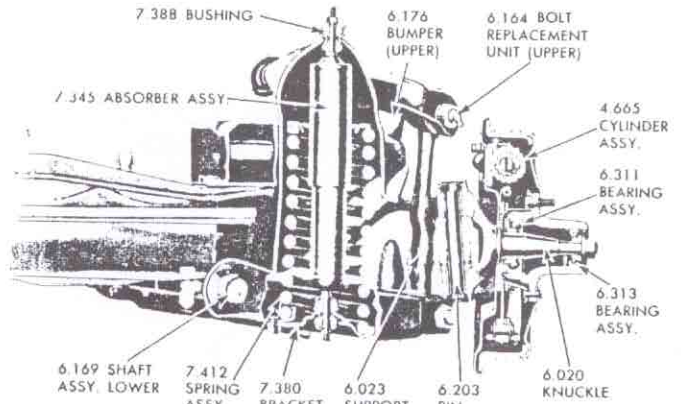
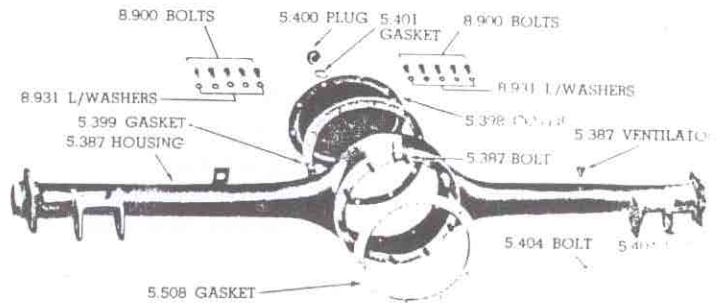
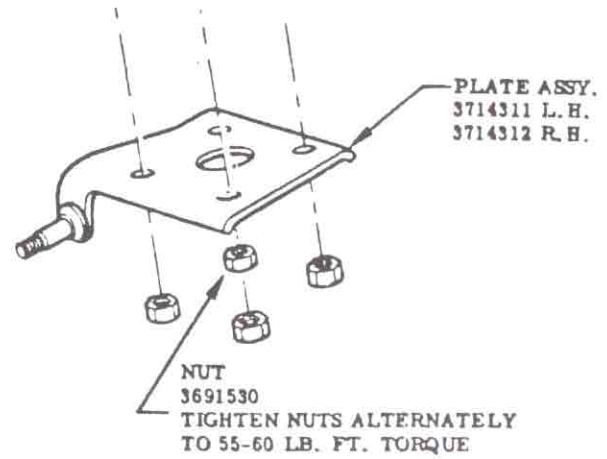
QUESTION: My turn signal housing cone is bent badly. Know where I can find one? GEORGE, FL

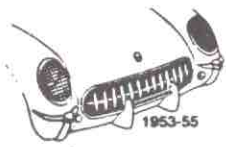
ANSWER: Any 53 to 54 car is the same and so are the inner parts. By the way, all housings say 53 on them but doesn't mean the year.

QUESTION: Can you tell me on what car I can find a round top A.C. fuel filter. Canada

ANSWER: In early 50's Caddys the filter is factory installed up-side down and few people know because it can't be seen easily. The filter is the same as a vette.

VETTE TIPS: If you're holding a part in your hand and that part has a part number on it, the way to tell if that part is a left or right side part is to read the last digit or number. If the last number is even like 0-2-4-6-8, you have a left side part. On the other hand, if the last number is odd like 1-3-5-7-9, you have a right side vette part. Only if the part and number are interchangeable from left to right (like tail light assy.) will it not matter.



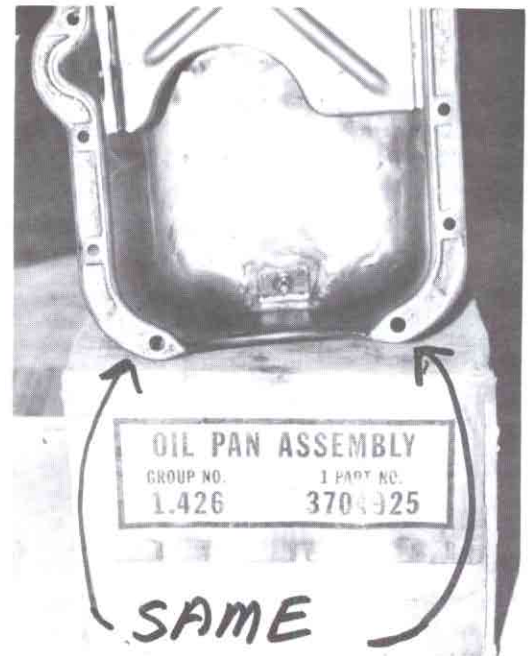


1955 OIL PAN

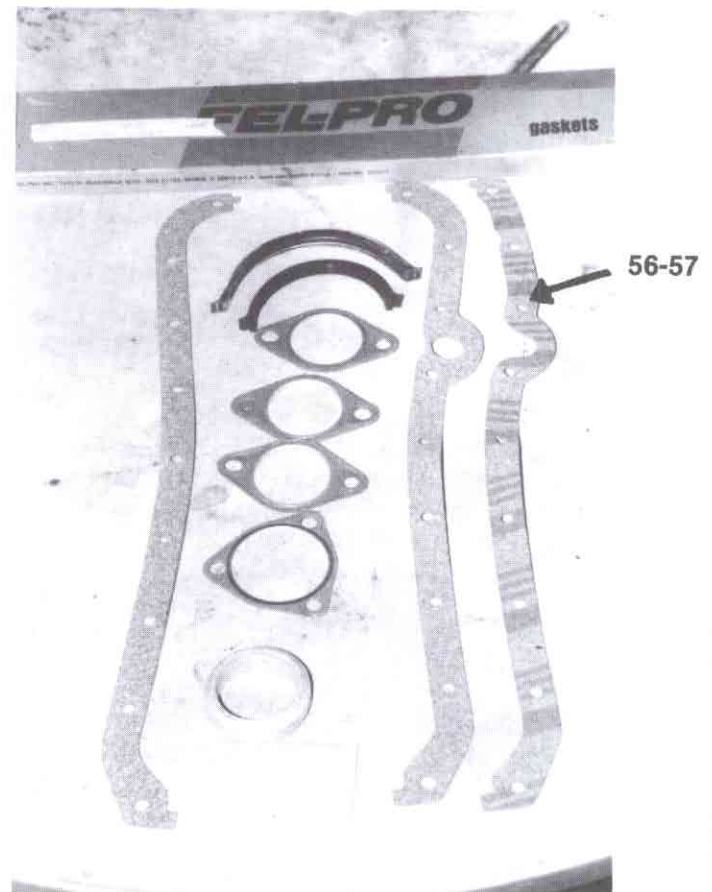
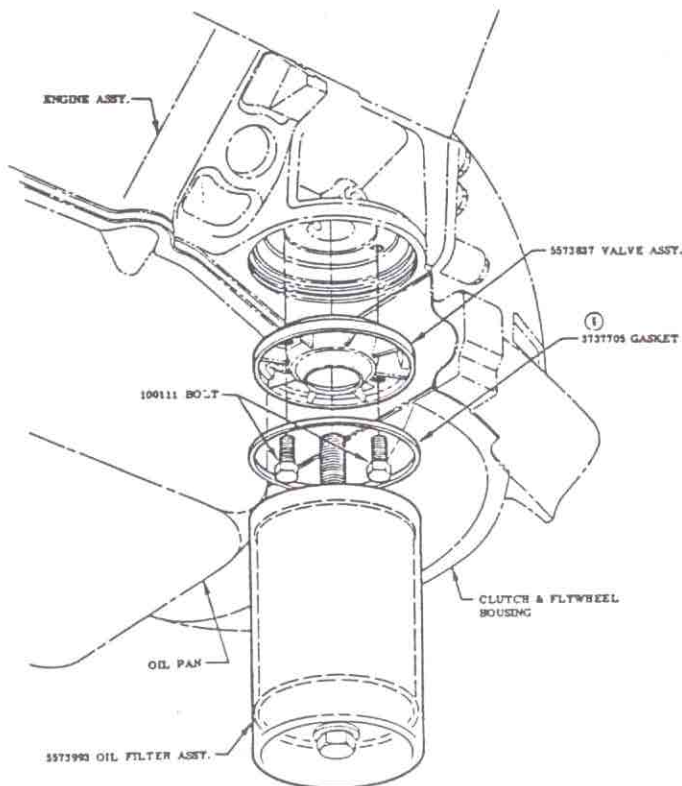
Locating a 33 year old oil pan in good or NOS condition is not easy. I was lucky locating one through N.C.R.S. Driveline. When I called about his NOS pan still in the box, I felt good talking to a man that knew the difference, and I was more than ready to pay the price. Then I thought, this would be a good article for 55 vette owners.

Many people advertise, one pan fits all. Not true for the 55. The 55 engine was the only V8 engine that never had an oil filter casting in the block (car or vette). Cars did offer a dealer add-on that was located on the thermostat housing on top of the engine, but vette had no option offered. So, it's easy to understand that if the engine bottom was cast without a filter, then the oil pan must have been different. When looking for a 55 pan, look at the rear area where the gasket fits. The curved left side is the same as the curved right side. All other oil pans will be more of a straight line on the left side then curve off of the right side.

NOS 55



1956

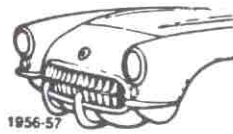


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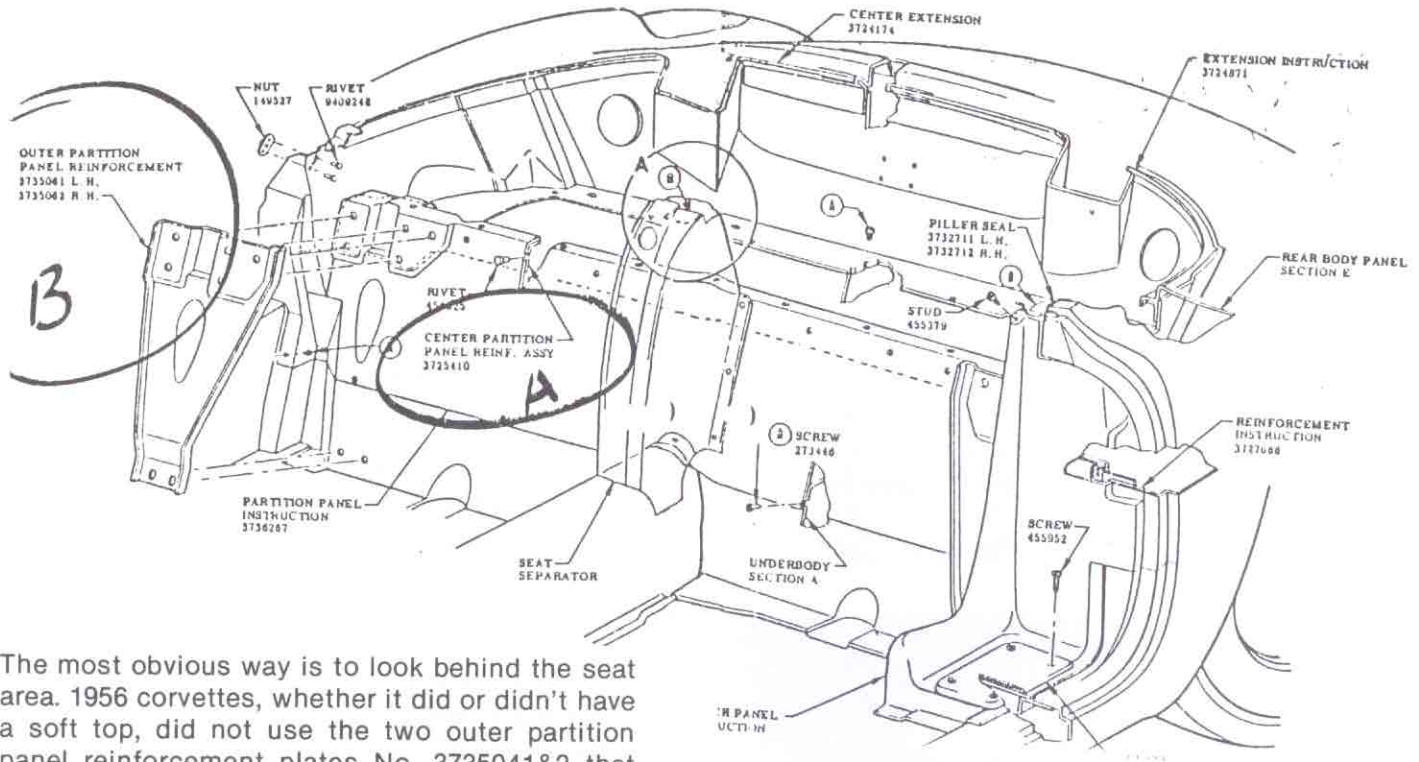
FEL-PRO GASKETS COME WITH EXHAUST GASKETS, PAN, SEAL, DONUT AND DRAIN PLUG PLASTIC WASHER. JUST LIKE IN THE OLD DAYS FOR 55-56 CARS.

56 or 57 BODY

By Roy Braatz



If you find your self looking over a shell of a body and trying to determine whether the car is a 56 or 57, then read on.



The most obvious way is to look behind the seat area. 1956 corvettes, whether it did or didn't have a soft top, did not use the two outer partition panel reinforcement plates No. 3735041&2 that the 57 did. They didn't use a reinforcement assy No. 3725410 panel riveted to the partition panel behind the seat that the 57 did. Some were in late 56. Dates seem to be 7-31-56 on sheet 3.00 of the corvette instruction manual. G.M. did make the change then.

G.M. must have realized later in 56 that this area needed more reinforcement and the change was made. Now if you have a 57 and later vette and want to add a soft top, then by removing the gas tank cover you can back drill the necessary holes needed for the large reinforcement plate bolts that go through the top portion. The riveted panel assembly is in all vettes whether the vette had a top or not. There are other ways of determining the body, but they can be altered due to body damage and repair. This is a simple method that surprisingly few people know.

HAVE YOU PAID YOUR '88 DUES?

Our memberships are based on a calendar year with all renewals due in January. The renewal fee is \$21.00. If you have joined during some other month, you will receive all back issues for that year and your membership will expire in December of the year you joined. We know this is a bit unusual, but it is an efficiency measure to save postage by including the renewal notice in the December magazine and improve our financial management by getting a firm budget at the beginning of the year.

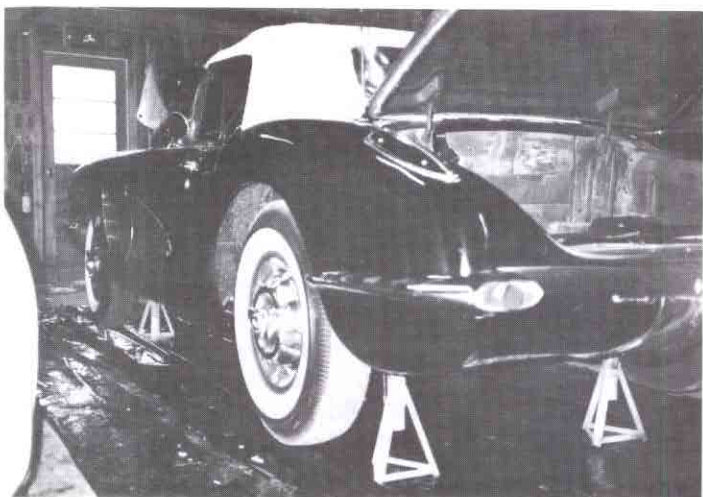
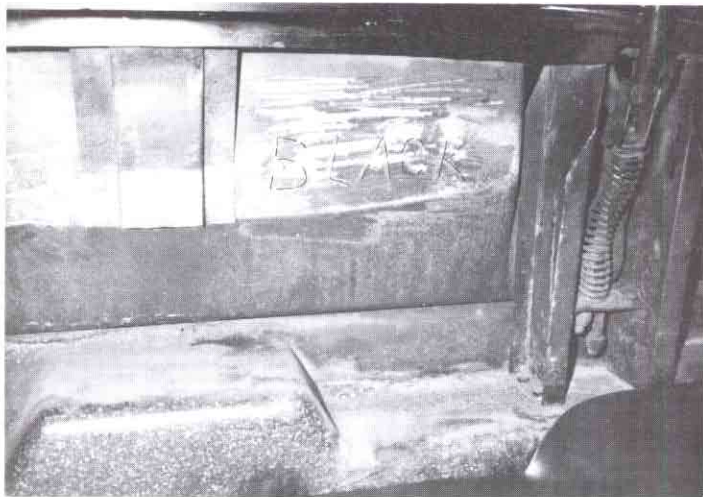
Corvette Chatter



As you requested, I am enclosing some pictures of my 1958 Corvette (J58S108268). After reading the Fall Issue of SACE and calling you to let you know my findings, after scrapping the paint off the panel under the trunk cardboard, I decided to take some time and let you know with verification that my car really is black. I've owned the car for about 3½ years and little by little I'm getting it back to the way it left the factory. I just found some trunk irons (have been looking for 3 years) and it will be nice not to hear, is it a '58 without trunk irons or a '59 or '60 with a '58 hood?

I am trying to locate the 1954 Corvette that I had back in 1957. The car was Pennant Blue (E54S003441). I traded the car in 1958 for a new Impala hardtop and thought I was getting a good deal when the dealer allowed me \$600 trade in for the Vette. If I only knew then what I know now. If anyone out there knows where this car is, I would like to know. I may be able to do a little better than what the dealer in 1958 allowed me.

RON ST. JOHN, 217 Hamden Dr.,
Syracuse, N.Y. 13208



Hydraulic Top Update

By Noland Adams

You will find many cars using a hydraulic lid cover that was not a hydraulic car. G.M. made more of these lids than they sold hydraulic cars. They just used them up until they were gone.

Power top stats:

1956 RPO 473A 2,682 units

1957 RPO 473A 1,178 units

473B 1,158 units

TOTAL 2,336

(No breakdown of A or B units, but I expect A is with hardtop; B is power top only)

1958 RPO 473A 1,090 units

1959 RPO 473A 1,661 units

1960 RPO 473A 1,512 units

1961 RPO 473A white, 103 units

473B blue, 52 units

473C red, 211 units

473F fawn, 56 units

1961 TOTAL 422 units

(I felt the colors meant the interior color, now I think it's the top material color. Comments?)

1962 RPO 473A white, 138 units

473C red, 158 units

473F fawn, 54 units

1962 TOTAL 350 units

(Now it looks like these are top colors. If this is true, there were no '61 or '62s with black power tops!)



1956-57



1962

HARD TOP WINDOW

Replacing a hard top rear window or weatherstripping can be a challenge to anyone, even if you have done it before. Most glass shops won't do one, but if you do find one the cost can be \$300 to \$400. If you know how, you will take more care than someone else.

A: Place the hard top on its back using a blanket to protect the paint.

B: Using a hook type tool, remove the upper inside s/s escutcheons sliding it down between the s/s and the retainer (using careful force) Figure 1

C: Mid 57 and later vettes use three screws in each side of the escutcheons above the door windows. Remove them, then using the same hook tool, remove the s/s also using careful force. Figure 2

D: Then remove all No. 16 nuts from the outside s/s upper and verticals. Remove all No. 20 barrell nuts from the outside lower window and side windows. With a flat screw driver, pry the four corner s/s clips off, then the outer s/s retainers. Figure 3

E: Using a new drill bit and a variable speed drill motor, slow and carefully drill off the end of the rivets from the inside of the lower window bracket support. Also from inside the lower side window rivet. By drilling only the end off the center lower window rivets and then pulling them out, you can then reuse them by glueing them back in (doesn't need to be crushed tight again) to keep the original appearance from the outside. Figure 4 and 5

G: Next, using a flat screw driver and a hammer, drive the side window vertical retainer off the window. As you do this the small spot weld at the top will brake off. Figure 6 The retainer and rubber are spot welded together. When you replace the vertical retainer you'll see that the three screws that you put back will more than hold the window tightly in place.

H: Now with all the outer s/s removed, pull the side window out using an up and down motion. Figure 7 Pushing outward on the rear window, remove it. Figure 8 At this point, if you're only replacing the windows, don't remove the window weatherstripping channel. Read on to where we cover window fit.

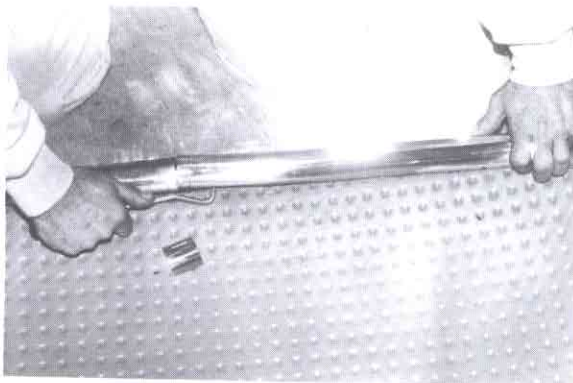
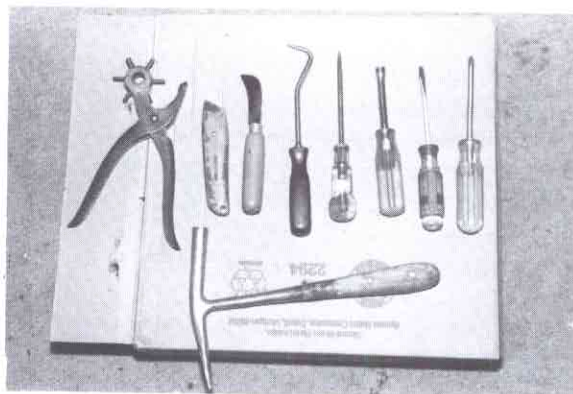


Fig. 1

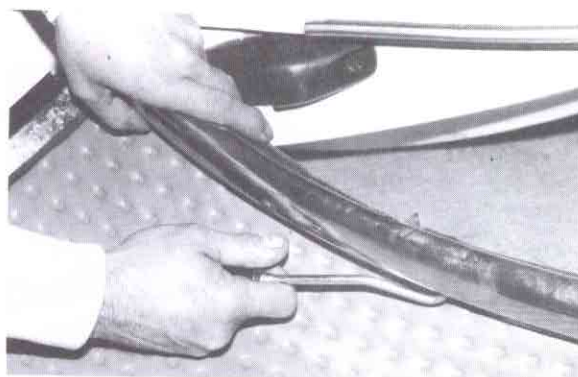


Fig. 2



56-60 HAD A STAINLESS STEEL FILLER PLUG AT EACH BACK END.

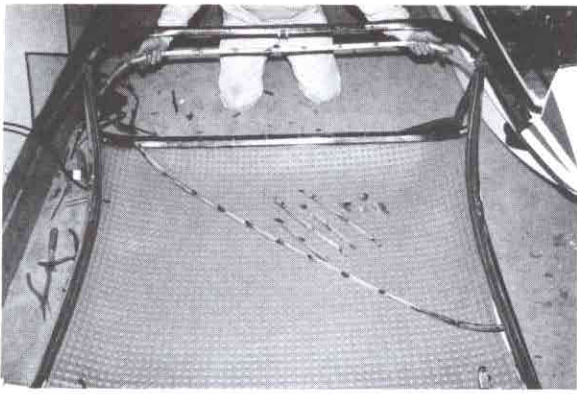


Fig. 3

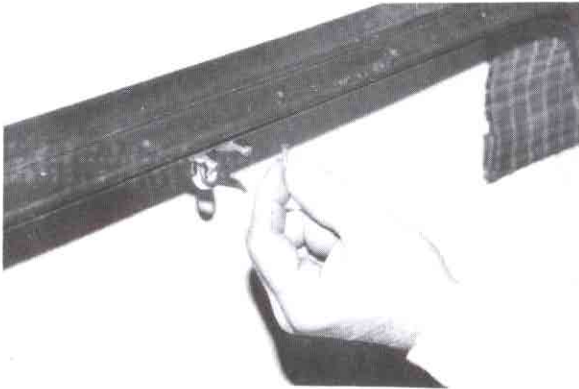


Fig. 4

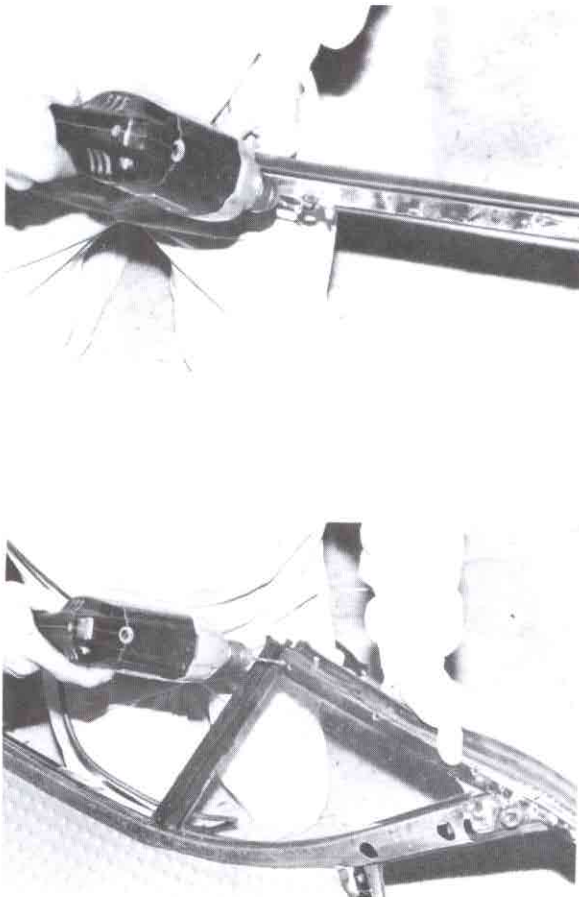


Fig. 5

I: If you're installing a new weatherstripping channel assy., remove the old one taking note as to how it was installed. This is where we get serious. Using the old rubber you need to duplicate the holes by measuring the old rubber, the lower ones can be done when you install the rubber. Figure 9 It is very important, using a razor blade, to duplicate the removal of rubber at the point where the rear window meets the side window. Figure 10. You'll go nuts if this area is not done just right.

J: I have done many tops in the past and have always had to trim the rear window to match the old one. Why they come a bit larger I don't know. Two ways of doing this is to make a template of the old one using paper or the old window placing it over the new and scratching a line into the new as a guide. The area that will need to be ground off is always at the lower right and left bottom corners. I found the best way to accomplish this is to use a coarse round disk sand paper in a drill motor. Keep in mind that when the window is in the top assy. it is held in by the s/s compressing the rubber to the window. No screws or bolts touch the glass. Figure 11

K: With the weatherstripping channel worked over install the channel using no glue or soap, install the window starting at either the left or right side corner. This is the point in the job where you could use help from your loving wife or close friend. While one person holds pressure on the window, the other helps to slide the window into the rubber. Install the side glass using new caulking tape. The tape comes in a roll at your local glass shop. Figure 12

L: With all the glass in, replace all the outer s/s. Do not tighten the nuts and bolts tight, just so-so tight. Snap the corner s/s in place and glue the lower rivets back in. Inside s/s check for alignment and push back on with your hand. Check the vertical side window retainers for fit and appearance and that's it!

Minor scratches can be removed with a plastic cleaner and for old windows I use 1000 wet sand paper, then a fine rubbing compound (just like color sanding a paint job on your car). You will be amazed how well it works.

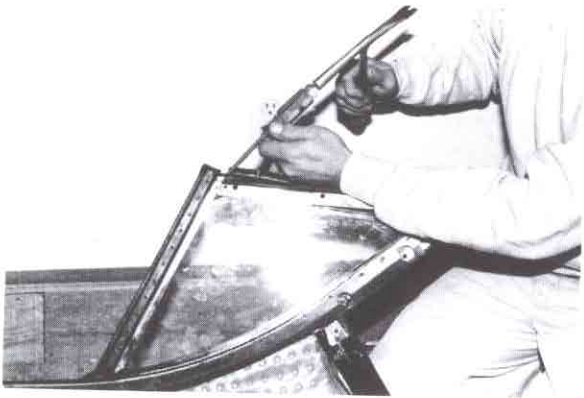


Fig. 6

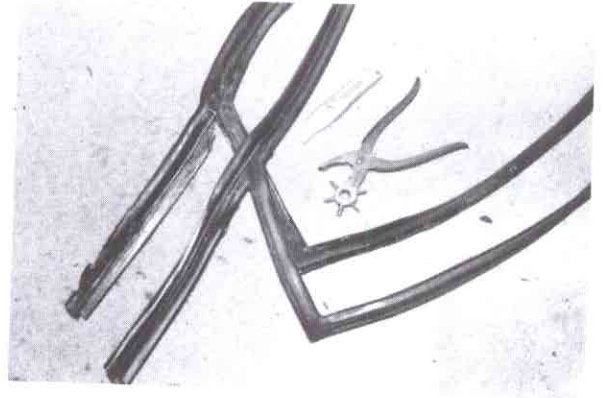


Fig. 10

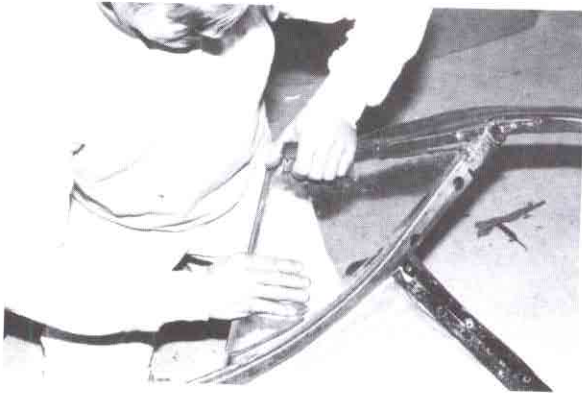


Fig. 7

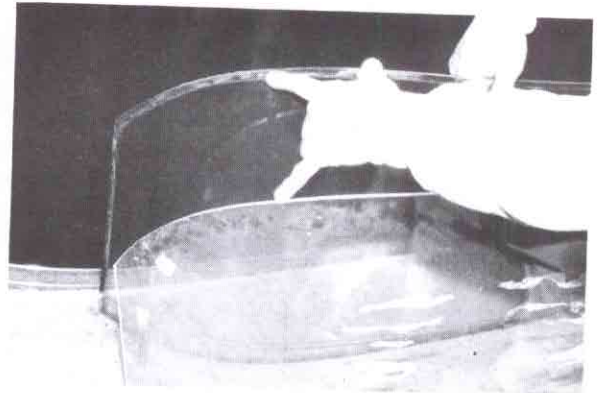


Fig. 11

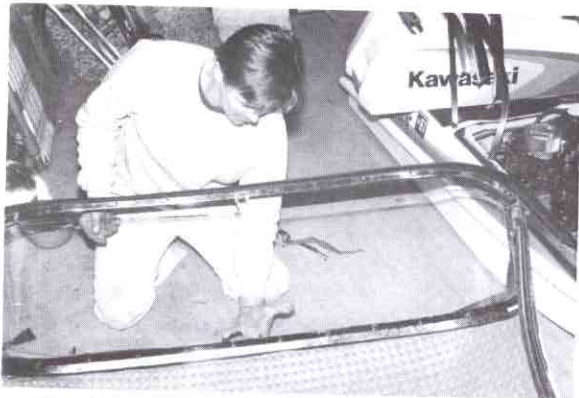


Fig. 8

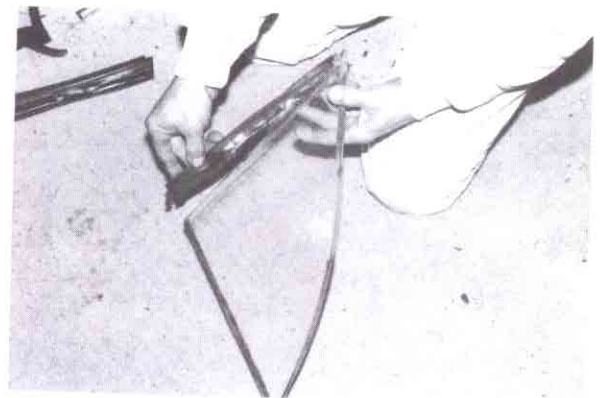


Fig. 12

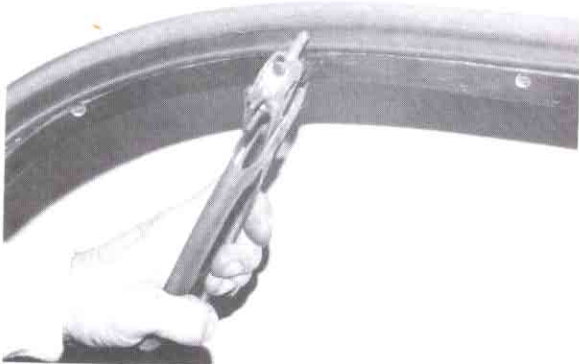
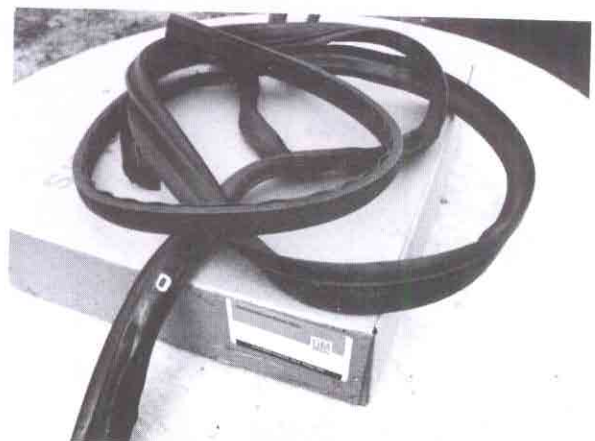


Fig. 9

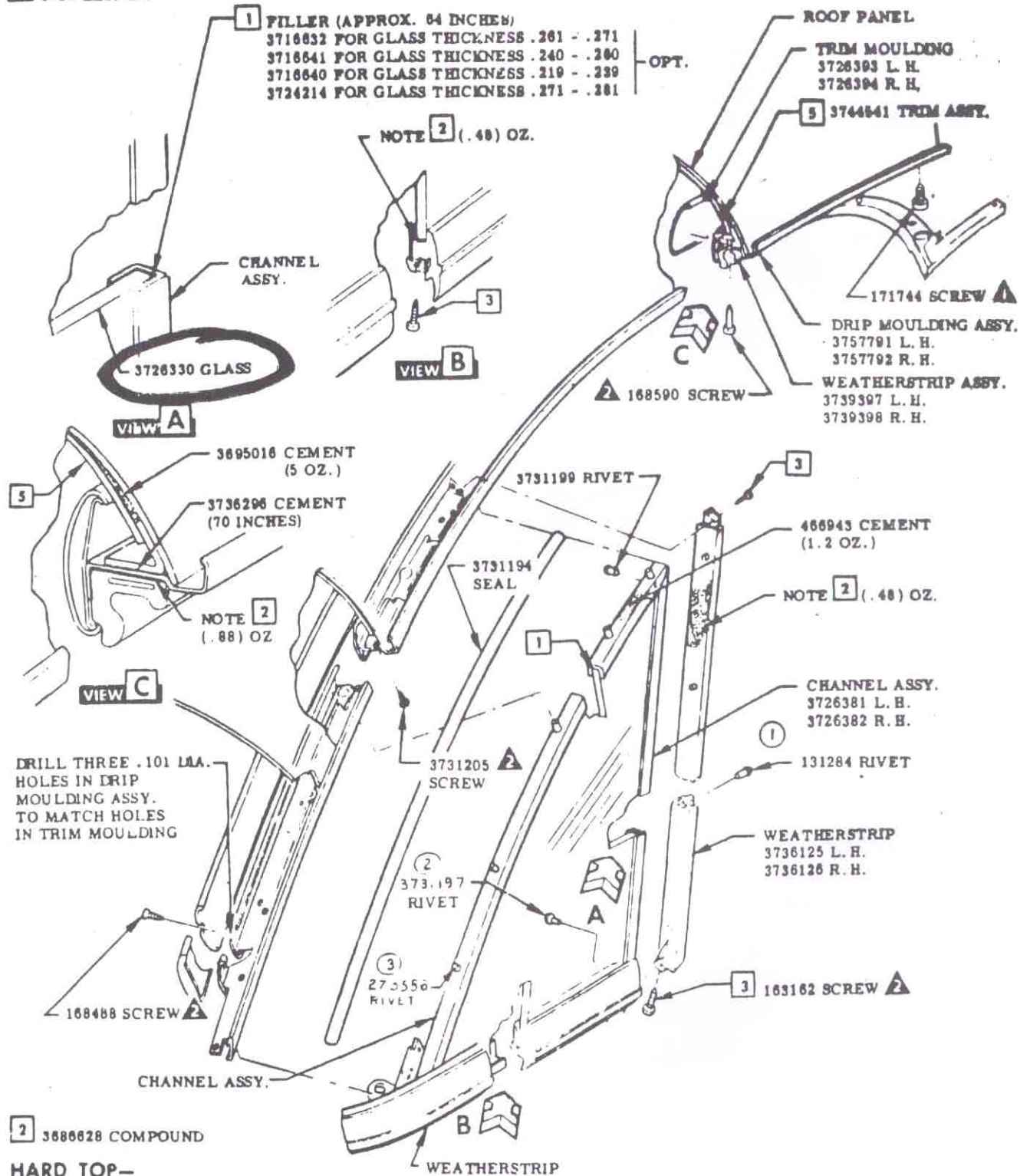


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Puyallup Swap Meet

By Tony Catalano

The Puyallup Corvette and high performance swap meet was held again this past winter, February 13 & 14, 1988. There were over 400 tables sold at this event, and it was well attended with a large size crowd.

For the most part, this meet is indoors, filling five county fair buildings. This year there was even an entire building devoted to displaying Corvettes for sale. As each year's event becomes larger, more and more vending space is used outdoors under sheltered areas. The outdoor areas are for the hardy and adventuresome, because this time of year can be wet and chilly. This year we were fortunate, with the clouds parting for a good portion of the day with mild temperatures.

While working at a friend's vending table, I took the opportunity to pass out several SACE membership application forms. In doing so I found four other individuals that were already fellow SACE members.

Every year this event draws great numbers of people from all over the Northwest, Washington State, Oregon, Idaho and British Columbia, Canada. It really is a great opportunity to stop hibernating and meet new and old friends. I was impressed at how many people from the Northwest area I remembered seeing at Monterey's unprecedented events of last August.

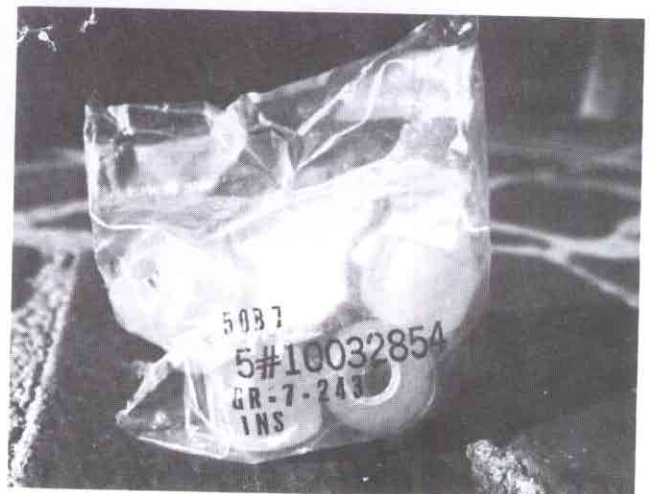
This year's swap meet had a fair number of good new and used vette parts; but as always, you really must know what your looking at. It obviously helps to know the correct part numbers and distinguishing characteristics. I find myself getting very excited when finding that special part or good deal and buying on impulse only to later find that it's not what I thought it was. With the help of our organization, SACE, we will have the increased knowledge that will help us to know what parts are correct.

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VETTE MEMOIRS

By Frank Catanzarita

I had my first Vette at age 19; a '67 convertible; a '69 convertible and lastly a '67 coupe, all three beautiful cars. Then a long, dry eleven year hiatus, in which I had no Vettes.

Finally, I purchased my 1958 in February 1985. I must admit I was very ignorant about vintage numbers and casting numbers. The seller told me the car had the original motor and transmission. It looked beautiful and I fell in love and bought it.

Of course, as time passed I found it wasn't the original motor or drive train. I also, found how expensive a restoration was going to be.

One of the first things I did was try and locate previous owners. In two weeks I found 13 previous owners! Unfortunately, I hit a dead end at 1963 at an auto dealership.

It was a real education talking to the previous owners. I learned the car lost its motor and drive train in 1969 after about 90,000 miles. Several owners were very surprised to find out it still existed. One man expressed a desire to see the car. So, I took a drive one day to show him the car. Well, he had some surprises for me. He gave me the original rear end, numerous old parts from the car, and believe it or not, two new hard-top latches still in the G.M. box.

Since I've owned the car, I've put a new interior in, had all the chrome done, found the correct wheel covers, found the proper tires, finished the trunk, replaced the taillight lenses, got the radio working, replaced the master cylinder, wheel cylinders, brake shoes, brake drums, partial replacement of front suspension and new exhaust system.



I've also found the correct 283 stock block and had it rebuilt. The old motor, a 327 1965 block, had the correct heads and intake manifold still. While the engine was out, I sanded, scraped and wire brushed the engine compartment, primed, then painted the engine compartment. I replaced the correct chrome, carburetor and air filter on the new motor as well.

My next project is to do a frame off restoration, but I dread the thought of the car being off the road for too long. But, if I want to keep the car for another 30 years, I should do it. I wish I could send all the photos I have of the car from the day I bought it. What a change. It just gets better each year.

Then, in the summer of '86, I got the bug for a new convertible and bought one. It's fun to drive - sooo fast and handles like a dream, but my heart is always with my '58 vette. Besides, when I do my frame off I'll need something to drive.

Lastly, all the work, sweat and love that goes into this car is shared with me by my father. Without him very little would have been accomplished. He's not only my best mechanic but my best friend, too.

SACE INFORMATION

GOALS: The SACE Club strives to promote the "Preservation and Restoration of all 53-62 Corvettes.

FOUNDER: Noland Adams and Roy Braatz.

MEMBERSHIP: Membership in the SACE Club is a family membership and may be listed jointly. Each membership receives a newsletter and one vote on SACE matters. Ownership of a Corvette is not required and the membership fee includes a subscription to the magazine.

DUES: Dues are U.S. & Canada \$21.00 for 1987-88, other countries (Air Mail) \$30.00. All new members joining in Jan.-Feb. will be considered paid for the following calendar year. Dues are payable annually on January 1st. (Outside the U.S., please send a bank draft or postal money order in U.S. funds only. Due to international banking fees and exchange rates, personal checks cannot be accepted.) Allow 4-6 weeks for processing. All dues and new memberships are mailed to the Secretary.

ADDRESS CHANGES: All members are urged to notify the membership secretary, as soon as possible, of any address changes. This will insure no interruption of delivery. Please allow 4-6 weeks for change.

NOTICE: All materials accepted for publication are subject to editing by the editor of the SACE as deemed necessary by his discretion to meet the requirements of this publication. While we fully believe that the material presented is completely factual, neither the SACE nor it's Board of Directors can be held responsible for the content of this newsletter.



From the Treasurer

By Lucy Badenhoop

By now you should have received your second issue of our "quarterly" magazine. We appreciate your patience with our tardiness. You undoubtedly found the wait worthwhile and have enjoyed the articles about the cars we all admire so much.

While I'm on the subject of schedules, many of you early joiners are holding membership cards with expiration dates up to six months ago. Not to worry, you are still members in good standing. Since we have not been able to deliver the full compliment of four magazines in the first year, we are extending memberships to cover the first four issues, which will be June 1988.

Speaking of expiration dates, we have found it is very difficult to keep track of memberships that expire randomly throughout the year. This is especially true the larger our club gets. It would be so much easier, more efficient and economical to include membership renewals in the last magazine of each year with all renewals due in January. Accordingly, we will switch billing dates this month.

All members as of 31 December 1987 will have received 2 of their 4 issues of the magazine, so their 1988 membership will be held the usual price, or \$10.50. Please correct any outdated information on the enclosed renewal form and return it with your check by 31 March 1988. In the future, new members joining during the year will receive all back issues for that year (if available) or a credit toward the next year's dues (if back issues are not available).

We are planning issues in March, June, September and December each year, if we get some help writing articles. So far, most of the material has been provided by the officers and is the main

reason for the delays. Please share your knowledge about any little lessons you've learned working on your car (like my very first article on rear deck soft top latches), or share unique experiences with your car (like Klas Anderson's trip on Route 66). Don't worry about making it "professional", we have an editor to do that. You'll be glad you made the effort when you see it in print.

By collecting all our dues in January each year, we can plan a more realistic budget. Like all new enterprises with growing pains, we are short on capital. Without the financial backing of our Vice President Roy Braatz, we would not be able to continue. His personal commitment toward getting this club started has resulted in substantial transfusions to our treasury. I have included a summary of our income and expenses to date.

Please note that we have considerably reduced the cost of our magazine due to a new member, Carolyn Simpson of AAA Printing in Yuba City, CA. We need more members to get personally involved, especially in soliciting new members and providing articles for the magazine. Financially, our breakeven point is about 400 members -- we're a little over halfway there, so get your friends to join.

Be thinking about our annual convention next summer in Nevada City, CA Details will be in the March Magazine -- see you there.

My new address is: 8237 Cedar Landing Court, Alexandria, VA 22306.

Report as of 31 December 1987

INCOME

Membership	\$4,619.00
Magazine	85.00
Convention	410.00
Interest	59.57
Fees	3.00
Roy Braatz	1,360.00
TOTAL	\$6,537.42

EXPENSES:

Magazine Volume I, No. I	\$3,994.44
Magazine Volume I, No. II	1,303.85
Convention	744.47
Bank Services	81.25
Postage	227.14
Office Supplies	53.32
Flyers	24.32
TOTAL	\$6,428.79

CASH ON HAND

	\$108.63
--	----------

EXPENSES plus CASH

	\$6,537.42
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56-57 RADIOS

By Roy Braatz



At many Corvette swap meets I find a larger number of radios for 56 to 57 vettes than any other year. Ever wonder why? And why most don't have the power pack with it? Because most came out of a 55 to a 56 car. Some people have realized that the radio looks like a vette, and we all know that a Corvette owner has more money to spend than a chevy car owner, right? Other people found out that the Studebaker power pack looks like a Corvette power pack too, and again, there are more vette buyers than Studebakers.

So, let's all learn how to identify a Corvette radio.

- The 55 car radio face plate has no conelrad marker or the engraved word 'Wonderbar' sold as a 56 vette.
- The 56 car radio face plate has conelrad marker and the engraved word 'Wonderbar', sold as a 57 vette.
- Studebaker power pack is round, but is bolted in with four holes also is missing the glass tube and shield, but sold as 55 to 57.
- The tuning knob on the car is flat at the back where as the vette is tapered to clear the chrome wing knobs in back. This is why knobs are always missing. Fig. 1

Looking at the radio from the front, the 57 corvette radio power pack shielded harness comes out on the right side (a somewhat short cable). Also, on the left side at the rear, there are two prongs where the dash harness PLUGS in.

Looking at the radio from the front, the car radio power pack shielded harness comes out on the left side above the face plate to the right side (a somewhat long cable). Also, on the left side at the rear, there are two long wires coming from the radio were it plugs into the harness of the dash. Knowing the two differences mentioned, you can now determine one from the other.

The power pack of a 56 or 57 has no difference from each other. It is bolted to the dash area by three bolts. Also has one glass radio tube that is protected by a metal shield. Fig 2

NOTE: Corvette and car radios inner parts are interchangeable so are face plates, but power packs are not. Hope I've helped someone!

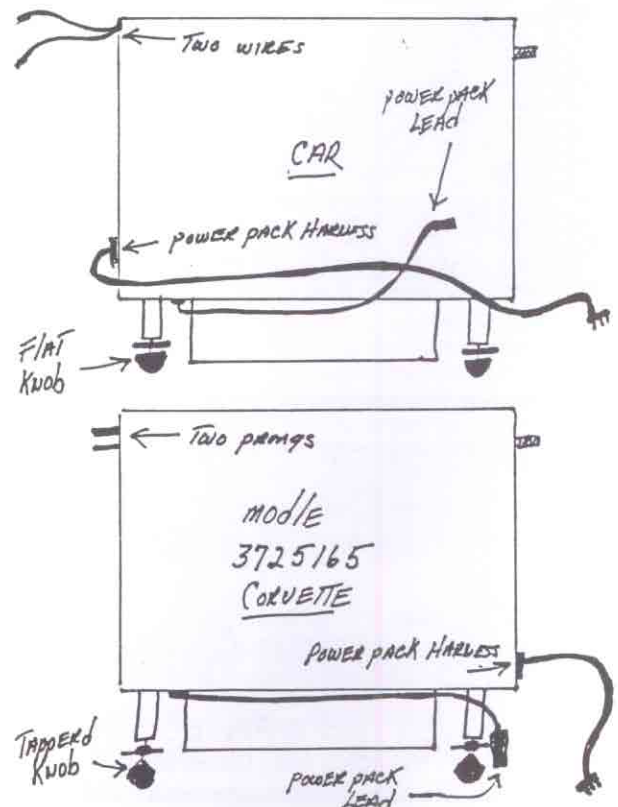


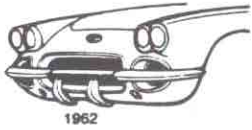
56-57

53-55



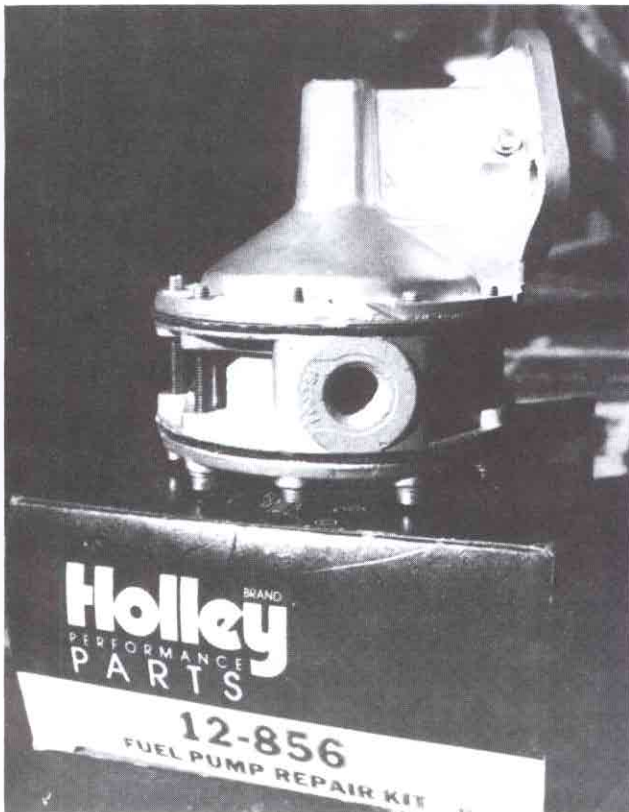
FIG. 2





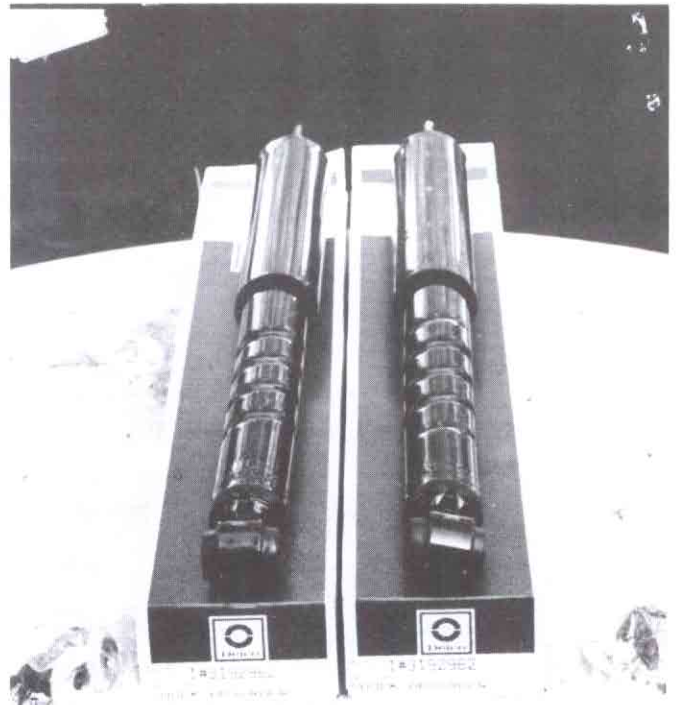
Long Bolt Fuel Pumps

Holley No. 12-856 fuel pump repair kit is just what you need to overhaul your original F.I. or long bolt pump. The inner and outer springs can not be used, but the rest is O.K. Now, if you need a long bolt pump, buy a Holley's high performance pump. Using any old A.C. pump that has the A.C. logo on top, use it to replace the Holley top. Now you have an original looking pump, except for the numbers on the side and for half the price of a dealer pump. Also, don't leave home without a spare kit in the trunk of your Vette. Costs about \$20.00 (kit).



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Yes, believe it or not, Delco has the original black shocks for our 53-62 Vettes. Optional heavy duty not available. The rear shocks are missing the rock guard, but if you have or can locate an early car shock, cut the guard plate off and glue the plate onto the new shock. Or, you could fabricate one. Sorry, the dates won't be right, but then don't let any one crawl under your car.



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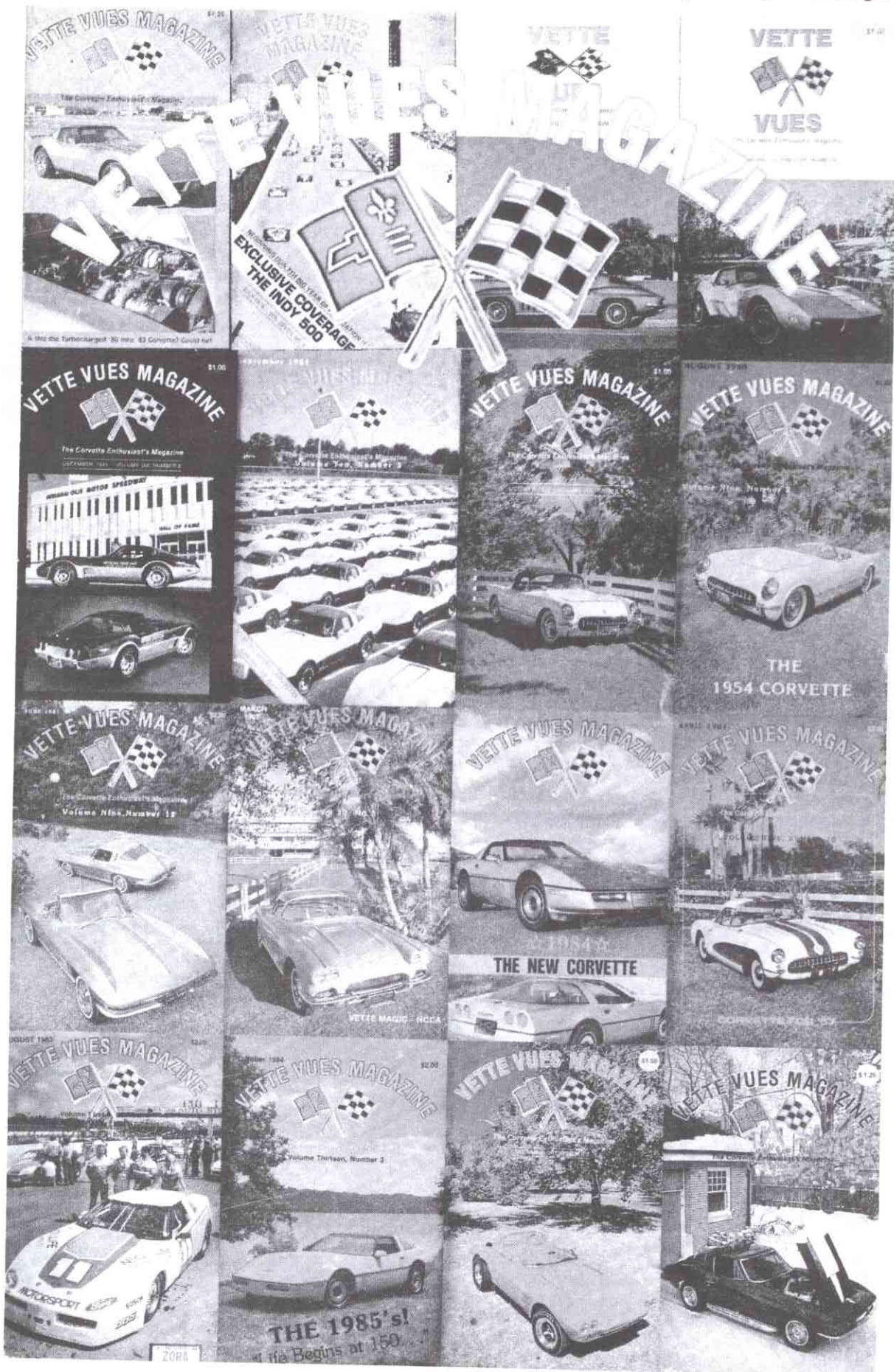
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NOS Parts Still Available

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No. 2 G.M. No. 3737720 Hard Top rear window channel weather stripping for 56-60.

No. 3 G.M. No. 3724972 Hard Top rear window 56-60.

No. 4 G.M. No. 3726323 Hard Top upper outer top s/s moulding.

No. 5 G.M. No. 3723700 Hard Top front weatherstripping.

No. 6 G.M. No. 445504 Hard and soft Top front lock assy. screws.

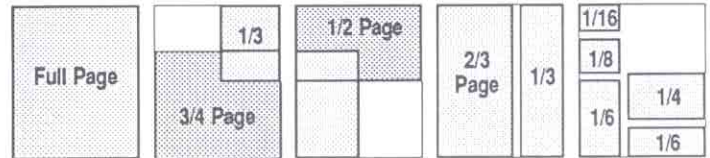
No. 7 G.M. No. 3726330 Hard Top side glass.

No. 8 G.M. No. 3706914 Cowel vent seal.

No. 9 G.M. No. 3706146 Hand brake cable.

No. 10 G.M. No. 3706114 rear rebould straps.

SACE Advertising Information



Display Advertising Rates and Sizes

All Display Advertising Will Be Charged at
the Rated Schedule Below:

Size	Width & Height	Member	Non-Member
Full Page	7-1/2"x10"	\$90.00	\$150.00
2/3 Page	4-7/8"x10"	\$60.00	\$100.00
1/2 Page	7-1/2"x5" or 4-7/8"x7-1/2"	\$45.00	\$75.00
1/3 Page	2-3/8"x10" or 4-7/8"x5"	\$30.00	\$50.00
1/4 Page	4-7/8"x3"	\$22.50	\$37.50
1/6 Page	2-3/8"x5" or 4-7/8"x2-1/4"	\$15.25	\$25.00
1/8 Page	2-3/8"x3-1/4"	\$11.25	\$18.75
1/16 Page	2-3/8"x1-1/2"	\$9.00	\$15.00

★ Your name, address and phone must appear on each ad.

★ SACE is not responsible for any transactions made through our advertising section. We reserve the right to refuse advertising.

★ Print or type all ads on a minimum 5 1/2 x 8 1/2 sheet of white paper. Do not write. Please print in Upper and Lower case letters!

★ Proper funds must accompany all advertising before press time.

★ Contact Office for Contract Rates.

★ Advertising that appears in the SACE doesn't mean that the SACE endorses its promotion or use. Only club items are promoted for sale.

MAIL WITH PROPER FUNDS TO:

Roy Braatz
14521 Bears End Drive
Nevada City, CA 95959

Note: Members "personal" ads are always free.

SUPPLIERS OF QUALITY
HIGH PERFORMANCE PRODUCTS

GULDSTRAND ENGINEERING INC.
OF CULVER CITY

AUTOMOTIVE ENGINEERING SUSPENSION SPECIALISTS
PRECISION ENGINE DEVELOPMENT

11924 W. JEFFERSON BLVD., CULVER CITY, CA 90230
213-391-7108 RICHARD H. GULDSTRAND



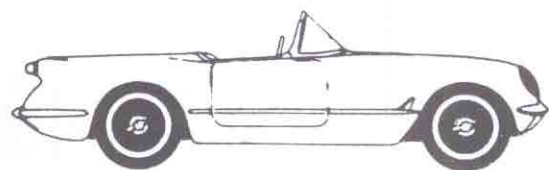
Jim Walker
Manager

CLASSIC CAR PARTS
CHEVY • CORVETTE • CAMARO • CHEVY PICKUP

(916) 338-3536

4837 Auburn Blvd
Sacramento, CA 95841

Stan Edmunds
CORVETTE ENTHUSIAST



990 Kings Hwy.

Lincoln Park, Michigan 48146

313-388-8595

MEMBER'S COMMENTS

By Tom Parsons

I am very pleased that there is now a Corvette organization that welcomes membership of older cars that are not necessarily original factory or absolute correct restored cars. Don't misunderstand, I have an immaculate, 100% correct 1962 FI or 1958 270 HP with PW and HD brakes. But there is also a place for mild to wild custom 57's and 60's. Look at it this way, Ford and Harley had some pretty unique modifications done to a few cars to make them personalized and one of a kind, (56 Sebring, SR2, exports for Royalty, prototypes, etc.) So why is it such a crime for me to personalize or UPGRADE my car?

Chevrolet produced Corvettes as special cars and Ford, the chief engineer, saved the Corvette by making a performance car AND image of it. There is nothing wrong with a correctly dated and numbered 57 FI. I wish I had the money to buy or build a correct 57 9E car with the correct bolt head markings and crayon marks, but I don't, and probably never will.

I have a 56 which has a correct appearance only. I like serious horsepower and the look of show and go. So I have a 350 c.i. (100% bolt in with no body or frame modification) 220:1 Muncie (ditto) suspension upgraded to 1962 (only had to weld on genuine 62 Corvette traction bar and rear sway bar brackets), Rochester FI with FI engine shielding so I have 2 tachs, one original in dash driven by generator and an almost correct steering column distributor driven tach). The only thing lacking is HD brakes. Last month in Vette Vues there was an ad for a complete HD brake package for early cars for \$800. It probably works

better and certainly is much cheaper than mint or good used original HD brakes. And the best part is that the parts are 100% bolt on, no butchering or modification required. How can these sort of changes really harm an older car? Corvette or 32 Ford roadster, what's wrong with a little extra chrome? Or a lot?

Have you ever been to a Classic Chevy (55-57) national or mini-national event? They have everything - UN-restored original, trailered, non-trailered, modified and custom classes. The point is they invite and welcome owners of all 55-57 chevys. They don't snub cars with chrome valve covers, posi rears and mag wheels.

Humans are all different in all ways. Many have and like to exchange common interests. So why not join together and share? I like to see 57 9E cars. I would like to see a correct 57 270 HP HD brake car; 220 HP powerglide, no radio 59 and there are many people who like to see my red over chrome, FI 350 4 speed, 2 top 56. (NCRS doesn't though) Chevrolet didn't build Gulf Oil racers or roll bars, but they shared their information to people who did. I know there are many owners of straight axle Corvettes who would like to have others share information and ideas with them. In the past, no one would. (NCCC doesn't like to acknowledge 62 and older cars and if you don't drink, race, wife swap or have a lot of money, they don't like you. NCRS only recognizes correct paint, numbers and bolt head markings.)

Again, there is nothing wrong with a St. Louis perfect car, but as straight axle car owners, let's share and recognize correct AND personalized Straight Axle Corvettes. No. 107

PARTS INFORMATION

By Classic Productions

(714) 645-3354

A-001	53-55 Front Vertical Bumper	\$70.00 ea
A-001	53-57 Interior Courtesy Light Bezel	35.99 pr
A-003E	53-54 Interior Courtesy Light Lens	9.00 pr
A-004	53-62 Windshield Washer Nozzle	32.00 pr
A-005	53-55 Rear License Bezel	110.00 ea
A-006	53-55 Convertible Top Hold Down Bracket	
A-006	(Rear-Female)	80.00 pr
A-007	54-55 Stainless Steel Striker Plate	
A-007	(Fits Under A-006)	20.00 pr
A-013	53-55 Rear License Bezel Gasket	6.00 ea
A-015	53-55 Windshield To Door Molding Gasket	2.00 pr
A-016	53-55 Convertible Deck Lid To	
A-016	Convertible Top Gasket	2.00 pr
A-017	53-55 Hood Stabilizer Block (Hard)	9.00 pr
A-018	56-57 Hood Stabilizer Block (Soft)	9.00 pr
A-021	53-55 Rear License Lens (Plexiglas)	25.00 ea
A-023	53-55 Gullwings	140.00 pr

A-024	53-55 Rear Convertible Latch	140.00 pr
A-025	53-55 Front Convertible Latch	120.00 pr
A-026	53-55 Corvette Horn Ring	160.00 ea
A-027	53-57 Frame Horn Rubber Cover Plate	10.00 pr
A-028	53-55 Front Inner Bumper	40.00 ea
A-029	53-55 Rear Inner Bumper	40.00 ea
A-030	53-55 Convertible Top Hold Down Gasket	2.00 pr
A-031	53-55 Rear Center Bumper	230.00 ea
A-033	53-55 Rear Outer Bumper	80.00 ea
A-034	53-55 Front Bullet	60.00 ea
A-035	53-55 Rear Bullet	60.00 ea
A-036	53-55 Front Outer Bumper	70.00 ea
A-037	54-55 Convertible Top Body Side Molding	
A-037	(2nd Design)	70.00 pr
A-039	53-55 Door Knob Release Bezel	25.00 pr
A-042	53-55 Tail Light Housing & Lens	175.00 pr
A-943	53-55 Door Striker, Spacer & Screws	125.00 pr
A-044	53-55 Rear Exhaust Bezel	35.00 pr
A-045	53-55 Head Light Screens	60.00 pr
A-046	53-55 Stainless Steel Side Moldings	
A-046	(6 Piece Set)	300.00 set
A-047	53-55 Corvette Side Script	60.00 pr
A-048	53-57 Hood Pop Ups (Steel)	60.00 pr
A-049	53-55 Rear Vertical Bumper	70.00 ea
A-050	53-55 Grille Oval	500.00 ea

1988 SACE Convention Schedule

(schedule subject to changes)

Thursday, July 21

9 a.m. - Noon	Registration
Noon - 2 p.m.	Get acquainted party (National Hotel, Free trolley car transportation to & from hotel)
3 p.m. - 6 p.m.	Free time
6:30 p.m. - 10:00 p.m.	Technical sessions (open discussions) Slide show, bring your slides of your restoration

Friday, July 22

8 a.m. - Noon	Swap meet
9 a.m. - Noon	Registration
11 a.m. - 4 p.m.	Road Tour to Empire Mine
5 p.m. - 6 p.m.	Soft Top Seminar
6 p.m. - 7 p.m.	Power Glide "Cast Iron" rebuilding
7 p.m. - 8 p.m.	Rear End rebuilding
8 p.m. - 9	Fuel pump, water pump, generator rebuilding
9 p.m. - 10 p.m.	Open discussions

Saturday, July 23

9 a.m. - 10 a.m.	Judges school
9 a.m. - Noon	(clean up)
	Concours 53-62
Noon - 3 p.m.	Judging all divisions
6:30 - 7:30 p.m.	Cocktail party at Northern Queen
7:30 - ?	Banquet, awards, guest speaker

Sunday, July 24

8 a.m. - Noon	Swap meet & check out
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For further information call Roy Braatz at
(916) 265-5947 after 5 p.m. Pacific Time.

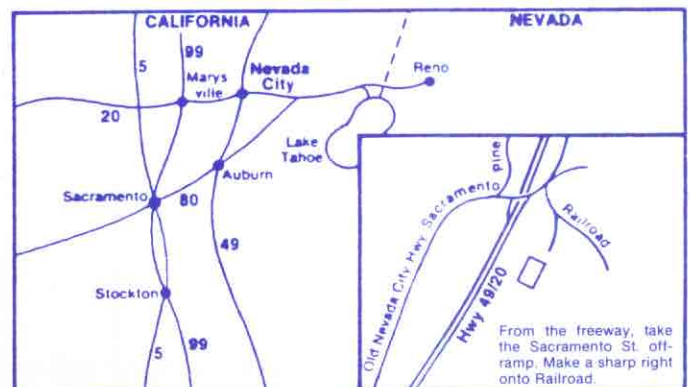
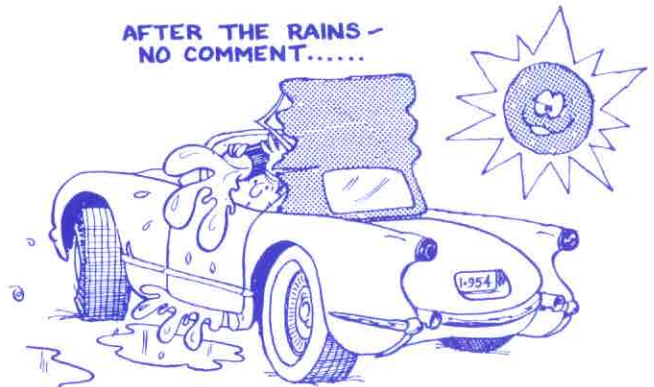
Lodging

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. Register before May 21. Rooms for SACE will be held until then - mention SACE! (916) 265-5824

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

All in all, one fun-filled SACE second National Convention is planned for 1988. Your enthusiastic participation in our second convention will make this the best straight axle car gathering ever!

AFTER THE RAINS -
NO COMMENT.....



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.

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MEMBERSHIP FEE
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\$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 _____

HOME PHONE _____ WORK PHONE _____

SPOUSE: _____

VIN 1: _____ VIN 3: _____

VIN 2: _____ VIN 4: _____

VIN 5: _____

Registration for our Second SACE National

National Convention - July 21-24, 1988

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 SACE NATIONALS: JULY 1, 1988

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: SACE, 8237 Cedar Landing Court, Alexandria, VA 22306