

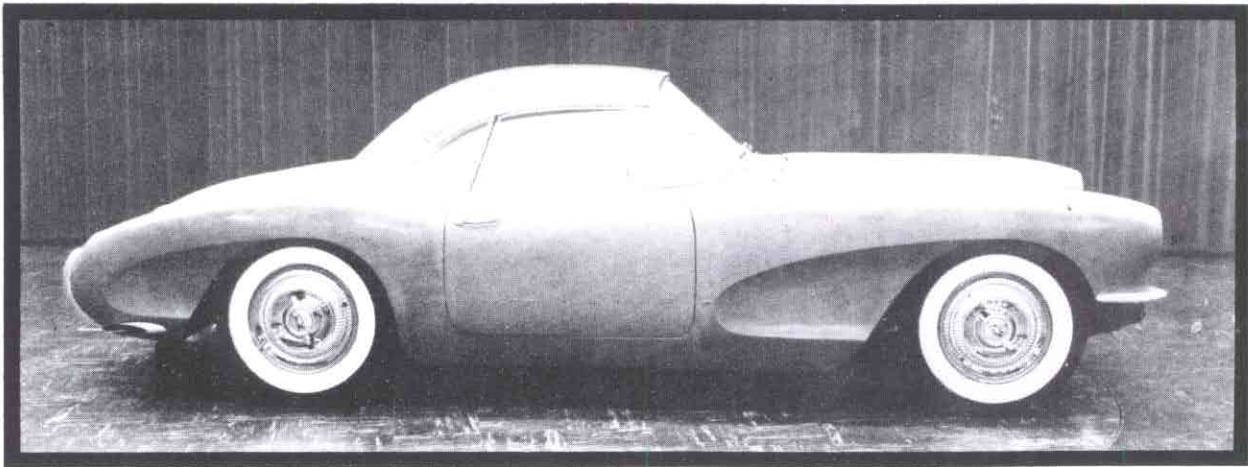


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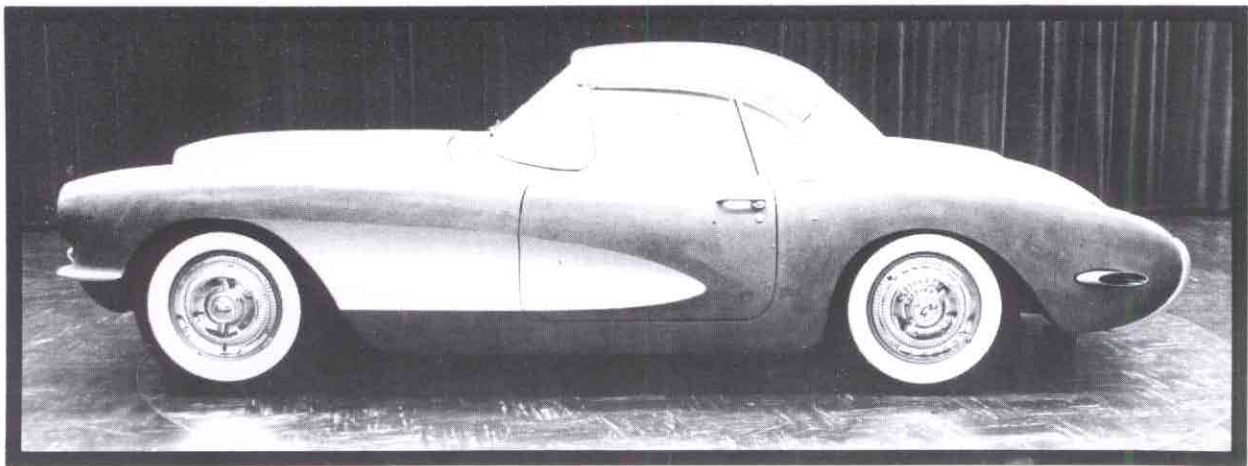
VOLUME 1 NUMBER 4

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## CLAY BODY MOCK-UP



**1953**



**1956**

#### **FRONT COVER**

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The sides of the 1956 clay body mock-up are different so various ideas may be examined and considered for production. The right side shows short indentations in the body directly behind the wheels, a low rear exhaust outlet, and a weird door handle. The left side variation was adopted for production, including the position of the parking lamp, long side cove, door lock, and door handle, but the rear fender mounted exhaust outlet was not used. Note this 1956 body prototype used 1955 wheelcovers.

#### **BACK COVER**

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The completed 1956 Corvette clay body mock-up posed for photos on February 1, 1955. Note the different locations for the parking lights; by making each side different, it was the same effect as making two different body mock-ups. Also, note the headlamp doors are painted body color, just like the very first production cars. Scoops have not been added to the cowl in front of the windshield yet, and the small front emblem and V will be replaced with a larger round emblem on production cars.

Full size bodies are made of clay, smoothed and finished by painting just like a real metal or fiberglass body. That's how body designers check the final dimensions and appearance of their work. Here, the 1953 Corvette clay body mock-up is starting to be changed over to the 1956 design on January 26, 1955. Note the trunk has a filled-in area where the 1953 to 55 license plate recess was. Also, the 1956 trunk lock has been added to the trunk lid, but the older lock remains; probably the only Corvette with two trunk locks.

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Photography by: Bob Bacon



## PRESIDENT'S PAGE

By Noland Adams

As SACE prepares for its second annual convention, this is a chance for a quick look where we've been and where we're going.

As hoped by SACE founder Roy Braatz, the organization is growing slowly, but steadily. Last year's convention, small by some scales, was certainly big on fun. We've all learned more about the straight axle Corvettes. And we've all learned that there are hundreds more interesting details to be discovered and shared. Those first ten years of Corvette production were certainly learning years for Chevrolet.

One interesting prediction has not happened. While some NCRS officials were concerned that SACE would pull members away, apparently that has not happened. SACE is not a major threat to NCRS, but maybe someday it could be. But for now, NCRS officials can rest easy, while SACE goes out and "does its own thing."

What will happen at the 1988 convention? Well, we'll have a short-as-possible business meeting: We need to elect officers to run SACE. And we'll have a technical session or two to discuss details on the cars. Since we're in the middle of gold country, provide some time to visit the area.

There are rumblings out there, and we expect at least one bid for the location for the 1989 convention from east of Reno. And rumors have it that Klas Anderson may be back from Troy, Pennsylvania again!

We still need members to write and share their experiences in the magazine. If you learn of any of those little variations or running changes that make our cars so interesting, please let Roy know.

Those of you attending the convention may get a rare treat. That's because if something comes up

that isn't on the schedule, we'll move the convention to the action!

We did it last year, but you can forget the Corvette wrecking yard this year. An auction was held shortly after, and all the non-Corvette items are gone. The Corvette items have either been sold or stored in an area too tight to allow visitors.

So, onward and upward with SACE! We'll see you in Nevada City!

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## NOLAND'S UPDATE

Last Summer SACE broke the biggest news in 1958 to 1962 Corvette restoration by revealing the location of the paint's color name. In 1958 to '60, it's in the trunk; in 1961 to '62 it's behind the passenger's seat back.

Since this article first came out, we've had lots of letters from excited owners. Many had learned of their car's original color for the first time. I'd like to say they were all thrilled, but some really had wished for a different color. But regardless of personal feelings, about 99% are going to repaint in the original color.

As reported in the last issue, the owners of white painted bodies are getting a rather large surprise. Instead of white, they are scraping off paint to reveal 'IVORY'. This variation seems to be true for all years, 1958 through '62.

Jerry Wagner of San Diego wrote that '58 #297 was red, but the second owner said it was charcoal with a red interior originally. Scraping the trunk produced 'CHAR' in the expected spot under the old red paint! Now we can revise our estimate to say that early 1958 Corvettes up to serial number 296 may not have the paint color, but we know for sure #297 had the color name. Thanks, Jerry.

To the rest of you, please keep an eye peeled for the color name and any variations on those old Corvettes. Roy or I would be very interested to know what you find.

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## Know Your Officers

President ..... Noland Adams  
Vice President/Editor ..... Roy Braatz  
Treasurer/Secretary ..... Lucy Badenhoop  
Photographer ..... Roy Braatz, Jr.



## EDITOR'S CHAIR

By Roy Braatz

First, I thank members that have called and written me regarding SACE. Your enthusiasm over a strictly straight axle national club has been fantastic. Owners of original to personalized Corvettes have found friendship that would otherwise be missed if not for SACE. With nearly no advertising and a slow start on the magazine, we have 300 and counting members. With each new issue of SACE, membership grows. People now know we're here to stay. The magazine of any club is 50% of the interest to people thinking of joining and I will get better about mailing out the magazine. Again, I'm asking for articles, pictures

and what have you. Remember ... this is your magazine! Don't worry when writing about original stuff. Nothing is written in stone as God's word on how GM did this or used that. Time and time again things GM changed or did to use up parts or to satisfy customers has been proven over the years. I remember when green and yellow '55's, FI auto, big brake 24 gal. '62 when owners were told, "No way". And, now '62 purple Vettes, 11 from Nebraska sold to the Shriner's direct from GM are respected. It's a learning **hobby** so let us all keep an open mind. My articles are not written in stone. Comments are always welcome, that's how we learn. Over the years I've seen many Vettes changed from original to conform to judging thoughts that all Vettes were the same. I like letters that ask when and why changes were made and where parts can be found, mostly mechanical from other GM models.

I would like to hear from members or their friends that have modified or custom Vettes. I believe there are more modified Vettes than originals out there.

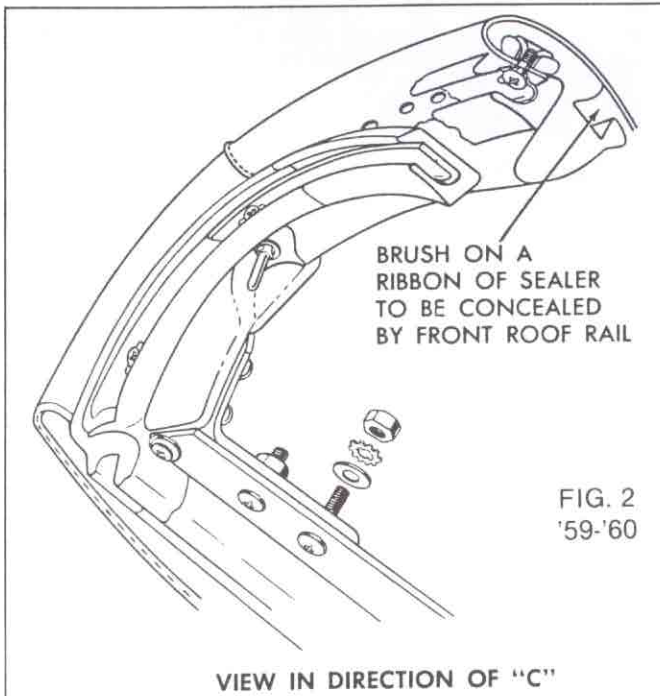
Our convention motel still has some rooms left, but you must contact them no later than July 5th, (916) 265-5824. Mention you're with SACE.

Other motels:

Gold Country Inn (916) 273-1393

Golden Chain Resort (916) 273-7279

Holiday Lodge (916) 273-4406

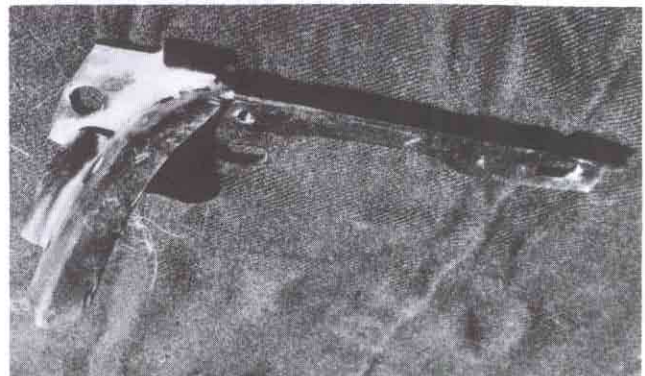


## '56 to '60 SOFT TOP

The only way of determining a '56-'58 soft top assy from a late '58-'60 is by determining how the side rail above the window attaches to the header or front piece. Fig. 1 shows how a '56-'58 used long pieces for connection. Also, round head phillips screws are used.

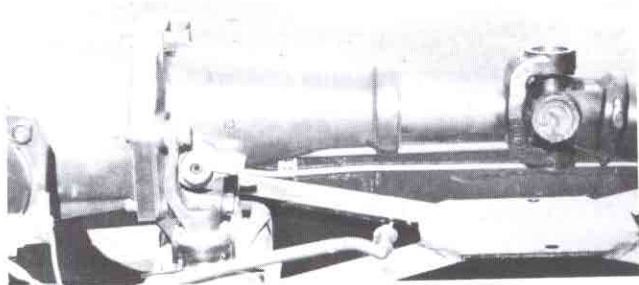
Fig. 2 shows how a late '58-'60 used a short piece for connection. Also, hex head bolts are used to hold the header to the side rails.

FIG. 1 '56-'58



## CORVETTE YOKE '53 - '62 No. 3712379

The Corvette yoke is like no other yoke used on any other GM product that I know of. The reason for the extra length is to keep from damaging the transmission rear seal if the 3706114 rear rebuild straps are broken. The rebuild straps are to limit rear end drop in hard turns. If you're missing the original long yoke, the shorter car yoke will work if the rebuild straps are good and measured correctly, keeping the drive shaft (in and out) travel within limits. If you replace your rebuild strap with the second design GM straps, be sure to cut and measure the distance using the old ones as your guide. Locating the long yoke is nearly impossible if you don't have one, so if your yoke has a ring or rig cut into it from an old hard rear seal, replace the seal with a new double lip seal that can be bought today from your local parts store.



5 in. long. Casting numbers are Spicer USA on one side and No. C2-3-2593 X on the opposite.

## WHITE ROCK SWAP MEET

By Tony Catalano

This past May 1st our two and a half square mile city of White Rock held the fourth annual Corvette swap meet. This meet is put on by the British Columbia Corvette Club of Vancouver. The club has chosen our seaside resort to hold this event. It provides a nice 25 mile drive out of the big city plus the swap meet. The club does a great job of organizing and seeing that all the vendors and people attending are taken care of.

At this meet I was helping work the vending tables of my friend, Harold Barker of Harlin Corvette Supply. Each year this event has become larger and more successful, filling the ice arena. There were over 100 vending tables sold at this year's meet and attendance was very good with over 2000 people admitted. The event has grown so large the past four years, that it will be expanding into a second building in the future.

With so many people driving their special cars to the meet, it makes the parking lot an equally interesting place to walk around to view the cars.

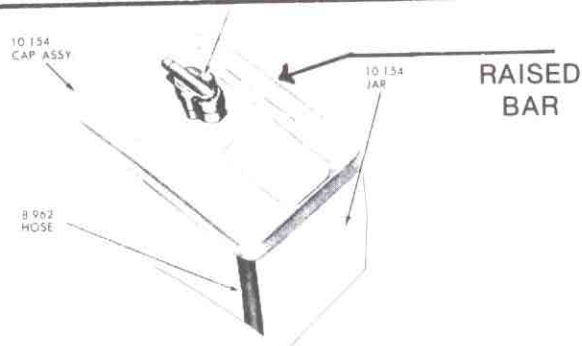


Harold Barker (left), owner of Harlin Corvette Supplies and Tony Catalano, chapter representative of British Columbia.

## '57 RED TOP WASHER

First design, original red top had a raised bar on the top. The jar was a soft milky white plastic. The same assy was used later in all '59 cars that used the foot-operated pump. Try your Chevy meets!

The second design is usually what is sold today as N.O.S. It's correct but the raised bar is now gone and the jar is now grainy white and hard. This second design was used on many other GM makes of cars in the '60's.



# 1953 - 1962 SECTOR SHAFT BEARING

By Tony Catalano

A friend of mine in the Corvette parts business has warned me about taking care of the Sector Shaft Bearing. There is no replacement part.

This bearing is located inside the steering box housing. The bearing looks something like a steel wheel from an old fashioned pair of kids roller skates, with the exception of having a large 'v' groove in the outer circular area. The worm gear rides along the face of this bearing. (See your Restoration and Technical Guide or Servicing Guide.)

With time and wear the bearing's surface can become scared and pitted leaving pock marks, chips and cracks. Ultimately it can break into several pieces. There really isn't a lot that can be done, other than making sure there is sufficient lubrication and trying not to turn the steering wheel when the car is not in motion.

Just last week a fellow SACE member, who lives near me, found it necessary to replace his bearing. His bearing had not yet broken but did have pitting, chips and cracks. He was able to find a local machine shop that was willing to take on the task of reproducing the bearing. I

saw the bearing that was reproduced and can say that it compared perfectly to the original in shape and size. It was made of case hardened steel. The ball bearings were a heat shrunk fit. I cannot speak for the wearing endurance of this new part because it has just been installed and has not been tested long. But I can say it looks good and works very well.

I am sorry that I was unable to get any pictures of the part. One Saturday morning I was called out of bed to be told that a fellow was on his way over to install the part and if I wanted to get any pictures I would have to come right over. Well, by the time I arrived, twenty to twenty-five minutes later, the part was installed and the housing was closed. Evidently, it doesn't take long at all to put everything back together.

It cost approximately \$160 US to have the bearing made. My friend said that he felt the Glenn Whiltmore company may have spent more than this trying to initially figure it all out, so the next one could cost more or less. The company to contact is:

Glenn Whiltmore Industrial Equipment Ltd.

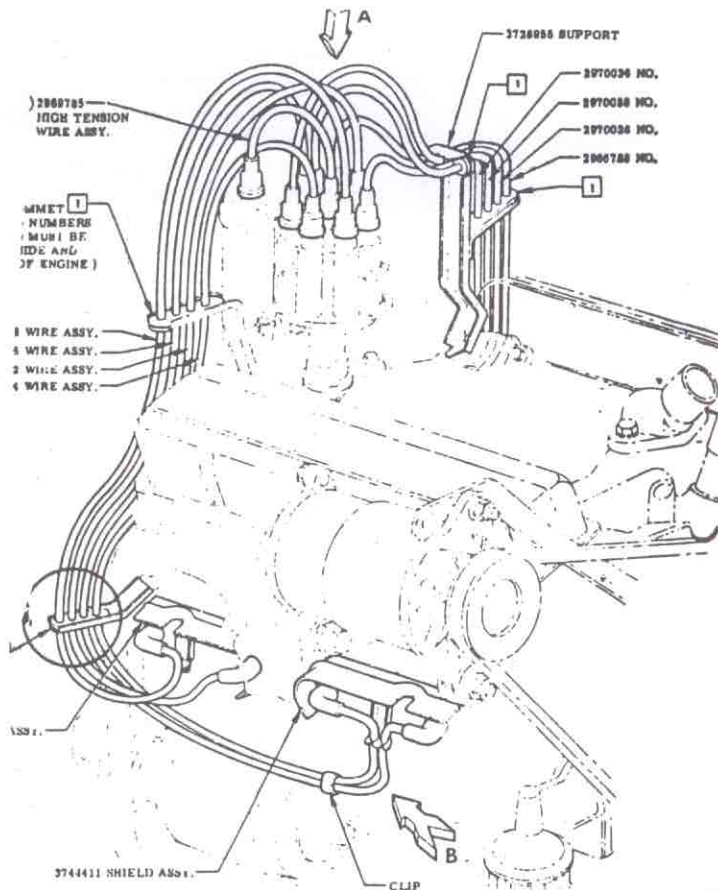
7462 Progress Way

Tilbury Industrial Park

Delta, British Columbia

Canada V4G 1E1

Telephone: 604-946-1675



## 3719963 GROMMETS

For a long time I've always had a problem on hard acceleration and it seems to be most obvious when it's cold. I would have a miss at idle and it seemed at times that they were all missing on hard take off. I tried plugs, points and new wires, but not much difference.

Later, I was installing new plug wires again, thinking I had gotten some bad ones when I noticed the rubber grommets that hold the plug wires were numbered and wondered why GM did that. Then I realized it was the firing order of the cylinders. Well, if GM marked them, then I would follow suit placing each wire in its proper location.

You guessed it, she idled smooth and ran great with no miss. Later I asked an old mechanic about this and he told me that because of the firing order, something about cross fire or bleed through from one wire to the next, the wires needed to be separated (in order). That's the best way I know to explain it to you, but take it from me, it works. If you have this problem, just correct the plug wires and see if that won't correct your problem.

Left side grommets facing up will read odd numbers. Right side grommets facing up will read even numbers.



# RADIO HOUR

By Ray Holland #11026

*Photos by Ray Holland - Radios from my Collection*

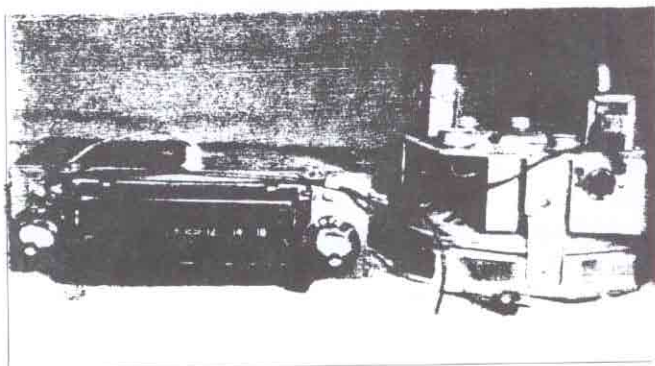
## Chevrolet Corvette Transistorized Wonder Bar Radio Model 3725156

"This is a transistorized automobile radio made available for Corvettes. It has six tubes, including rectifier and trigger tubes, and four transistors. There are two "hi-power" transistors in the output stage and two transistors in the high voltage power supply. The radio consists of a radio receiver unit and a transistorized power supply and speaker unit."

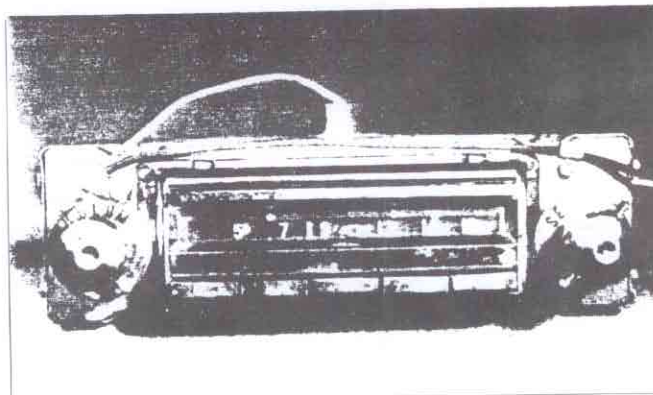
I do not intend to spotlight all the Corvette radios but the 1958 Model was unique by itself and so is the 1957 Model. The 1958 Model (G&D January 1986) was unique because it is the only Chevrolet radio used in the full size passenger line of automobiles and also in the Corvette. The 1956 Model 3725156 Corvette radio is unique because it is the only Chevrolet radio for the passenger car or the Corvette line to use transistors in the power supply.

Other Chevrolet radios have used transistors in the output stage and for low voltage uses. The 1957 Corvette radio is the only radio to use the transistors in the power supply as a replacement for the mechanical vibrator. Actually, it is a network of components in conjunction with the transistors that are used to produce the high voltage necessary to operate this radio. Up to 250 volts are produced in this power supply.

According to Chevrolet, "The transistors in this unit offer several advantages. They give the radio a higher audio output power, 6.8 watts, with less distortion than any other radio. There is no mechanical vibrator in this radio and, therefore, no vibrator hum or buzz in the radio. Transistors



*1957 Chevrolet Corvette Transistorized "Wonder Bar" Radio Model 3725156.*



*Left out is On/Off/Volume, inner is tone control. Right outer is the manual tuning and the inner is the sensitivity control.*

have a predicted life expectancy many times greater than the tubes and vibrators they have replaced. In addition to the above, there is a lower current drain on the battery when transistors are used since they have no heater filaments as do most vacuum type tubes."

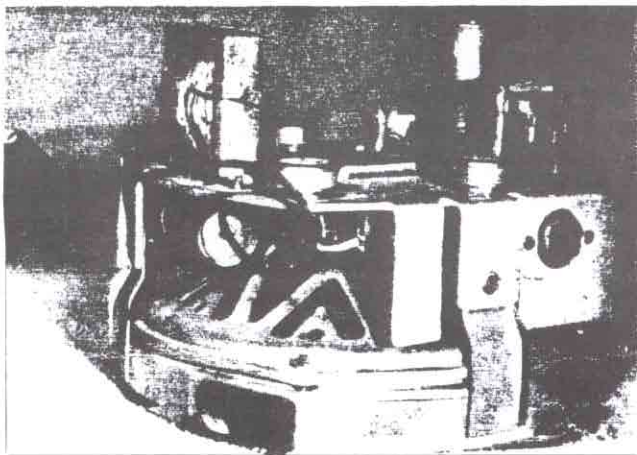
In addition to the normal manual tuning, this radio could be tuned by using a new "Wonder Bar" electronic tuning. When the "Wonder Bar" was depressed momentarily, the tuner would electrically and automatically tune in the next station on the dial. A sensitivity control could be set so the tuner would stop at all stations or just the high powered stations.

The radio was also equipped with five electronic pushbuttons. The hinged door was opened to expose the five pointers used to preset the stations. Starting at the left side of the dial a station was selected with the manual tuning knob. The 1st selector tab was moved to align with the dial pointer. From left to right the remaining tabs were set in a like manner. When the selected pushbutton was pushed the tuner moved from left to right until it stopped on the selected station. When the tuner reached the extreme right end of the dial it would return to the left side automatically.



# RADIO HOUR

Chevrolet Corvette Transistorized Wonder  
Bar Radio Model 3725156 continued ...



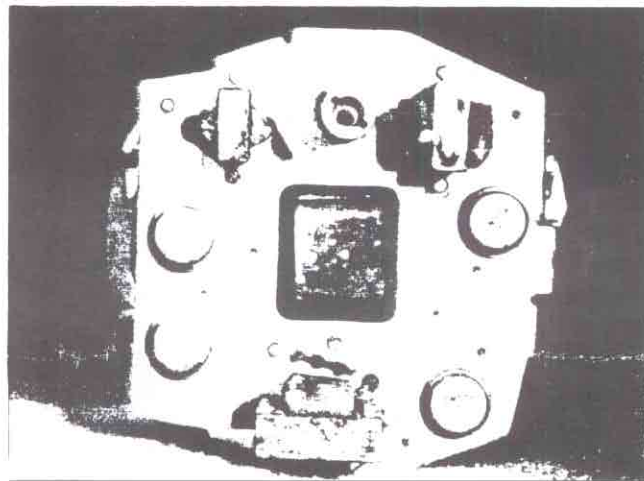
*Power supply unit with the 8" round speaker attached.*

The tube and transistor complement is 12BA6 (2), 12BE6, 12BF6, 12AU7, and 12X4 tubes and 2N173 (2) and 2N174 (2) transistors. Maximum power output is 8.9 watts with 6.8 undistorted. Current drain is 3 amperes with the tuner at rest and 12 amperes in the search mode. The speaker is a permanent magnet 8" round. The set has two fuses. A 7.5 ampere in the main line and a 4 ampere between the radio set and the power supply.

Only one antenna was available for the 1957 Corvette and it was a fender mount Model 3727578. The antenna trimmer was adjusted for maximum volume at or near 1000 kilocycles. A sticker with instructions was placed on the radio near the trimmer.

Service instructions for the Model 3725156 Corvette radio are contained in the Chevrolet Radio and Autronic Eye Service and Shop Manual for 1957 and Delco Electronic Parts Auto Radio Bulletin 6D-861.

Noise suppression on all Corvettes is a com-



*Two transistors are for the high voltage and two are for the output. The power supply unit has a single tube in the top center.*

plete nightmare. The non-metallic body on the Corvette required extensive grounding of the drivetrain components with ground straps and the distributor, coil, sparkplugs and sparkplug wires to be shielded. All of this was in addition to the normal condensers placed on the coil, generator, regulator and light switch.

Neither the radio unit or the power supply are painted. There was no rear seat speaker available for the 1957 Corvette (wonder why?). The "Wonder Bar" radio was the only radio available for the Corvette.

There is some conflict about the application for this radio. Several of my radio publications list this radio as correct for the 1956 Corvette also. The correct radio for the 1956 is Model 3711897. A non transistorized unit. There is no question that the Model 3725156 will fit in the 1956 Corvette and be a much more reliable radio.

To correspond: Ray Holland, 6015 NW Perthshire Road, Vancouver, WA 98663. SASE please. Phone (206) 695-6349.

Reprinted with the permission of Ray Holland

'56-'57 (early) WCFB Air Bleed Screw \$15.00, springs \$2.00 each. Screw is pretty near exact without logo and lettering on the end. Spring is not exact but closest I could find. Can also modify later bases for dummy air bleed screws. Cost is \$90.00 a base and this includes screw, spring and shipping and packing. '53-'57 hood hinge shoulder bolts \$5.00 each, \$20.00 set of 4.

REED RESTORING, 239 W. Main, Mesa, Arizona 83201. (602-832-7182)



AIR BLEED SCREWS  
Top original / Bottom repro  
Rated B.B only because  
the face is missing the  
logos and arrow.



HINGE BOLTS  
Rated A.A

# FROM ACROSS THE BORDER

By Tony Catalano

All during the 1970's there was a tremendous influx of older Corvettes into British Columbia, Canada. Of course, because B.C. is on the west coast of Canada, the majority of cars came up from California. In the mid '70's there was a very active auto wrecker in Seattle, Washington called Lincolns. They were very big in the Corvette field. I am told they had their own buyers and transports. They would concentrate on buying cars in the northern part of California.

After leaving California, the cars were brought to Lincolns yard in Seattle. Some of the cars were hulks, some were damaged and some were restored, or original. This was more or less a stop off point for many cars destined for the Vancouver area. Individuals aware of Lincolns could go to Seattle and pick out what they needed, either parts of a car.

It was in the mid '70's that two enterprising men from Vancouver went to Lincolns and purchased three transport trucks full of Vettes. They brought them up across the border into Canada. At the time, this created somewhat of a sensation - to see so many Corvettes in one place. There was a picture of them in the local newspaper.

During this period the economy was booming along. The Canadian dollar was about the same value or more than the US dollar. But when the recession hit in the early 1980's, several things happened. Money was made tight and the Canadian dollar was devalued as much as 35%. The cars started coming out of the woodwork for sale. As the US economy began to recover before its northern neighbor, we found that the once sought-after and imported car was being sold and taken south back across the border.

This process has slowed a great deal since the economy has been somewhat better and with the increase in value of the Canadian dollar. Cars are still a good bargain up here at this time. For instance, a \$16,000 1960 car in B condition, incorrect drive train, could be purchased for \$12,000 US dollars. Of course, we don't want you to tell anyone. We hate to see any more of the cars leave. If you happen to be wondering - yes, GM sells Corvettes up here, but through 1960 and 1970 the demand for the older cars outstripped the availability. There are a lot of cars and a lot of car enthusiasts up this way. Once again, as the market is strengthening, so is interest.

It was great to have met so many of you last summer in Monterey. It was one week that you could get a lot of mileage out of. I would also like

to say a special thanks to our Vice President, Roy Braatz, for his commitment to getting SACE off the ground. I send my gratitude.

Since the treasurer's report, I've been beating the bushes for new members. It wouldn't seem like it would be very difficult to find 400 people that are as interested in their cars as we. Certainly there are. I've found the situation is not lack of interest but just getting folks motivated to addressing an envelope. So, I've taken to offering to address the envelopes of my perspective fellow club members.



Blue '59 Automatic

Next weekend, I will be going to the Puyallup Corvette swap meet in Puyallup, (the y is silent) Washington. This is a twice a year event, once in February and once in July. The February meet is usually pretty good, with lots of vendors and lots of cars on display. I'll let you know how this year's meet goes.

# WHEEL RIMS

The general consensus concerning the Corvette wheels are A. '53 to early '55; all wheels were riveted. B. Mid '55-'62; most Corvette wheels were welded.

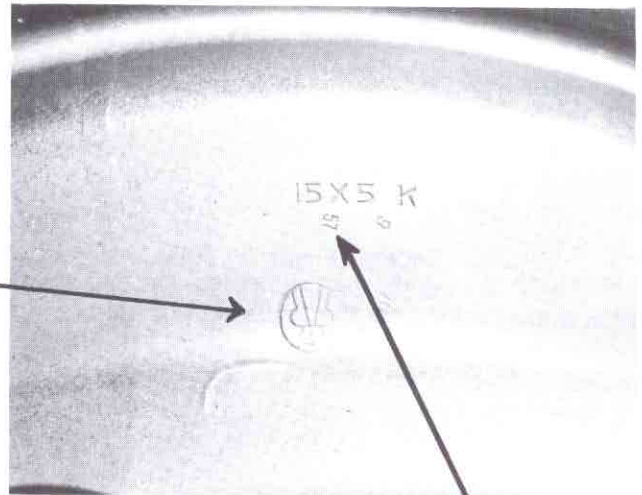
Now many owners mention having riveted wheels on their Vettes. All wheels in this time period were supplied by "Kelly Hays" and their logo is:

3834956 is called out as '54-'64 Police (15x5K) wheels, and were riveted, having an offset of 9/16. This wheel was early '55 Vette and '55-'56 cars. 3838080 is called out as '62-'74 Police (15x5.5K) wheels and were also riveted having an offset of 7/16. This wheel replaced 3834956 and I am told is still available from GM. Note: 3834956 1st design has a hub opening of 2 7/8 inches. 3838080 2nd design has a hub opening of 2 3/4 requiring some reaming to fit on the hub. The person using this wheel mentioned that installing the hub cap is a tighter fit.

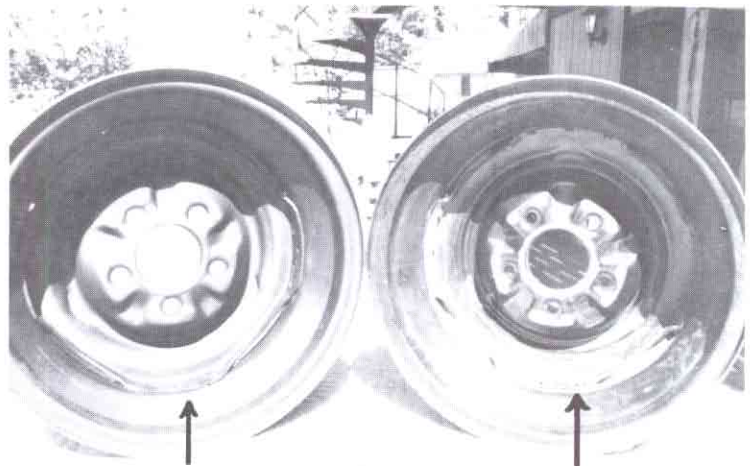
For the welded wheels, 3714744 part number shows that it is welded. Because most owners mention having a welded wheel, it seems the Corvette division of GM asked for a welded wheel even though GM parts books don't mention welded when they refer to the '55-'62 Vette. (Example is GM parts book using the same part number for a 7 fin or 9 fin cover.)

I have rarely seen welded wheels for sale, so if you need wheels that will work, use '55-'56 car wheels or locate the second design mentioned.

All corrections or information is welcome. NOTE: Noland's book, page 337, shows a '61 welded wheel.



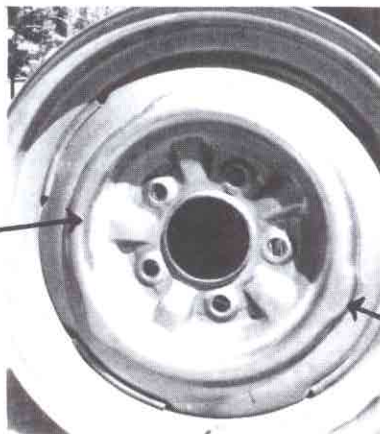
'57 dated Vette wheel



Left Vette welded 15x5K

Right car riveted 15x5K

From the front, a welded wheel has an extra raised area



'55-'56 Car wheel had the dust rubber fillers also '55-'62 Vettes

- 46-48 Pass. .... 2251385
- 54-64 Pass. (exc. Police),
- 54-62 Police (1st design) ..... 3834956
- 57-60 Pass. (exc. Kingswood),
- 61-64 Pass. (exc. Sta. Wag.) .... 3870769
- 62-64 Police (2nd design) ..... 3838080
- 59-60 SDL, PDL,
- 59-60 Kingswood,
- 61-62 Sta. Wag.,
- 63-64 Pass. (exc. disc brakes) .. 3960347

## PASSENGER

- (15 x 5K) .....
- (15 x 5K) .....
- (14 x 5J) .....
- (15 x 5.5K) .....
- (14 x 6JK) .....

Construction	Wheel Size	Offset	Tire Size	No. Hub Cap Attach. Clips or Proj.	Tire Type	No. Lug Holes	Wheel	Clamp Ring	Side Ring	No. Spoke or Hand Holes
1 Piece (Welded)	14 x 5J	9/16	7.00 x 14, 7.50 x 14	0	Both	5	3870769			1
1 Piece (Welded)	14 x 6JK	1/16	8.25 x 14, 8.55 x 14	9	Both	5	3960347			
1 Piece (Riveted)	15 x 5K	9/16	5.50 x 15, 6.00 x 15, 6.40 x 15, 6.50 x 15, 6.70 x 15, 7.10 x 15, 7.50 x 15	3	Tube	6	2251385			4
1 Piece (Riveted)	15 x 5K	9/16	6.70 x 15, 7.10 x 15	0	Both	5	3834956			4
1 Piece (Riveted)	15 x 5.5K	7/16	6.70 x 15, 7.10 x 15	0	Tube	5	3838080			4

\*NOTE: 2-29/32 dia. hub. hole

# YOUR TURN

**QUESTION:** I've broken the trunk key cylinder end that holds the shaft that turns the lock assy. What can I do? CLIFF, Canada

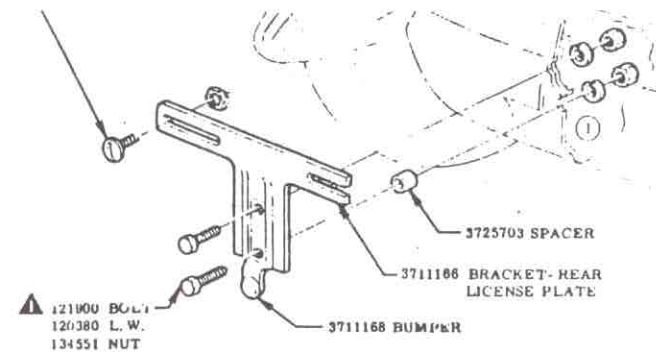
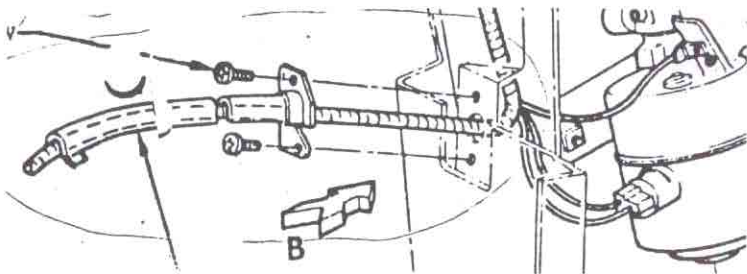
**ANSWER:** Most GM models '50-'58 cars use the same unit. '55-'57 door cylinders from Chevy are the same.

**QUESTION:** I need a carburetor cross shaft linkage that bolts to the engine - transmission spacer plate on my automatic F.I. Vette. GEORGE, Nebraska

**ANSWER:** '58-'62 will work. Also, the lower kick down rod. If you need to find another spacer plate because you have a broken one, any V8 car using a cast iron trans. will work.

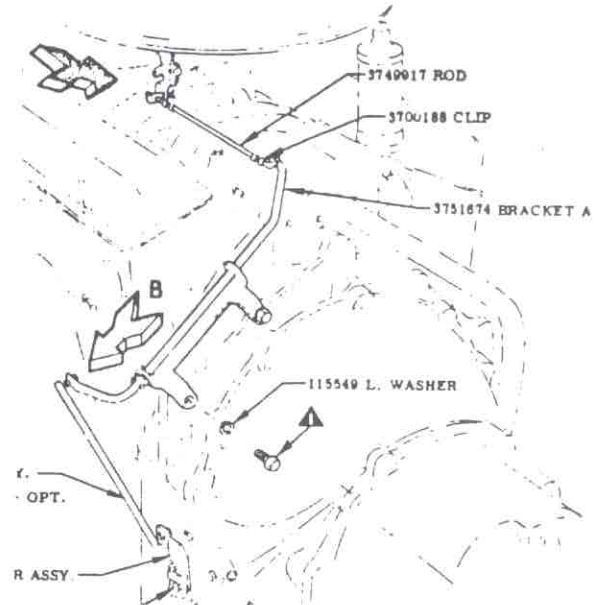
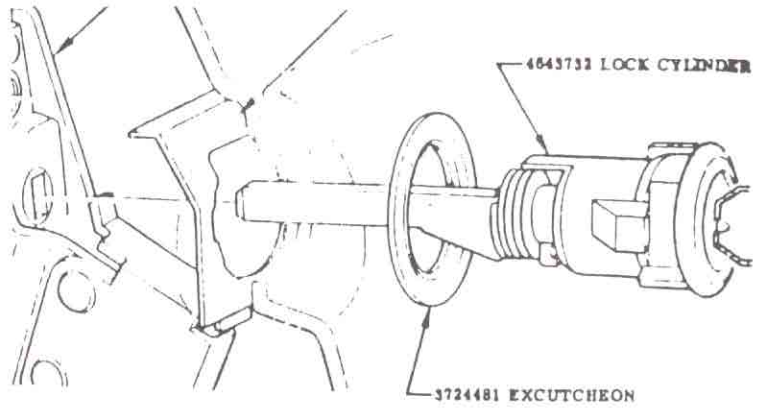
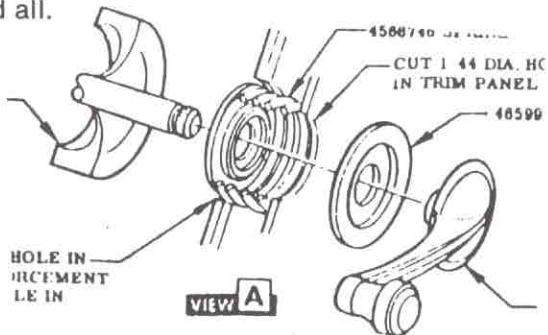
**QUESTION:** I've added electric windows, but I'm missing the two metal channels that attach to the front of the door to protect the wires. I own a '62. Help! TOM, North Carolina

**ANSWER:** '55-'57 Chevy cars used the same ones that had power windows. Also, the motors are round like '56-'58 Vettes.



**QUESTION:** I need a rear license plate bracket original with the part number stamped on and would rather not use a repro that isn't. Can you advise?

**ANSWER:** Chevy cars that are the same year as Vettes will have what you're looking for, number and all.



**QUESTION:** I need a master brake filler cap. What car used the same plug? Tennessee

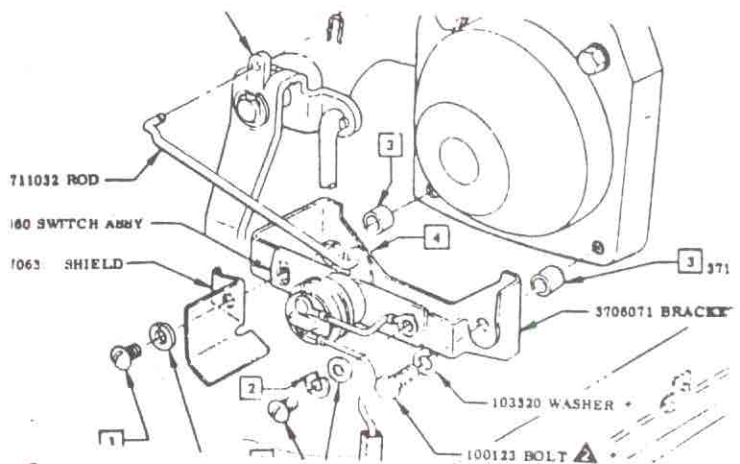
**ANSWER:** '50's Olds, Caddy, Chevy and GM.

**QUESTION:** Did any other model have the same window crank handles as a '58 Vette?

**ANSWER:** 3725377 handle is still available from GM.

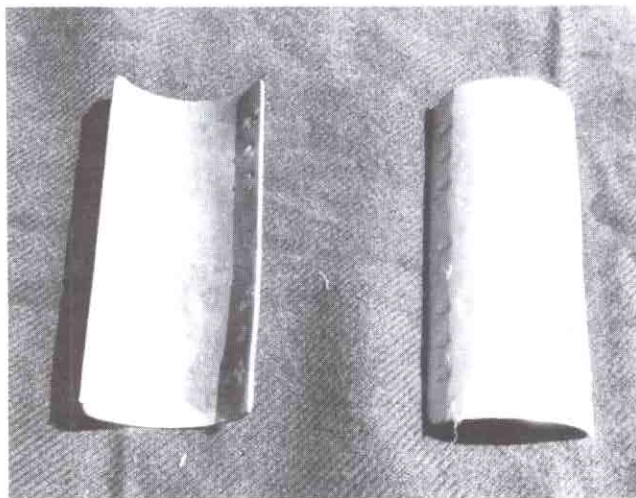
**QUESTION:** What can be substituted for the natural safety switch on a '58 automatic shifter linkage?

**ANSWER:** Buy the 4 sp. back-up light switch from GM or parts house. Works good!



## SHOCK GUARDS

The picture showing the shocks that are still available from GM in Vol. 1, No. 3 look and are correct, but are missing the rock guards that Corvettes and cars had back then. Figure 1 shows a rock guard that I removed from an old shock. I then cleaned the paint off the area of the shock where the guard would go and soldered the rock guard on. If you don't have any used shocks to remove the guard, use the picture to make yourself one. The job is not easy, but worth the time to me knowing most people are suprised, thinking, "Where did I find N.O.S. shocks?"



Rock guards removed from an old shock.

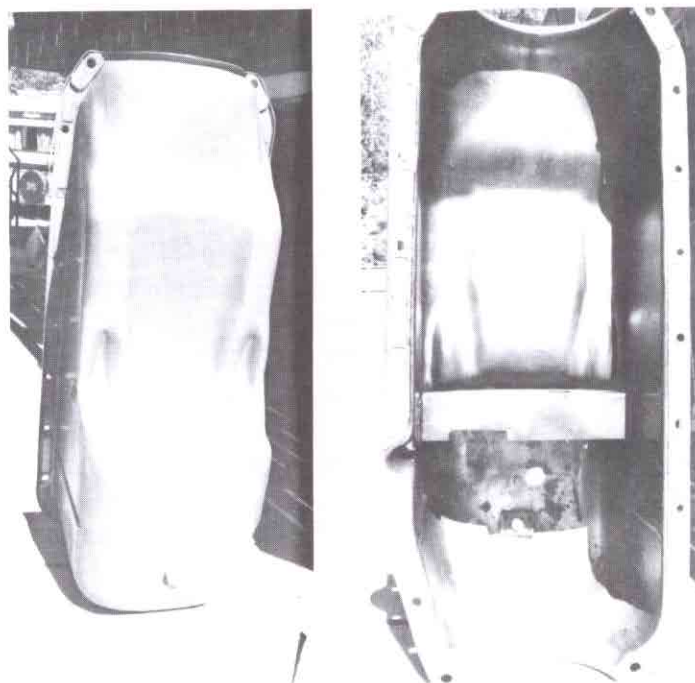


## '56 - '57 OIL PAN

In our last issue, Vol. 1, No. 3, I explained there is one and only one oil pan that will fit a V8 '55 car or Corvette engine.

Now, because GM added on in the block oil filter in '56, they made a change in the oil pan. GM number 3735640 is the standard pan listed for '56-'57 and early '58 Corvettes, as well as cars. Fig. 1 shows the design that is easily noticeable by looking under the car or Vette with the drain plug at the bottom center area.

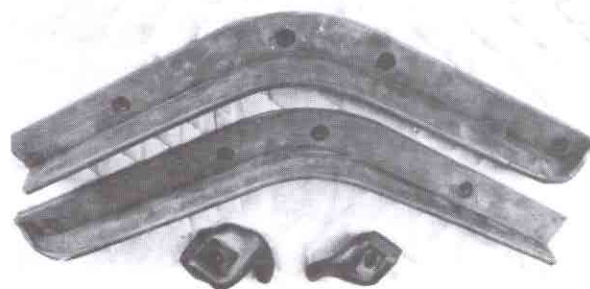
The optional RPO pan using the oil door is one I don't have a picture of. I've had owners tell me they have seen other pans in Corvettes. I can only say they may be second design or replacement pans. From '56 up, nearly all oil pans will interchange and that would explain a replacement number creating a different looking oil pan.



'56-'57 Original oil pan, same as car. GM still lists the oil pan, but is a second design replacement

Jack Reeves, the new owner of Rohner Co., sent us his new reproductions of the R and L Dog Leg rubber for the '53-'55 door area. In comparing them to original ones, we can't tell the two apart. His even has the moulded metal in the rubber. They're A.A in our opinion.

Jack also sent us the '53-'55 windshield to convertible top end cap rubber fillers. Again, we find them to be A.A. If anyone would like to send us their repro. of any parts for us to rate, please do.



# MEMBER'S COMMENTS

Regarding Tom Parson's Vol. 1, No. 3 Member's Comments article, I'd like to make a few comments. First, a little background on myself. I'm a charter member of NCRS and a charter member of SACE as well as being a member of the Vintage Corvette Club and the Classic Corvette Club when the latter 2 clubs existed. I was also the editor of the newsletter of the Mid Atlantic Chapter of NCRS for 4 years. I own primarily stock Corvettes but I also have two that compare to Tom's '56. Also, I've never been a member of NCCC.

In regards to Tom's NCCC comments (drinking, racing, wife swapping or wealthy), I'm certain Tom's generalizations upset quite a few teatotaling, monogamous, middle income NCCC members. Some may even consider Tom's remarks libelous.

In regards to NCRS only recognizing correct paint, numbers and bolt head markings, I would comment that there were quite a few Modified Corvettes at the 1988 Cypress Gardens NCRS meet; Ed Muller's '67 L-88, Shropshire's '56 Bonnevillle Speed Record Car, and the Irwin Krvis '62 factory Sebring car to name but a few. Granted, the majority of Cyprus participants brought bone stock Vettes, as this is what the majority of NCRS members prefer to own and show.

In closing, I feel that inflammatory comments such as Tom Parson's are best voiced in the parking lots, not in the publication of a fledging automobile club.

Mike McCagh

---

I got an announcement from Noland. I'm very interested, but am wondering whether there will be sufficient Northeast activities. I realize its just beginning, but what are your plans? I'm a long drive from California!

Michael Glick, NH

---

If I may be constructively critical, I suggest the SACE logo should contain a 'ten' bolt pattern (around the differential's periphery) in lieu of an 'eight' bolt pattern. 1953 through 1962 Corvettes all had 10 bolt rears.

Mario Gessa

After I received the back issues of SACE, I noticed the club is in need of volunteers. My knowledge of Vettes is limited, but I want to learn. Since 1981 I have been on the Board of IFRC, at the end of May I am retiring as editor. I have done everything from A to Z: By-law chairman, VP, president, meet coordinator, serial number de-coder, photographer, editor and local chapter charter member (VP, president, treasurer, editor, meet chairman, etc.)

I farm in West Central Illinois, married to a registered nurse, 3 children. Mary Rae knows as much about the hobby as I do. She has to, I am usually elsewhere when the phone rings. Mary Rae always works the restoration desk at the national meet and helps deal with the hotels.

We do our own restoration work. We own a Duck Rose '57 T-Bird and a '58 Vette (silver/blue). The '58 is currently in a million parts (bought as a basket case.) Unfortunately we are rural and the numbers of collectible cars are limited, especially early Vettes. If SACE can use two old Ford Fans in some way, let us know.

Max Brockhouse, (217) 457-2555

---

First, I would like to take this opportunity to compliment you and other officers for the excellent job you did to organize and run the first SACE convention. The facilities, activities and show were second to none.

As was discussed at the convention, next year's convention will probably be held in the same place. I intend to be there and would like to again drive my Corvette to the show. To follow that idea and the true spirit of SACE, would you please mention in your magazine the possibility of a Corvette caravan from the east coast to the west coast for the show at Nevada City?

Although the convention was enjoyed by all, the added dimension of driving your Corvette 3000 miles to get there made it particularly special for me. I would volunteer to organize the even if there is anyone else who would like to go along on the adventure.

Klas Anderson

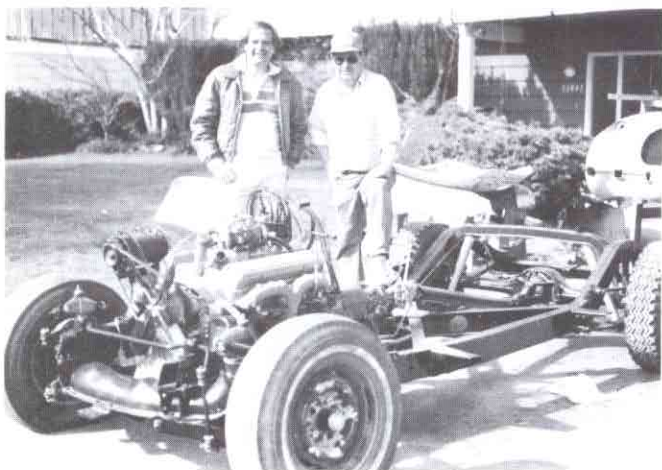
R.D. 3, Box 116, Towanda, PA 18848

In the past few months we have been very fortunate in finding quite a few new SACE members in our area. I can't really say where the statistics have come from, but I have heard there are more Corvettes per capita in the Vancouver area than in the rest of Canada. There is a lot of interest in the cars, and a lot of interest in SACE.

I live in the small seaside community of White Rock. Within our borders there are seven straight axle cars. To see several straight axle cars cruising up and down the beach strip on a weekend has become a regular sight.



One of several SACE members in White Rock is Jack McMillan. Jack has been hard at work this past winter with his project car. The car is a 1959 from the seat back and a 1962 forward. It's being finished as a 1959 car. Jack has done an excellent job on the body work and will be ready to paint shortly. The car will be repainted its original color. The original color was verified by scraping the trunk panel.



Tony Catalano (left) and Jack McMillan and his project car.

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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

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## Aluminum Thermostat Housing Update

Because of the response from our readers who have original or know owners of original Corvettes, and by pictures that were pointed out to us in Noland's book, pages 288, 287, 378, 376 and 375, it's now thought that the first design 3837223 thermostat housing 'aluminum' was used for all straight axle Vettes that used an aluminum intake, F.I. or carb. We will continue to update all information and keep you informed. NOTE: The second design may be the early replacement part for '56-'62.





## From the Treasurer

By Lucy Badenhoop

This is my first opportunity to let you know what's happening with SACE on the East coast. My move from California to Virginia went extremely well -- 600 pieces of china and crystal, but the only thing the movers broke was the case on my bowling ball.

I got settled just about in time for Corvette season to begin this spring. People have been really receptive to the new kid on the block, even one that arrives in a Honda (I had to leave my Vette in California - no garage here).

In May, SACE member Dave Thomas invited me to a get-together about 150 miles from the Washington, D.C. area. It was at a ski resort with beautiful winding roads across the mountain tops; perfect Vette country.

While there, I got reacquainted with another SACE member, Les Bieri and his lovely wife, Rose. They were travelling to Chicago via Oklahoma towing a recently restored '57. Now that's my kind of leisure retirement. Les is also the proud purchaser of 1953 number 0003 which is currently undergoing a body-off.

One of our earliest joiners and a favorite at the convention last year was Klas Anderson from Pennsylvania. He tells me he's engaged and soon to be married. I tried to convince him the trip to this year's convention would be a perfect honeymoon. He's thinking it over. Congratulations and best wishes to his fiancée.

Mike McCagh, also early SACE, is having a big Vette hoedown at the family farm on Labor Day weekend. The McCagh hospitality is well known in these parts. I'm looking forward to attending.

Of course, while I'm in this neck of the woods, I'll have to include things like Bloomington, South Carolina, and Carlisle, Pennsylvania and Cypress Gardens, Florida. These classic Vette gatherings have been on my wish list for a long time.

A prospective SACE member, Don App, called me to invite me to a local Chevrolet dealership who was sponsoring a Vette show the first Sunday in June. He was so excited after having seen a copy of our magazine that he wanted to make sure I would be there with literature - I was.

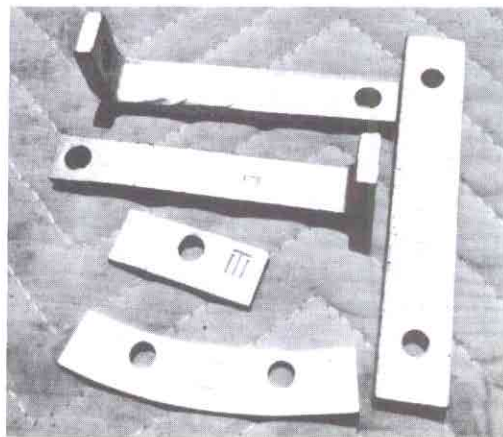
Speaking of "the magazine", it doesn't have an official name and I think it should. I suggest THE SAGE. Webster says a sage is a wise counselor. I think that's what we want the magazine to be - an advisor with the wisdom and experience most of us lack. It could also represent an acronym: sound advice grows experience. Anyway, it's one idea. If you have another, let me know this month.

Also, regarding the magazine, if you have ads or articles, it's best to send them directly to Roy Braatz, our vice president and editor. If you send them to me, I will forward them, but it slows things up a bit.

Just a reminder to check your membership expiration date on the mailing label. If it's wrong, let me know and I'll fix it. If it says "30 June 88", this will be your last issue. Renewals are \$10.50 for the remainder of 1988 (September and December issues).

We're trying to get everyone due on a calendar year basis, so we can budget better. Annual renewals are scheduled for each January.

Membership is up to 290, but our financial breakeven point is 400. We need everyone to renew, plus about 110 new members. You are our best promoters, so please give the enclosed flyer to an interested party.



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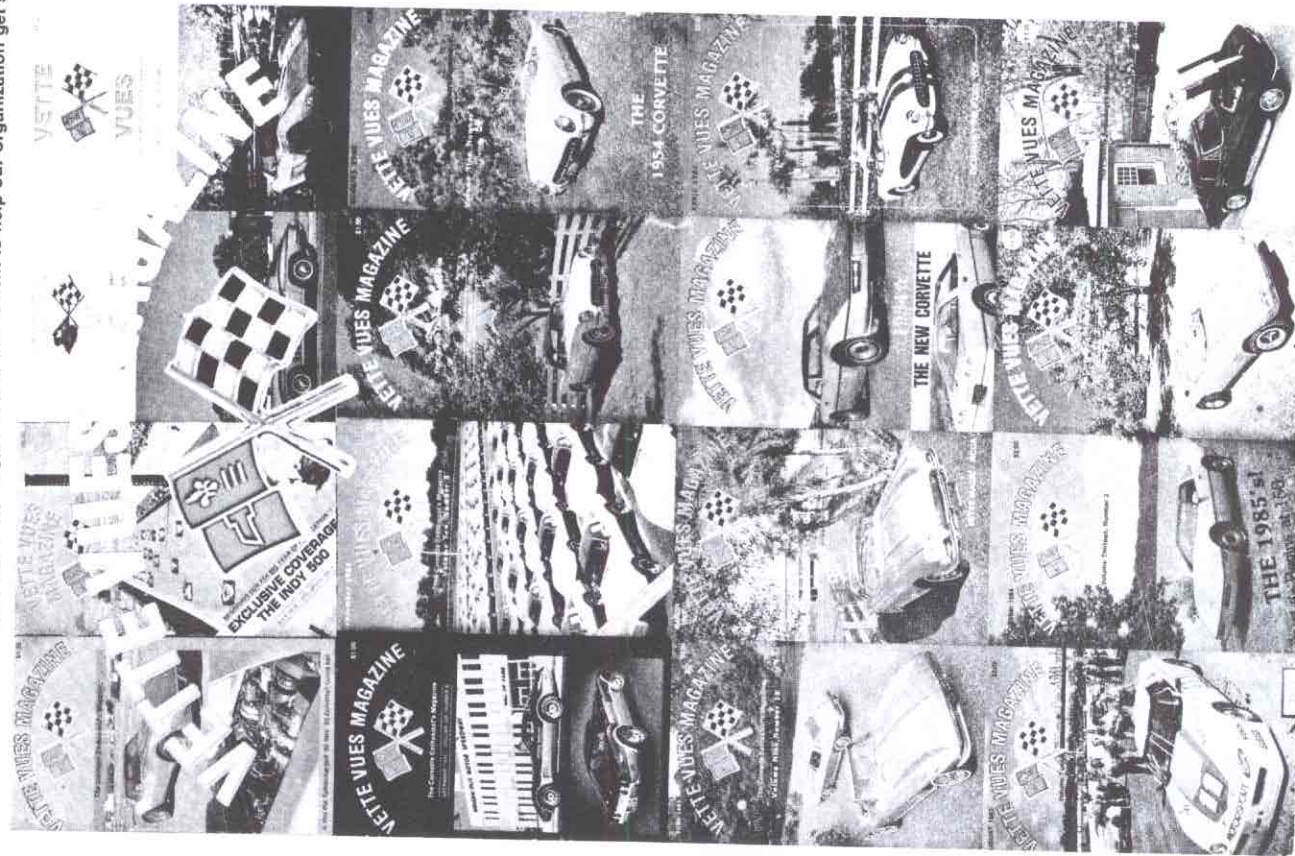
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# STAINLESS STEEL POLISHING

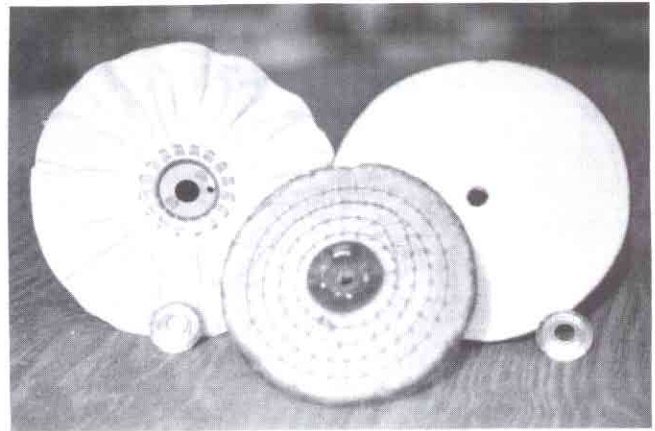
By Tony Catalano

One of the most economical and easiest ways of improving the appearance of your Corvette is to buff the stainless steel. Look around your straight axle; you'll find stainless steel just about everywhere, front to back, inside and out. Over the years the stainless becomes dented and scratched. I found that with few materials and a bit of time, you can get your stainless steel to shine like chrome.

You'll first need a bench grinder. I have a minimal  $\frac{1}{2}$  horse power, 3450 R.P.M., 6 inch grinder. The secret for excellent polishing results is speed. The greater the R.P.M. of your grinder, the easier it will be to obtain the desired results.



As I said, I feel my grinder to be minimal, but with it, I was able to do a fantastic job. You will also need buffing wheels, or as the guy behind the counter called them, cotton mops. Start by taking off all the grinding wheel shielding that normally surrounds the stone or wire wheel area of your grinder. This will enable you to use 8" wheels if you choose. After trying both 8" and 6" wheels, I find that I prefer the smaller 6" wheels. They are stiffer and tend to provide more friction when applying the more coarse and abrasive compounds. If your grinder is six inches in size and has the stationary shielding that cannot be removed, then you will have to use the 6" buffing wheels. I use the small wheels despite the fact that the final finish coloring is best done on a soft wheel and one that will provide a fast surface rotation. The larger 8" wheel is both. The buffing wheel sizes will be 8" or 6"x $\frac{1}{2}$ "x $\frac{1}{2}$ ". By doubling up the wheels, that is, putting two on each side of the grinder, you increase your buffing area from  $\frac{1}{2}$ " to 1". The additional wheels also increase the stiffness. A  $\frac{1}{2}$ hp. motor is capable of handling up to a 2 inch thickness of buffing wheels on each side.



I also prefer to spend a little more for the wheels and get the kind that have the leather reinforcement at the center hole. With this leather reinforcement, you have no trouble in getting a very true alignment, plus the wheel will grip very securely to the grinder when tightened down. I find this type of wheel easier to align than the type that rely on metal centering flanges for support and non-slippage.

Next, you will need the buffing compounds. There are many kinds of compounds and it is important that you use the correct compounds intended for the job. In our case, stainless steel. There are two basic actions you want to take place. First, you wish a cutting down action to remove the scratches. And, next, a coloring action to bring out the natural color of the metal.

Of the buffing compounds, I first used a compound specifically called (aptly enough) stainless steel compound. This compound provides abrasives for cutting down and some coloring action. The second compound is jewelers rouge, a premium composition that will bring out the natural color. Each compound is used separately.

There is a compound called emery. This is a coarse buffing compound with a very fast cutting action for removing the deeper scratches. I have not used it myself but I do intend to try it. I did a lot of hand sanding on the deeper stubborn scratches. I believe the emery compound would minimize this tedious procedure.

Before you start to buff, each piece to be polished must be prepared. Check each piece for any dents or deep scratches. If there are any dents, you can hope that they're located in a spot that you can easily reach with your make shift dollys and hammer. Scratches, on the other hand, seem to be much easier to deal with. If you find that a part is more deeply scratched than just buffing will get out, then you may have to consider sanding the part with sandpaper.

The stainless door sills always seem to suffer the heaviest and deepest scratches. My sills

were not only deeply scratched but had gritty pock marks. I found that for some areas using a 400 grit wet and dry type sandpaper and then a 600 grit, worked wery well. Although I would not recommend it in general, I did resort to using a 260 grit paper and in some instances, I even used a metal file on some very deep scratches. Keep in mind, the heavier sandpaper and file make scratches of their own but they are smaller than the heavier scratches and marks that they have removed. With each pass you are taking away scratches and leaving smaller ones. By the time you are through with the 600 grit you will be amazed at how good the piece can look from only using sandpaper.

Next, apply the stainless buffing compound directly to the rotating cotton wheel on one side of the grinder. Keep in mind there are two compounds and each has a different cutting grit. The coarse, cutting down compounds will scratch your final finish so a separate buffing wheel must be used for each type of compound. The buffing is a better place to start for the smaller and less severely scratched pieces than going directly to the sandpaper. Work the part back and forth under the wheel, keeping the work constantly moving. Remove the part away from the wheel with a slanting downward movement. You'll have to experiment to find the ideal spot to hold the part, but generally you will want to keep the work below the center of the wheel. If you're too high on the wheel the work can hop and vibrate, if you hold it too low, the part could pull out of your hand. This is where you have to be very careful. You could damage the part as it flies across the room, not to mention the very sharp edges and your fingers.

After this cursory buffing, you will be able to see the deepest scratches. These may not readily come out. This is where the sandpaper and the appropriate grit come in. With the sandpaper, work the general area of the scratch, then begin buffing again. Keep this up until the scratch is gone or until you can't sand it any more or don't care. You see, there really isn't a definitive stopping point, you could go on forever.

Wipe the part off with a rag to get all the stainless compound off. Make sure the piece is wiped clean so you do not contaminate the next and final buffing. The next step is buffing with the jewelers rouge compound. Apply it to the clean buffing wheel the same way you did for the stainless compound wheel. Work the part back and forth across the face of the wheel.

It does take a lot of time and practice to develop your own technique. Your parts will come out like they were new. I have had several people ask me where I bought the new door sill plates.

## STARTER SOLINODS '53 - '56

All original solinods will have the part number stamped into the base area. Figure A is '53-'54 6V second design. It also uses a rubber dust boot on the rear to protect the plunger from oil. Figure B is '53-'54 6V original design and doesn't use a rubber boot. Number 1118135.

Figure C is '55-'56 12V original design and has one small post marked "S" where the key wire goes. Number 1119789. Figure D is '58 and up car and second design replacement for 1119789 and now has two small posts, "S" for key starting side and "R" for key assery side but this solinod also has the same part number, 1119789, stamped into the base area.

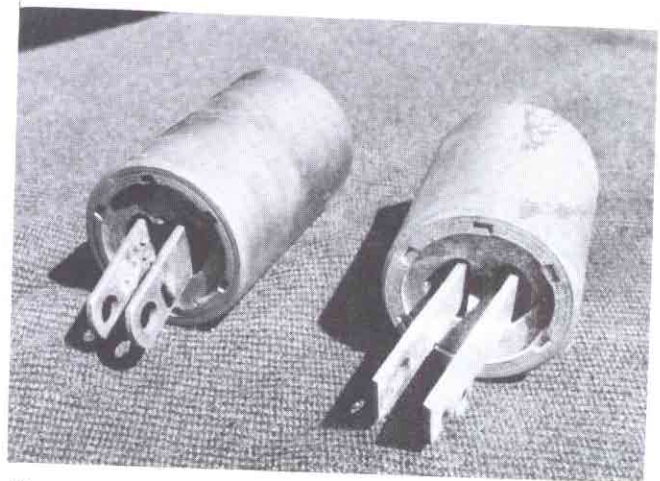
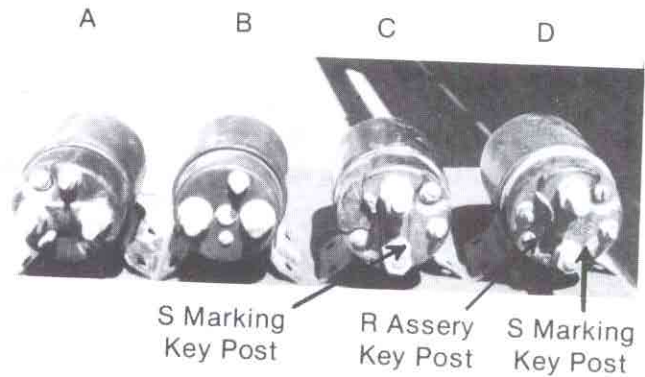


Figure 2 shows the plunger used. Left one is a 6V plunger and is connected to the starter using a pin and cotter pin arrangement. Right one is a 12V plunger and is connected to the starter using a bolt arrangement.

# FUEL TANKS

## '53 - '62

By Roy Braatz

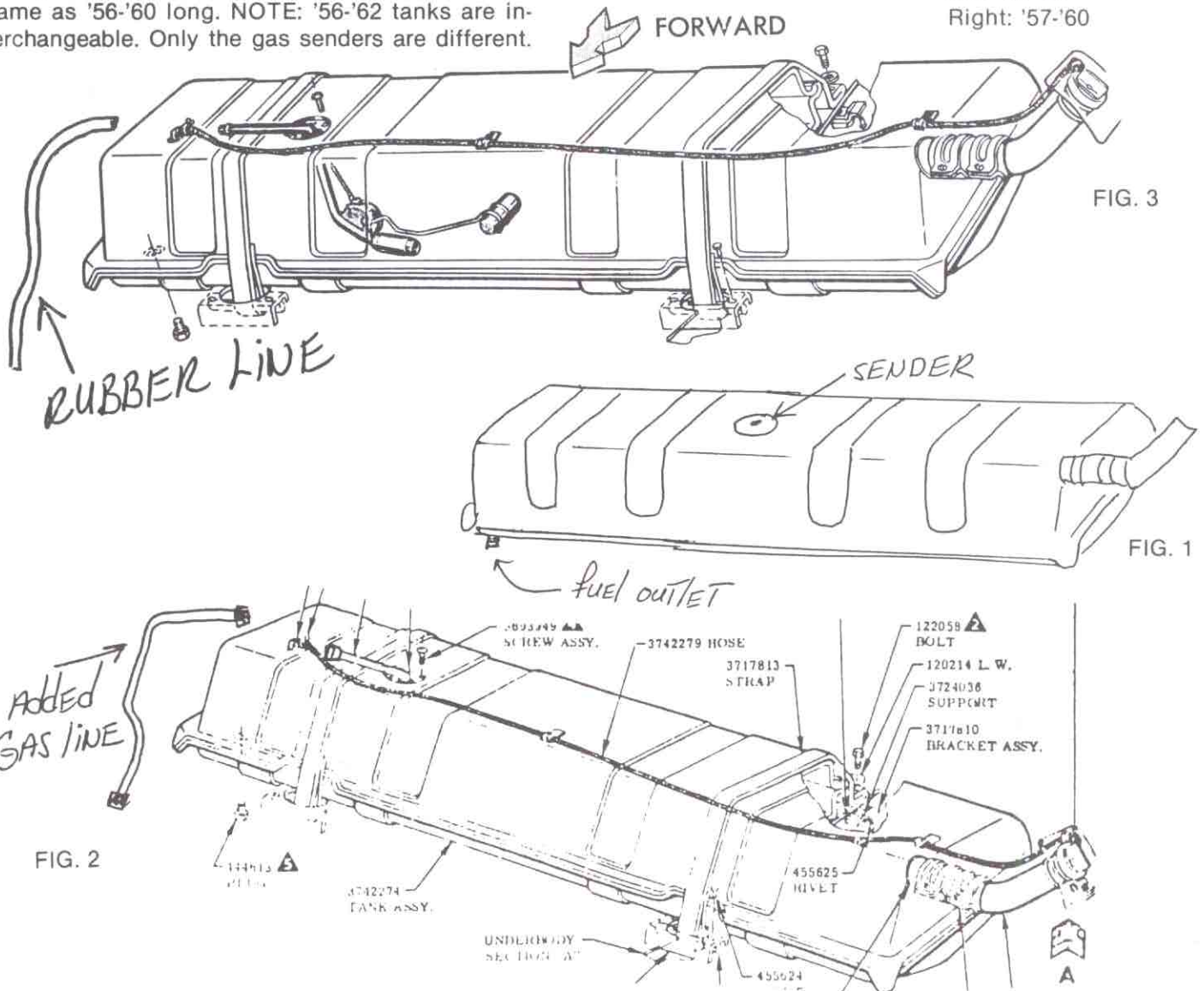
If you need a fuel tank and find one, how would you know you're buying the right one for your year Corvette? Figure 1. '53-'55 are all the same. Gas sender is located at the top center area. Main fuel line connects at the bottom right side and is not vented. Gas tank filler tube or neck is short and the gas cap is vented.

Figure 2. '56-'60 16 gal. (standard) fuel tank sender is located at the top right side. Main fuel line connects to another short metal line, that connects directly into the gas sender. Tanks are vented and the vent line tube is at far right top area. Gas tank filler tube or neck is longer.

Figure 3. '61-'62 16 gal. (standard) fuel tank sender is located at the top right side. Main fuel line connects to a rubber fuel hose using hose clamps to the sender. Tank vent tube is at far right side at top of tank. Gas tank filler tube or neck is same as '56-'60 long. NOTE: '56-'62 tanks are interchangeable. Only the gas senders are different.



TOP: '53-'55  
BOTTOM: '56-'62



# NOS Parts Still Available

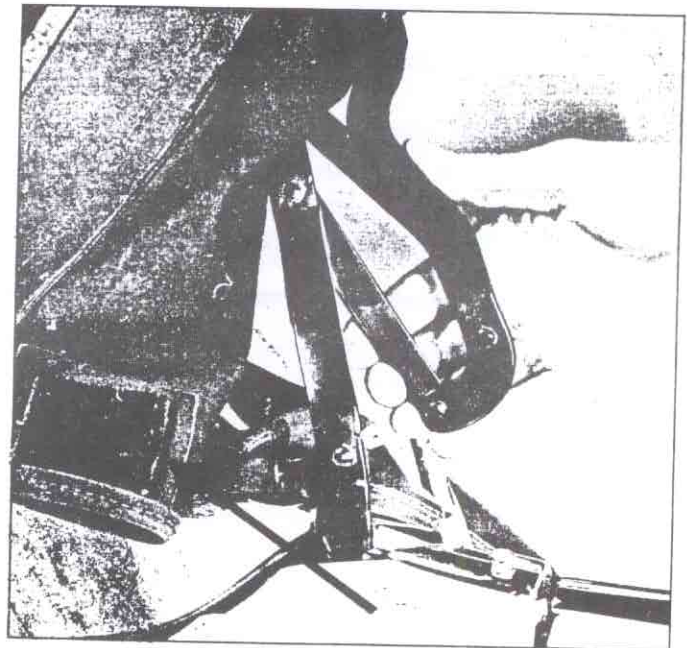
# '53 - '55 TOP FILLER FLAPS

By Roy Braatz

Most owners of '53 to '55 Corvettes have had problems with air getting into the cockpit area while driving with the soft top up and side windows installed. Other than a poor fit, which is understandable, many owners have gotten the top and windows to fit tight and proper but still complain of air hitting them in the neck when the window vent is opened.

Reproduction tops have now nearly duplicated the original down to the date codes, but have overlooked one little fact that a GM driver discovered early on when test driving the Corvette. "Filler flaps" that were used on all '53-'55 tops located between the lower bottom rear mohair seal and the bottom side snap hold down.

This is a poor picture taken from a GM service manual but shows the filler flap stitched to the top material. Having your local upholstery shop add them will cure the problem of cold air running up your neck and making the top more original.



Master brake cap 5300880, Cast Iron '53-'61

Part  
Number Description

- 3735157 L.H. head pipe-exhaust
  - 3735164 R.H. head pipe-exhaust
  - 3762440 Part of tail pipe (need 2 ea.)
  - 3752556 Part of tail pipe - extension
  - 3736269 L.H. door weather strip
  - 3736270 R.H. door weather strip
  - 3754505 Radiator hose - lower
  - 3931600 Intake manifold gasket
  - 3192095 Shock - front (need 2 ea.)
  - 3730111 Door molding L.H. Lower
  - 3730112 Door molding R.H. Upper
  - 3730113 Door molding R.H. Lower
  - 3730114 Door molding L.H. Upper
  - 3740253 Weather strip - windshield glass
  - 3762525 L.H. top weatherstrip
  - 3762526 R.H. top weatherstrip
  - 3762529 Top weatherstrip
  - 3814213 Weatherstrip topcover
- Parts I found that are listed for 1956 that are for 1960 to 1962:

- 3770284 Top of fan shroud
- 3192962 Rear shock - non-spiral
- 3733572 Molding lower R.S. front fender
- 3839808 Screw, side-view mirror
- 3725377 Window crank handle w/chrome knob
- 4156542 Door handle, R.S.
- 4156543 Door handle L.S.
- 445504 Screw assy includes starwasher - top latches
- 3725755 Bezel, use with 3725754 emblem, 2 oeg 'd per car
- 3751130 Seal, 3 spd shift boot (also for PG and 4 spd?)
- 3728940 Floor plate, transmission
- 3742212 Fuel injection emblem, trunk & front fenders, '57 only
- 3767507 Crossed flag emblem, front fender



All screws used in Corvette to hold various items were slotted. Any questions?

#00032

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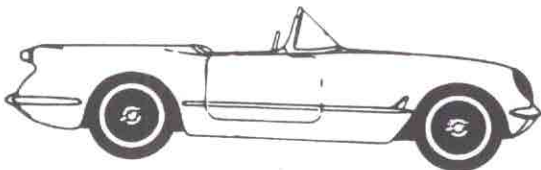
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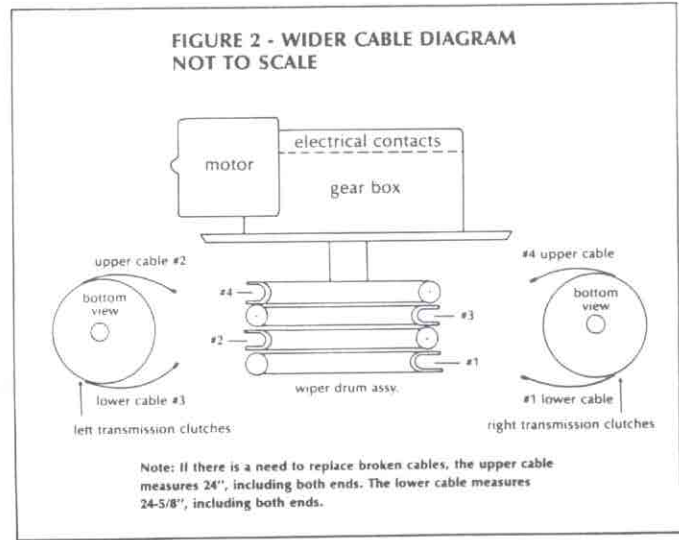
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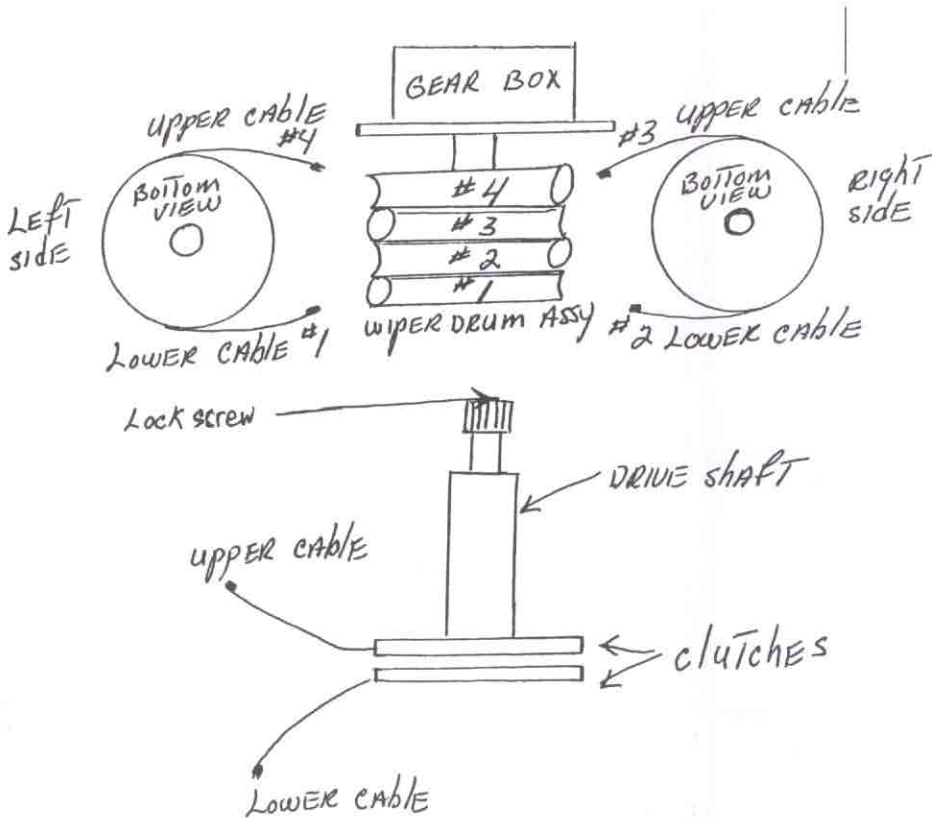
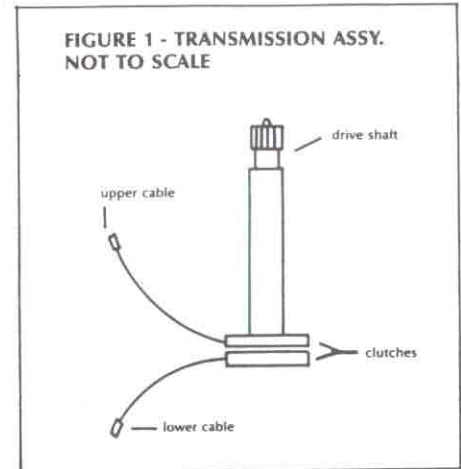
# HOW TO HOOK UP '53 - '55 CORVETTE WINDSHIELD WIPERS

By Roy Braatz

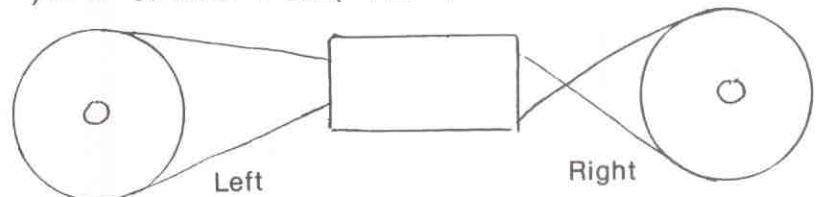
This article is for '53-'55 owners that have tried using the '56-'57 article to hook up your wiper cables. Fig. 1. With the wiper arms removed and the transmission assy in the body, use a flat screwdriver and turn the lock screw on the top out counterclockwise till you feel it stop (do not try to remove it). This will release the clutch spring tension. Then, by pulling on either cable, hook up the cables as shown in Fig. 2. If you only need to tighten the cables, pull on each one to loosen and free the clutch springs and then tighten the lock screw. If one wiper arm does not work correctly with the other, it could be that the lock screw came loose, causing the cables to be loose. If the cable is stretched from use, I found that a simple way to shorten the cable is to use a fishing lead ball weight squeezed on the cable at the end will take up the difference.



'56-'57



How CABLES LOOK FROM UNDER THE DASH





# PARTS FOR SALE?

**WANTED:** Parts for a 1956 Corvette; original seat covers and trunk mat, both red, and emergency brake light. For a '62, 340hp; generator no. 1102268 with a 4" pulley; radiator cap (13 lbs.); fresh air hose (under hood); trunk mat; fawn beige seat belts; master cylinder cap; and jack with handle.

Larry Richter, P.O. Box 328, Coos Bay, OR 97420  
Day (503) 269-1427 Night (503) 269-1815

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Lanny Larsen, P.O. Box 5202, Vacaville, CA 95695

**WANTED:** 1954 correct steering wheel 17 1/4" and horn ring washer jar, trico pump and bracket. Front license bumper (1 only), rear bumper vertical (1 only), inside mirror, bride Y-50 mirror, bullet air cleaner (1 only).

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**WANTED:** '58 Vette with F.I. Will consider any condition but must be original.

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**WANTED:** '57 power top trunk cylinder. Have '56 for trade.

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CORVETTES OF PARTICULAR INTEREST

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1954 CORVETTE, two tops, Original Blue Flame 6 cylinder engine, Carbs and Transmission. Paint is completely stripped off virgin body. Interior is in need of carpet, seat cover, and door panels. Car is very complete and needs Restoration..... \$12,500.00

1956 CORVETTE CONVERTIBLE, 265-225 hp. Powerglide. Tuxedo Black with silver coves and venetian Red interior and all in very nice condition! Proper ex-show car with wide whites and factory hubcaps.....\$18,000.00

1958 CORVETTE CONVERTIBLE, 283-245 hp, (2x4's) 4 sp, Ermine White with Red interior, Runs Good....New Paint.....\$16,500.00

1959 CORVETTE HARDTOP, 350 - 4 speed. Roman Red with White coves and Black interior. Runs very good.....\$13,900.00

1960 CORVETTE CONVERTIBLE, 283-270 hp, 4 sp, #'s match. Ermine White with Turquoise interior. Runs Good..Top Tank Radiator.....\$15,000.00

1961 CORVETTE CONVERTIBLE, 283-230 hp, 4 sp, Beautiful Tuxedo Black body with Silver coves and Red Interior. Super tight car. Ready for go or Show. # 2 plus condition. Request Photos on this one.....\$18,000.00

1961 CORVETTE TWO-TOPS, 283-270 hp, (dual fours) 4 sp, #'s match. Very nice original car. Low miles. Runs and handles excellent. Correct factory radio, shifter, gauges, hubcaps, etc. Roman Red with white coves and Red interior.....\$16,500.00

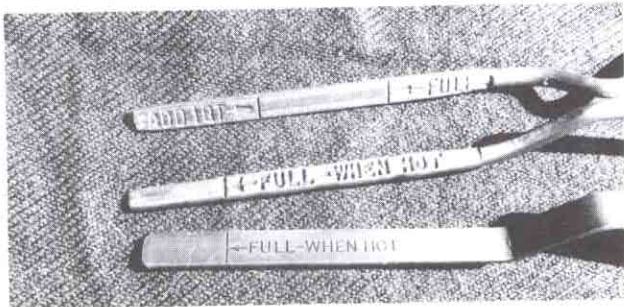
1962 CORVETTE CONVERTIBLE, 350 4 speed, Roman Red with Black interior, runs very strong and handles well. New Black interior and top.....\$12,000.00

1962 CORVETTE TWO TOPS, 327-360 hp, 4 speed, Fuel injected, numbers match, nice Roman Red exterior with Tuxedo Black interior, 51,000 miles, Runs and looks great.....\$25,000.00

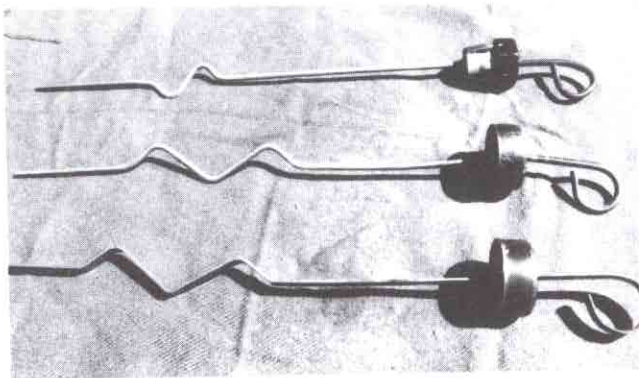
1962 CORVETTE CONVERTIBLE HARDTOP, 327-360 hp. 4 speed, fuel injection, numbers match. Very rare. Almond Beige with Red interior. Excellent overall original condition. Magazine feature article car. Recent purchase from well-known collection. Serious inquiries please.

# PARTS FOR SALE?

**WANTED:** LIGHTS: Metal headlight assy, park light assy, tail light assy. BODY: Hood with hinges, male latch assy & support arm, oval & grill with attaching hardware, side chrome, bumpers (I have a rear), headlight bezels. HARDWARE: Steering column & wheel, both striker plates. WINDSHIELD: Complete wiper system, windshield with upper and lower chrome & rubber (I have side posts). INTERIOR: Seats ('54 are OK), door panels, kick panels, carpet, brow for dash (complete), top of door chrome, radio speaker grill. TOP: I have nothing.



TOP: '53-'55?    MIDDLE: '56-'61?  
BOTTOM: '55 up car?



## 1953 - 1962 Corvette Owners - Read This

If you haven't had trouble with your door trim panels, you will. These panels are held to the door by self-tapping screws, which screw into the fiberglass door itself. Self-tapping screws hold very well when screwed into sheet metal, but they are not satisfactory when used with fiberglass. Fiberglass does not provide a good, tight thread. It cracks and splinters after the screws have been removed and re-installed one or two times. This means that after you have removed your door panels, you probably won't be able to put them back on and have them hold properly.

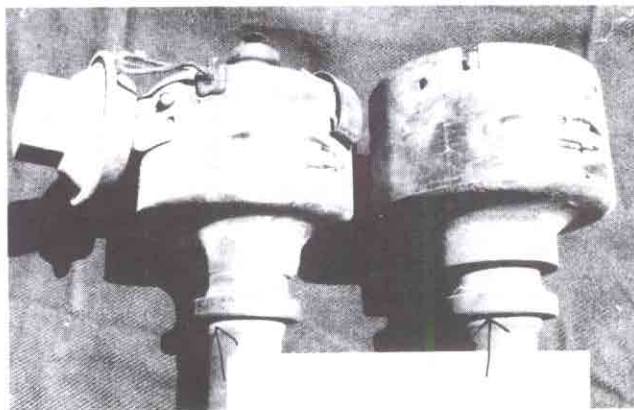
We have developed a simple threaded insert which uses your original screws and will provide you with a permanent repair. You will be able to remove and replace your door panels as often as you need, without the problem of the screws stripping out the holes. They will not squeak, rattle or rust. They are easy to install, and they come with complete directions. No special tools are needed, and it takes only about thirty minutes per door to install.

We call it the "CINCH FAST" kit. It sells for \$19.95 including postage and handling. (California residents add 6.5% sales tax). It will repair two doors, and will retain the original appearance of the door. Send \$19.95 (check, money order accepted, Visa and Master Card by phone), state the year of your Corvette and mail to: RAIN TREE, P.O. Box 1080S, Soquel, CA 95073. Phone (408) 475-4442. No C.O.D. orders. All kits are mailed the same day the order is received.

## '55 DISTRIBUTOR

Fig. 1. Right side, shows first design. Notice area where distributor clamp would hold housing. This dist. is 1110847, date 4L19. It would seem reasonable that you should find it in early '55 Corvettes that used the first design carburetor (bell crank type) linkage.

Left side shows second design. Notice area where distributor clamp would now hold the housing. This dist. is also 1110847, date is 5B9. Again, it would seem reasonable that this dist. came on line at the same time the second design carburetor did. ATTENTION: Corvette or car would be the same situation.



# THE COMPLETE CORVETTE RESTORATION & TECHNICAL GUIDE - VOL. 2 1963 THROUGH 1967

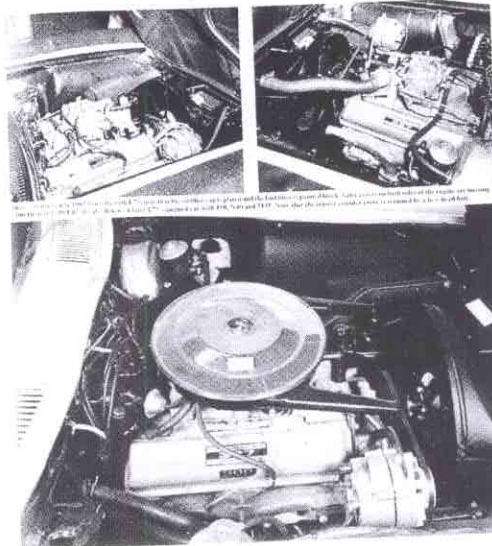
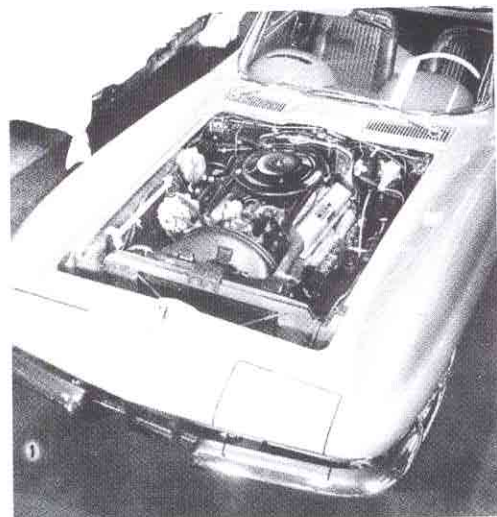
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