

STRAIGHT TALK



VOLUME 2 NUMBER 3

**1989 NATIONAL
CONVENTION
May 26-29 in Virginia**

**FIRST WESTERN
REGIONAL MEET
July 14-16, 1989
in Washington
(The State!)**

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Photography by: Bob Bacon



President's Page

By Noland Adams

As I write this, spring is rapidly approaching. Time to get the Corvette out of storage and ready for another summer's fun.

As SACE members, our summer fun translates into the 1989 convention. As I talk to Corvette owners around the country, I find that many are making an attempt to make it to the convention.

Like: A black '62 driving in from Oklahoma City; a '55 trailered up from Georgia; a local '59 owner who won't have his car ready, but he'll be there, and these are just a few examples.

SACE is fortunate to have the support of the two most important Corvette magazines, Keepin' Track and Vette Vues. Vette Vues has been running a number of ads announcing the convention. Keepin' Track will be running a story on the '88 convention. If you don't subscribe, you should contact these fine magazines at: Keepin' Track, P.O. Box 48, Spring Valley, NY 10977 and Vette Vues at Magazine, P.O. Box 76270, Sandy Springs, GA 30328. Be sure you mention that you are a SACE member, and how much we appreciate their publicity.

In addition, we enjoy the support of the Mid Atlantic Chapter of NCRS. Within the MAC/NCRS chapter alone there's a load of great old Corvettes.

This all indicates the '89 meet will be really big, and that suits us fine. Once you look at the fun way SACE looks at old Corvettes, we think you'll join us whenever you can.

On the West coast meanwhile, the newly formed Northwest chapter is planning a meet for this summer. Hey, SACE is beginning to pick up steam!

1954 CORVETTE KIT

By Noland Adams

Early Corvette owners: Ever wish there was a 1954 Corvette kit? Well, there is!

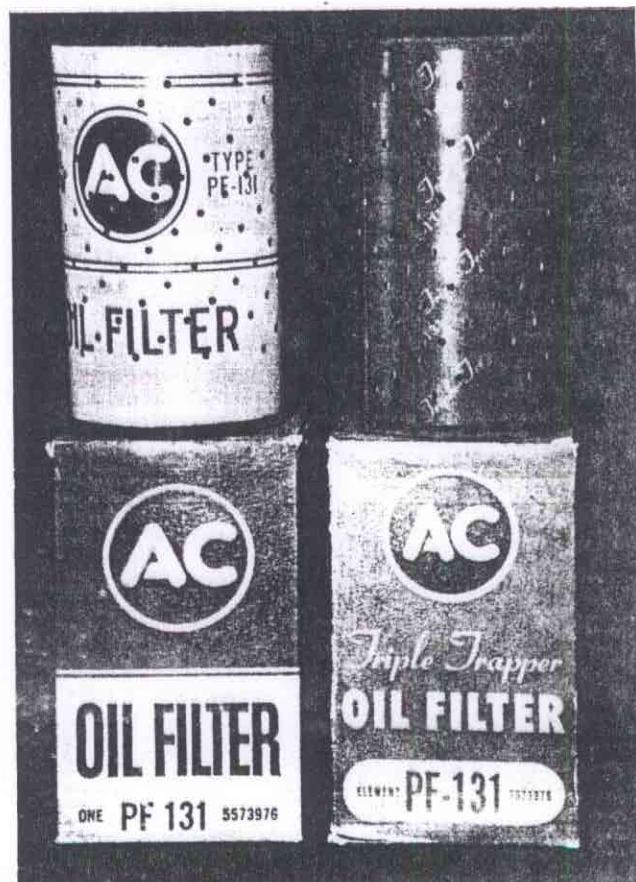
There are several old Corvette kits around. AMT makes both a '53 and a '55 kit in 1/25 scale, while Monogram makes a 1953 kit in 1/24 scale.

I was the technical advisor to Monogram on this 1953 kit. I remember meeting their engineer and escorting him through Chevrolet's old files. He had his own clearance, but didn't know where to find the good stuff, so I showed him.

Among my advice was a suggestion to include the 1954 valve cover and two-pot air cleaner on the parts "tree". I was pleased to see those parts included just as I had asked. So if you want a 1954 Corvette - first or second series - buy a Monogram kit and use the proper parts.

What did I get for all my help? I got a case (12) '53 kits, and my pick from Monogram's catalog. There I got greedy, and they sent me about 2 dozen models - some were quite expensive.

Monogram has never advertised a 1954 Corvette kit, just the '53 and '54 parts. Now that I think of it, the model companies are always looking for a new wrinkle. I think I'll mention this to Monogram; maybe I can earn a pickup load of new kits!



Filter on right is original appearance.
Left is later for '56 and up.

EDITOR'S CHAIR

By Roy Braatz

I would like to thank those who have written me to say that you like Straight Talk, and would like to see me give more detailed information on some articles. Determining the response on a particular subject, I will elaborate more in future issues. I know I need more writing skill, that I hope time will provide.

Your letters are my best survey of what you would like covered. Please keep writing! In this issue you'll see that our first official chapter, the "Northwest", is having its first Western Regional meet in July 1989.

Bill and Donna Eldridge could use Western area members help, in any manner you could provide, to make this a regional meet to remember. So please, call Bill or Donna for information.

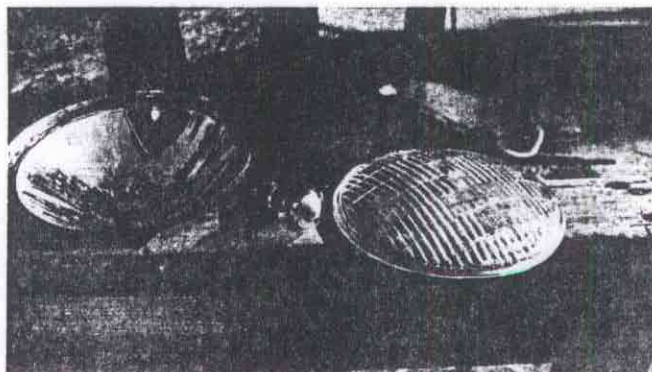
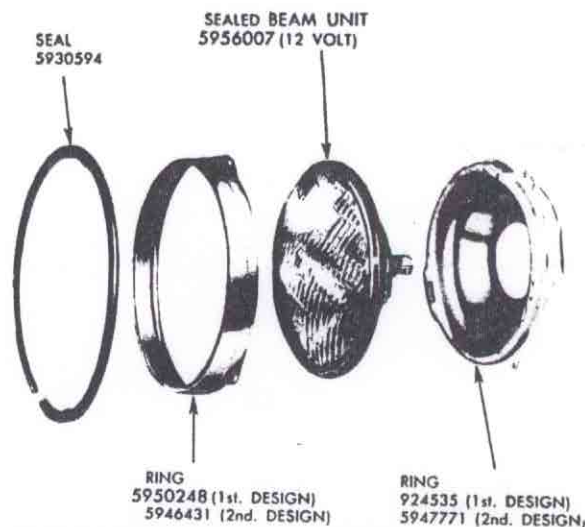
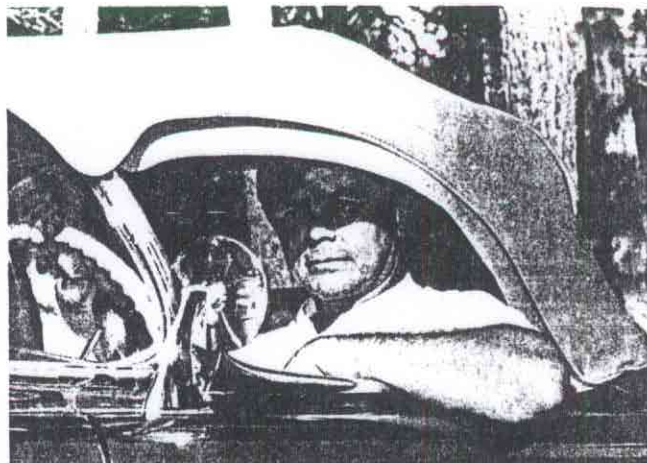
The response of members inviting my wife and I to stop by on our trip around the country is most appreciated. We will be contacting you soon. Two good local friends are also accompanying us, each driving their Corvettes. One is a 2x4 three speed 1956, the other a FI four speed 1957.

So, is any members find early hub caps along the road, there ours.

'55 Headlight Bulbs

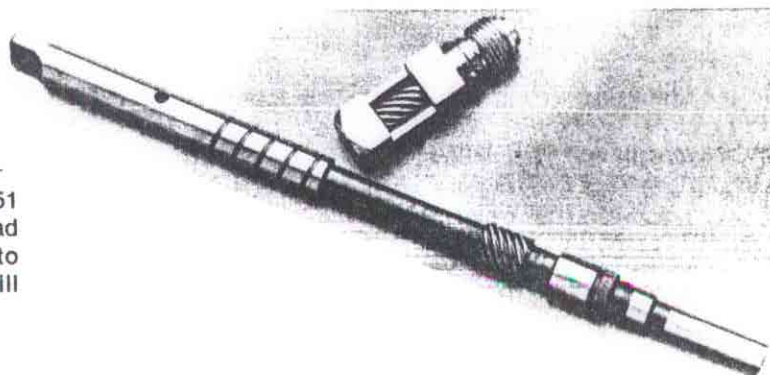
In 1955 GM introduced the first 12 volt system. Headlight bulbs supplied by Guide in '55 used two different design bulbs. Another difference in '55 Guide was the T-3 logo that was not used in 1955. The first design bulb was an assy made of three parts! The front cover was glass, the rear cover was a tin cover (black on the outside area) and a bulb WL-2423-12-16V was soldered into the rear tin half. The bulb could be replaced by prying the two halves apart. Part No. 5956007.

Second design was a true vacuumed seal beam bulb. This bulb was all glass and not serviceable. Neither bulb mentioned should be found in any vehicle made in 1955 using the Guide manufacturer. Anyone that can help me locate new WL-2423-12-16V bulbs, please write or call Roy (916) 265-5947.



FOR SALE: Distributor Shaft \$125.00. Side Gear \$150.00. 1953-1955 6 cylinder.
John R. Rohner Co. (919) 852-1011

WANTED: BIG BLOCK CHEVY. Block numbers 3904351 and 3869942, will pay \$1,000.00 to \$2,000.00; head numbers 3904391 and 3873858 will pay \$600.00 to \$900.00 pair; Intake numbers 3894374 and 3894382 will pay \$500.00 to \$700.00. Serious!
Terry Michaelis FAX (419) 592-4242
Box 606, Napoleon, Ohio 43545



The Shade Tree Corner

In restoring your Corvette, you may have problems with the starter or generator operating properly. I thought I would cover some information so that you could understand how important clearance and polarizing are.

Fig. 6 is a wiring circuit of a typical solenoid switch. There are two windings in the solenoid; a pull-in winding (shown as dashes) and a hold-in winding (shown dotted). Both windings are energized when the external control switch is closed. They produce a magnetic field which pulls the plunger in so that the drive pinion is shifted into mesh, and the main contacts in the solenoid switch are closed to connect the battery directly to the cranking motor. Closing the main switch contacts shorts out the pull-in winding since this winding is connected across the main contacts. The magnetism produced by the hold-in winding is sufficient to hold the plunger in, and shorting out the pull-in winding reduces strain on the battery. When the control switch is opened, it disconnects the hold-in winding from the battery. When the hold-in winding is disconnected from the battery, the shift lever spring withdraws the plunger from the solenoid, opening the solenoid switch contracts and at the same time withdrawing the drive pinion from mesh. Proper operation of the switch depends on maintaining a definite balance between the magnetic strength of the pull-in and hold-in windings.

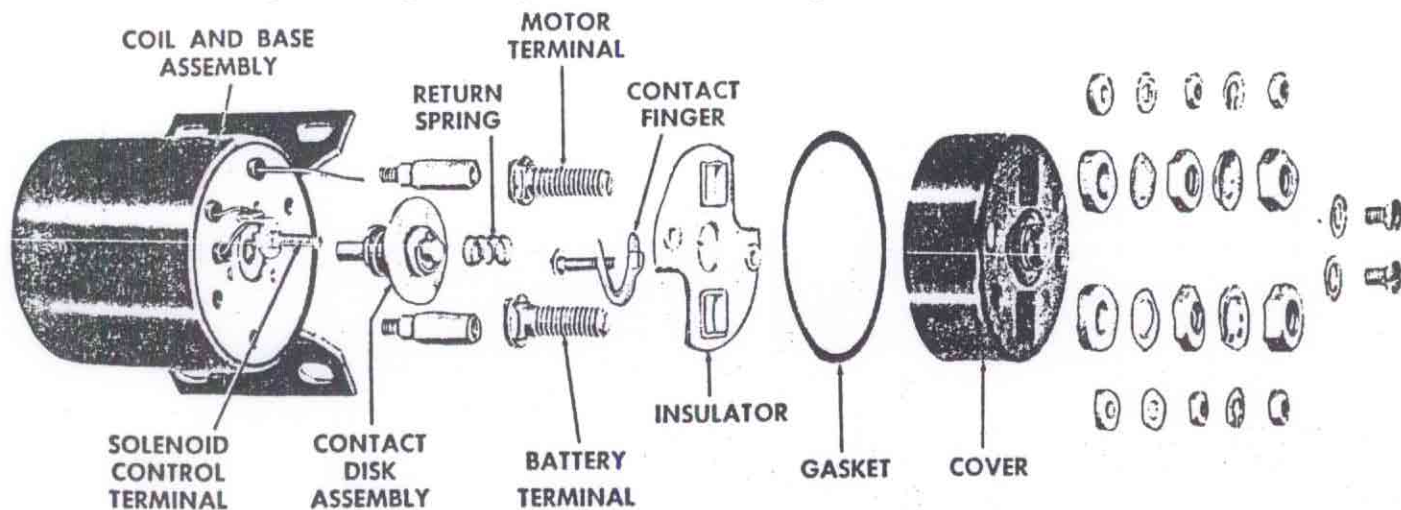


Fig. 5 Exploded view of solenoid switch shown in Fig. 4

This balance is established in the design by the size of the wire and the number of turns specified. An open circuit in the hold-in winding or attempts to crank with a discharged battery will cause the switch to chatter.

To disassemble the solenoid, remove nuts, washers and insulators from the switch terminal and battery terminal. Remove cover and take out the contact disk assembly.

When the solenoid has been removed from the starter motor for repair or replacement, the linkage must be adjusted to provide the correct pinion clearance or pinion travel when the solenoid is remounted on the motor. Some solenoids equipped with relays have an adjustable plunger stud as on '57-'62, but others must be moved on the motor frame to adjust pinion travel as on '55-'56.

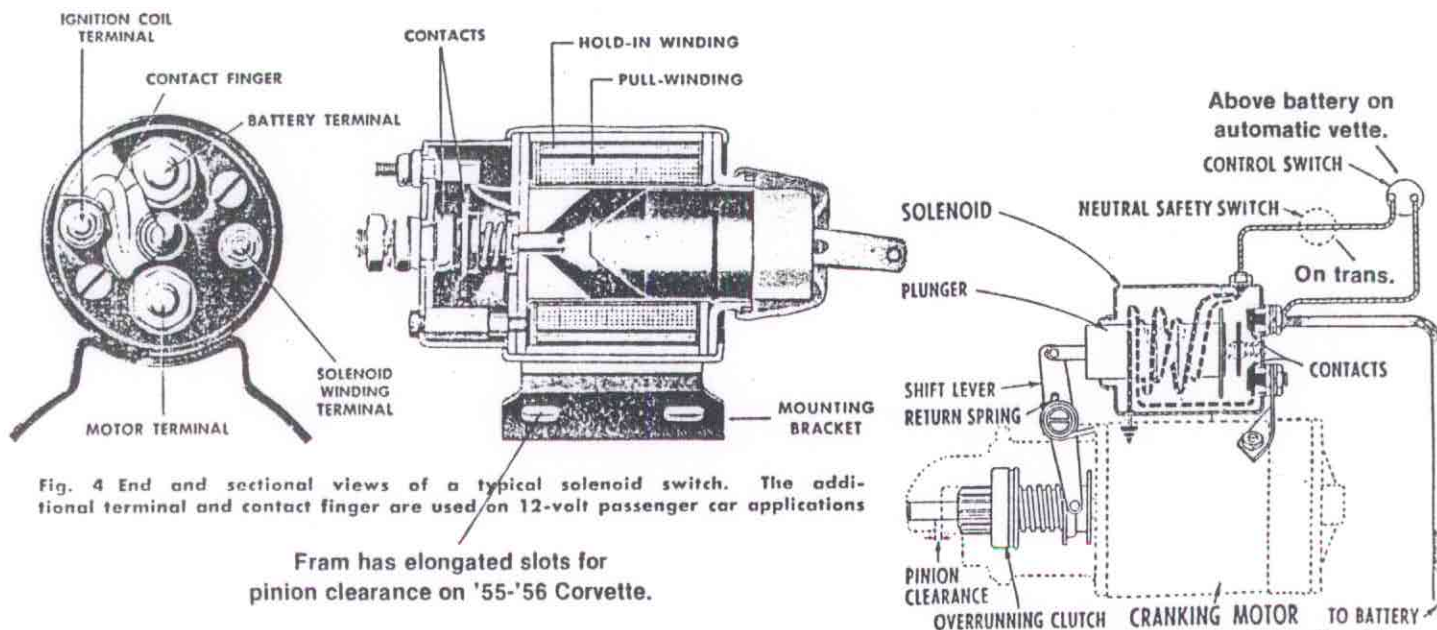


Fig. 4 End and sectional views of a typical solenoid switch. The additional terminal and contact finger are used on 12-volt passenger car applications

Fram has elongated slots for pinion clearance on '55-'56 Corvette.

Fig. 6 Wiring circuit of a typical solenoid switch

The Shade Tree Corner continued:

ASSEMBLING STARTER

Soak bronze bearings and felts in SAE 10 engine oil and apply a light film of oil to the shaft bearing surfaces. Remove the excess oil as too much lubrication may deposit on the brushes, commutator, fields or armature, impairing their operation and possibly causing failure.

On gear reduction motors, add ½ ounce of high temperature, non-fibre gear grease to the gear chamber.

When assembling the yoke on over-running clutch type motors, be sure the yoke shoes are installed with the curved edge toward the pinion end of the clutch, Fig. 25.

Install the switch and its linkage, making sure all linkage operates freely and the clutch shifts to its full mesh position. Also make sure the armature turns easily with only the brush drag restricting its movement.

When assembling the commutator end head on some motors, it is possible to have the head rotated from its correct position. This changes the brush position and on some types causes the motor to turn in the wrong direction. On other types the motor may not operate in either direction. The safest way of insuring against this difficulty is to mark the head and frame before disassembling so that they can be installed in their original position.

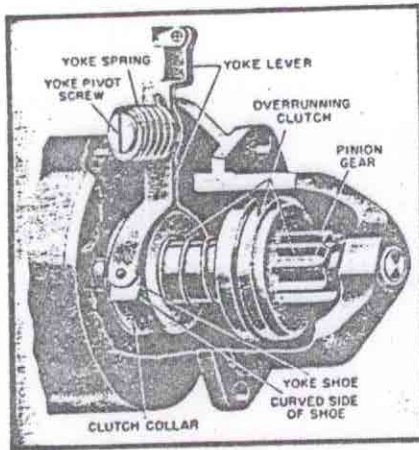


Fig. 25 Assembly of overrunning clutch and yoke shifting lever. Make sure curved sides of yoke shoes are toward gear end of clutch. Reversed yoke shoes can cause improper meshing of pinion

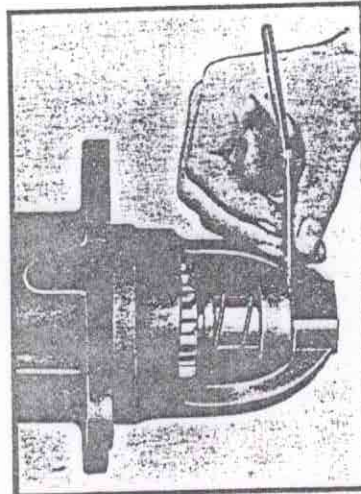


Fig. 26 Measuring Bendix drive stop clearance which must be 1/16". Do not compress Bendix spring as this will give an incorrect reading

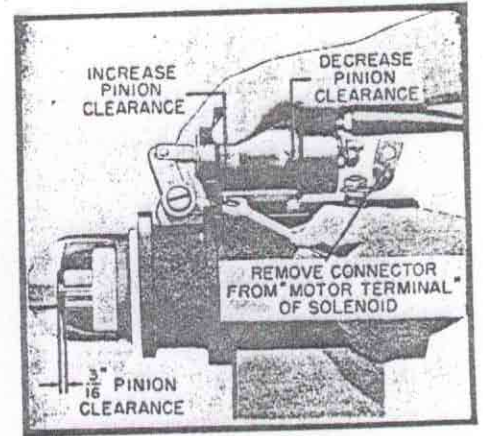


Fig. 27 Adjusting pinion clearance on over-running clutch motor equipped with solenoid having a non-adjustable plunger stud

Bendix Drive Motors

Check the clearance between the Bendix drive stop and the inside of the pinion housing as shown in Fig. 26. Measure the clearance with a feeler gauge and if it is not 1/16" first make sure the motor and drive are correctly assembled. Then install thrust washers just inside either the intermediate bearing (if used) or the commutator as required to establish this clearance. This affects the end play which should be checked at the same time.

Measure the clearance between the drive stop and housing as described above with the armature pressed to its two extreme positions. The end play will be the difference between the two readings and should be at least .005". Do not compress the Bendix spring when measuring clearance.

If the end play is less than .005", inspect for improper assembly and make sure all washers are in their correct location. If end play is excessive it can be reduced by installing thrust washers just inside the intermediate bearing (if used) or commutator end head. When installing washers, be sure that the brushes are centered on the commutator and the pinion "at rest" or demeshed position is correct (this adjustment is given later on).

Overrunning Clutch Motors

Thrust the armature toward the commutator end and measure the clearance between the shoulder on the shaft and the drive end thrust washer. This clearance is the same as the end play which should be .005" to .030" and is adjusted by installing thrust washers on the shaft just inside the commutator end head. These washers may be steel, fibre or leather and should be placed with the hardest material next to the head.

Install the switch on the motor. Connect the yoke linkage to the plunger screw on solenoid-operated clutches but do not install the lock pin. Shift the pinion into full mesh position by pressing on the solenoid core on electrically-operated shifts, or by pressing the yoke lever on manually-operated shifts.

Measure the clearance between the outer edge of the pinion to the thrust washer just inside the drive end bearing, Fig. 27. If the clearance is more or less than 3/16", adjust as follows:

1953 to early 1956 - on solenoid-operating clutch motors not having an adjustable plunger stud, Fig. 27, loosen the switch mounting screws and shift the switch forward or backward as required to establish the 3/16" clearance.

Late 1956 to 1965 - on solenoid-operated clutch motors equipped with an adjustable plunger stud, Fig. 28, turn the plunger stud in or out as required to establish the 3/16" clearance.

CAUTION - Failure to establish this clearance may result in a broken drive housing.

The Shade Tree Corner continued:

Generator Requirements

In 1935 or thereabouts, passenger car generators were designed to produce about 20 amperes. In 1952, generator capacity was increased to over 50 amperes in some cases and even this high output was found to be insufficient to supply the electrical needs of all the accessories used on some cars.

For all practical purposes, the limit of generator output was reached in 1952 with a 6 volt system as generators had become clumsy. With a 12 volt system, the same amount of electrical power can be delivered with half the amperage, because power is measured in watts, which are simply amperes multiplied by volts. In other words, when a generator is required to deliver 600 watts, this amount of power can be delivered in two ways: 100 amperes at 6 volts or 50 amperes at 12 volts. In each case the amperes multiplied by the volts produces the same number of watts (600).

As it is the current in amperes flowing through a conductor that determines the required size or gauge of the wire, it is obvious that with a 12 volt system, smaller size wires can be used to deliver the same amount of power as the larger sizes would deliver in a six volt system.

Polarizing Generator

After a generator has been repaired and reinstalled on a vehicle or at any time after a generator has been tested, it must be repolarized to make sure that it has the correct polarity with respect to the battery it is to charge. Failure to do this may result in burned circuit breaker contacts, a run-down battery and possibly serious damage to the generator itself. Polarizing should be done before connecting wires to regulator.

CAUTION - On cars equipped with the new Delco-Remy regulator having dual contacts on the voltage regulator, insulate the brushes from the commutator before polarizing the generator.

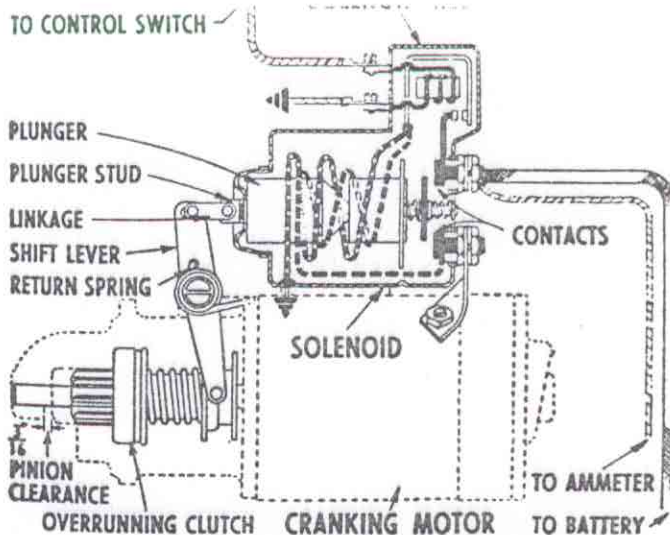


Fig. 28 Overrunning clutch motor equipped with adjustable plunger stud for adjusting pinion clearance (see Fig. 27)

Auto-Lite and Delco-Remy generators used on passenger cars are what is called standard-duty (externally grounded) units. Generators used on Ford Company cars use what is called heavy duty (internally grounded) units. The names "standard-duty" and "heavy-duty", as used here, are only a means of designating the two types of circuits and do not refer to any limitation in design.

A standard-duty generator is one in which the field coil lead is connected to the insulated brush inside the generator. A heavy-duty generator is one in which the generator field is connected to the grounded brush or to the generator field frame.

To polarize standard-duty generators, ground the "F" terminal while touching a "hot" jumper wire to the "A" terminal. On a heavy-duty generator, touch a "hot" jumper wire to the "F" terminal. Bear in mind that it is the generator that determines the proper regulator to be used and not the car model.

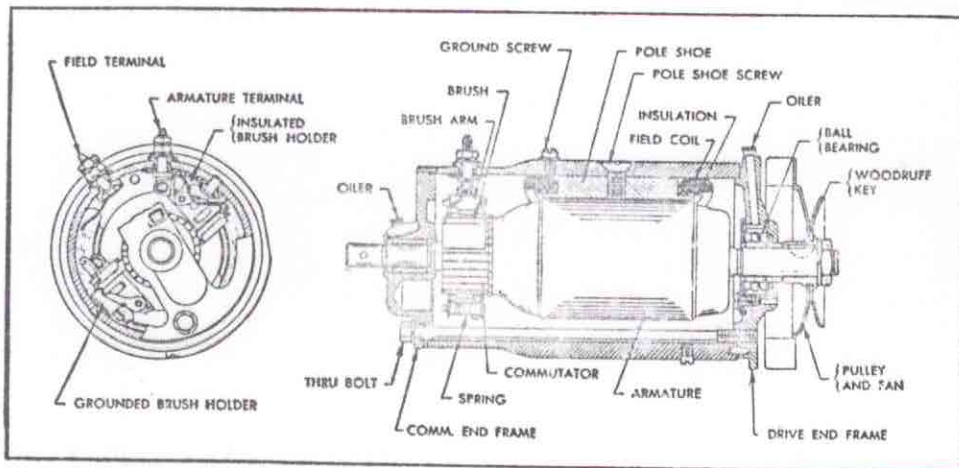
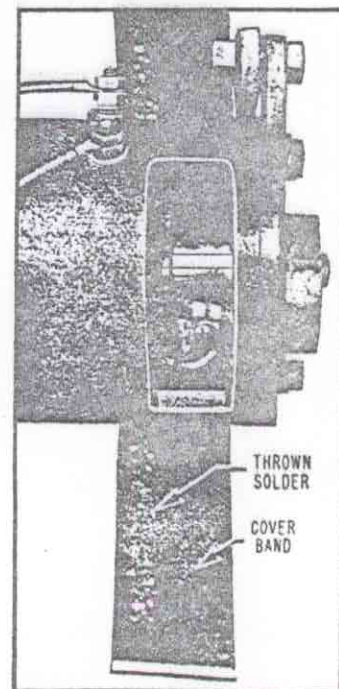


Fig. 5 Construction of new type Delco-Remy generator with an extruded frame. There is no cover band so inspection is made through openings in commutator and frame. The use of a mirror will aid in the inspection '55 and up

Fig. 4 Thrown solder on cover band, caused by excessive heat, indicates an open circuit between armature windings and commutator segments '53 to '54 Corvette



Fifty-three in a Barn

As told to Steve Banich

Many of us have heard stories of an old car found rusting in a barn, where somebody's grandfather left it before the war. I was in Santa Rosa recently and stopped by to visit Bill Harm and examine his Top Flight '58 vette. It is a beauty. Bill also has other cars, one is a '53 Corvette. Bill related how he acquired that car --

A friend of mine spotted an old Corvette in Healdsburg, sitting in a barn. He looked around but couldn't locate anyone to question about the car. After returning numerous times, he finally met the owners, an old woman and her son living in a converted chicken coup. He returned and invited me along to help identify the car. I was eager to inspect this faded gem. He didn't know the age of the vehicle, but said it had the wire mesh over the headlights.

My first view of the car, was in an old batten-and-board shed with streaked white paint covering its aged walls, a large exhaust fan pumped stench past the car, it was gagging. We later found out they were raising veal. All the waste aroma was vented through here, so even though the building was open I had to cover my face with a handkerchief, and run out gasping for breath every few seconds, then go back for another look. Over ten years accumulation of dust and grime had been blown past and onto the car, conglomerates of crud obscured most features, filling in smaller details to round the car to a sculpture-like representation. The side chrome had been molded over, but the bumpers were still apparent under their mantle of debris. The car still retained some originality. Although the identification plate had been removed from the door, I figured it to be a early '54, the possibility of it being a '53 Corvette seemed too remote, but close inspection revealed that telltale matting of '53 fiberglass and the lack of CONELRAD markings on the radio dial. The grill oval had cracked and needed to be repaired. The original engine was replaced with a Chrysler V-8, and the car now sat with an empty engine compartment and a gaping hole in the hood, cut for a substitute carb.

We were interested in the car but the owners were again absent that day. A short while later another fellow, Don, found out about the car. Don was interested, and anxious to look it over. He managed to contact the owner, a frequenter of the local pub, and hard to find during the day. A spate of negotiation and many six packs later, Don made the decision to get the car. He got in touch with me and stated he was buying, but that I and the original finder had till Saturday to bargain for the car. My friend didn't want the car, but he would've liked to turn it around for a profit. I wrangled with the owner, offered to top any bid he might get, but he was unsure of what to do.

I was surprised to find a month later, the car was up the street. Don had brought it home. I don't know how he did it, supposedly he fenagled the previous owner to allow a time purchase, he even got the pink slip.

Don spent mostly time on the vette, disassembling it and squirreling away the parts in boxes without



restoring them. He stripped the paint and put a lot of labor into the car.

A year went by, Don was moving to North Carolina, and offered me the car. I agreed to buy it, we negotiated the price. I was now the proud owner of 1953 Corvette number 263.

I'm in the process of doing a complete restoration. I've since found a correct engine and most other missing parts. This being a '53 Corvette, I'm taking all the time necessary to assure a fine restoration, and hope to finish within a couple of years. I do all the work and spare time is my limiting factor.

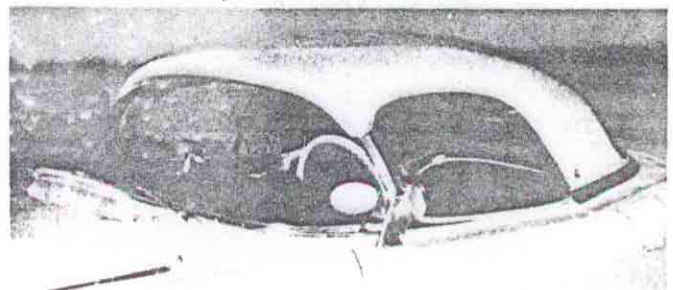
A friend in nearby Windsor owns a metal stripping plant, I mentioned the Corvette to him. It happens he once worked with a fellow who had owned a '53 vette up in Healdsburg. He said that he had helped to haul it up here years ago, from down in the Valley near Mariposa. This was my car he was talking about! I couldn't believe it, another link to my car's past.

WANTED: Four '65 vette knockoff wheels with or without tires, '66 wheels acceptable. Both access hole covers for '57 RH door. Lower seat separator chrome piece, beneath glove box, RH side. Top compartment cover, without convertible top latches or cutouts.

Harry Cianci (916) 436-2561
P.O. Box 450, Grenada, CA 96038

FOR SALE: 1953-55 Corvette hardtop RM 10:9 Reproductions offers the most popular after market hardtop of the fifties. Hand laid fiberglass, the equal thickness of the '56-'62 hardtops. Painted color of your choice. Flexible rear window, oval shape will not crack in normal use. Textured finish headliner. Complete with rubber moldings and four mounting fasteners. Ready to use. Order today \$1200.00 plus tax and shipping.

RM 10:9 Reproductions, Rev. Dan L. Dempsey
P.O. Box 185, Burbank, CA 91503-185



COMMENTS

We received many articles from fellow Vetter's about Straight Talk. All comments are welcome, even the critical comments. Help us make your magazine even better!

Does anyone have a listing of bolt heads used on '61 engine (230 hp base)?

Terry Stark

2031 Lake Creek, Kingwood, TX 77339

In Straight Talk, volume 2, number 1 (water pump in picture), I have a comment. I believe the casting number is 3782608, not 3782808 as shown, and that the casting is a 1967, not a 1957. My records indicate that the 3782608 water pump was installed by Chevrolet on small block V-8's from 1961 through 1967 and possibly later. There are a lot of these water pumps still around since they were used on passenger cars, pick ups, some Corvettes, etc. Specifically, this water pump is correct for 1963 through 1967, 250 and 300 hp Corvettes. From '63 through '65, these pumps had no casting date at all. '66 and '67 pumps did carry a casting date. Hope this helps.

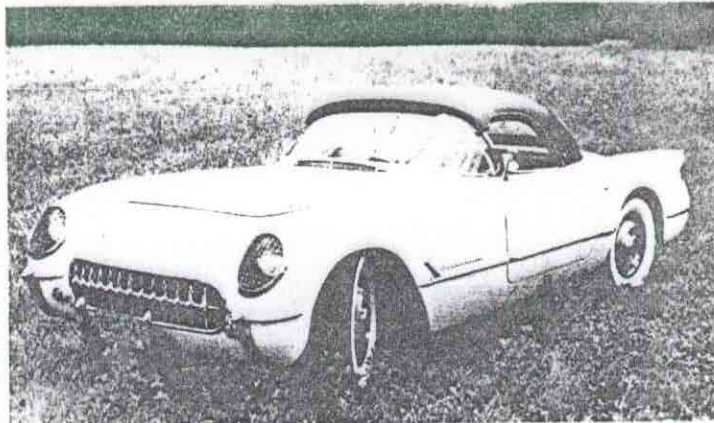
Wayne Loron - (315) 493-2215
708 State St., Carthage, NY 13619

When I was detailing the cove moldings on my '62, I noticed an absence of paint on them. Did any cove moldings on early '62's come through without the black accent paint like the rocker moldings did? Back in 1984, I carefully removed years of dirt from the inside edges of the molding fins. There was not a trace of paint to be found. I found the car disassembled in a barn in late '83. It was sitting there with 66,000 miles on it since 1968. What makes the car interesting are its options - or lack of them. It was fawn beige with a red interior and black top. It has the original base 250 engine with a 3 speed transmission and open 3.36 rear end. It is a soft top only car. In fact, the only option was the Wonderbar. Other than a few stress cracks by the hood, the body is perfect. I finished the car in 1987. The original owner was tracked down. I'm owner number 6. Finding that owner is a story in itself. If anyone knows of a '62 owners survey out there, please let me know. Any answers to my questions will be appreciated.

Fred Nowak - (517) 893-8433
1604 S. Grant, Bay City, MI 48708

While cleaning the deck lid soft top storage on my '54 No. 2894, I found some grease pencil markings that look original. I would like to have some other '54 owners check this area and confirm my findings. Located on the bottom side approximately in the middle was the date 5/18 written in hand with no year indicated. I tried to take a picture but the flash washed it out. It is very faint and I believe just the residue was left so you had to just catch the light on it to see it. My frame was dated 5-20-54. If anyone else has run into this, I would like to know.

Russ Morgan - (208) 743-6282 & work (208) 743-8593
538 Stewart, Lewiston, ID 83501



It is nice to know that there are people out there that really know something about the 1954 Corvette. The dealers sure don't. I'm a beginner, only owning our car for under 10 years. I feel I know more than dealers do about these early cars. I have enclosed a picture of our car. I know that they are all the same, but we are proud of it.

Emory Molchan

Route 1, Box 73-N, LaCenter, WA 98629

I would like to see more information on how to proceed in a body off restoration of my 1954 vette and any old magazine or GM articles, info, etc., printed in SACE magazine.

Anthony Moshonas

P.O. Box 168, Madison Hts., VA 24572

PARTS PARTS PARTS PARTS

WANTED: Seat belt buckles and "D" rings 1st design for an early '62.

Fred Nowak (517) 893-8433

WANTED: Need a 1958 hard top. If you can help, call me collect at my office.

Gary Cumbey (813) 223-4333

FOR SALE: 1957-65 Rochester Fuel Injection Units. Rebuilt/restored and carry 100% money back guarantee! Reproduction steel air cleaners, '58-'61 and '62, \$795; early '63 and late '63-'65 with S tube \$995, plus a massive parts inventory. Call us first for all your FI needs. Catalog upon request.

Jack Podell (219) 232-6430

FOR SALE: 265, 283 and 327 heads. 250 hp intake. '55-'57 bell housings. '61 seat belts, offset valve covers and T-3 headlights. '61 heater core, blower, radio speaker, master cylinder, rear mirror, gas cap and voltage regulator.

T.L. Stark (713) 540-9622

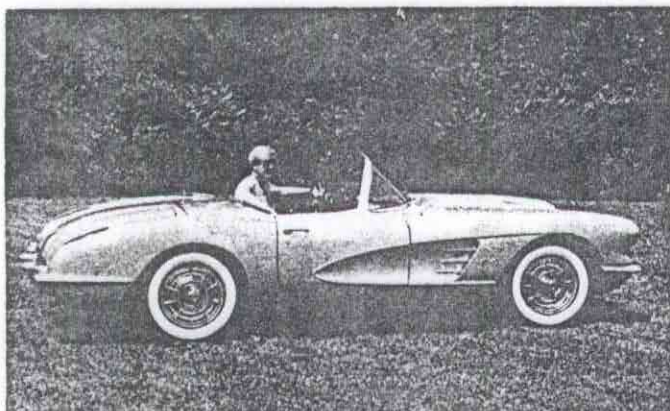
WANTED: Parts for 1954 Corvette. Ignition shielding, jack, jack handle and lug wrench.

Russ Morgan
538 Stewart
Lewiston, ID 83501

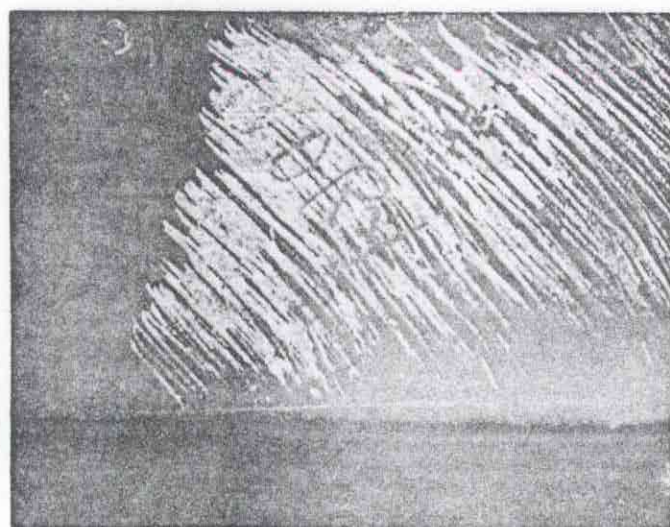
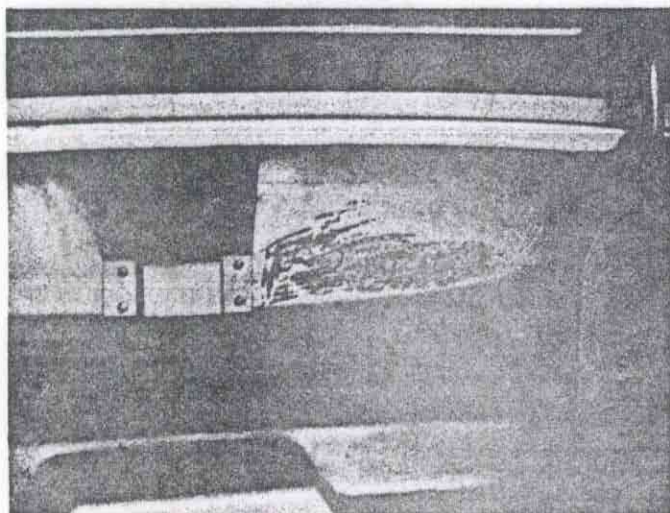
Days (208) 743-8593
Evenings (208) 743-6282

PAINT UPDATE

Picture of trunk area which shows my 1958 original color. You can see the LUE in the picture. I think I rubbed off some of the B.



WILLIAM ORE



The photo of my car, a 1962 Corvette, which I thought was red. Someone went through a great deal of work to repaint it. There were no traces of white paint until the windshield frame was removed. Info provided by Marty Orban from Pennsylvania.

1955-59 Starter Solenoid Rubber Boot

From James H. Frakes, Jr. in New York



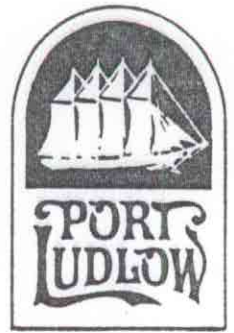
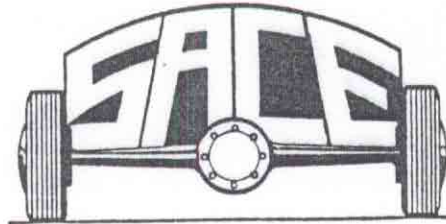
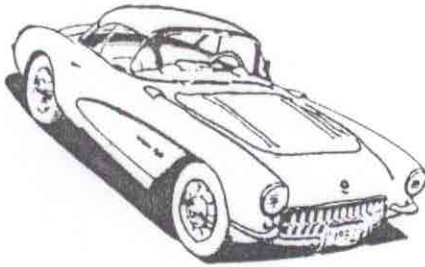
Although no longer listed in the newer Corvette parts books, this rubber boot which protects solenoid plunger is still available through Delco parts houses. The part number is 1912448.

The Great Northwest Convention

By Tony Catalano

All of us in the Northwest Chapter of SACE are really excited about the first Northwest Chapter Convention. It will be held July 14, 15, 16, 1989 at the Port Ludlow Resort, Port Ludlow, Washington. This is located approximately 25 miles, as the crow flies, from Seattle. The description of the location for our first Northwest convention is not just so many adjectives, it really is a beautiful place. Everything is green, the air is crisp and the temperature is never too hot.

With myself being originally from the Cleveland, Ohio area, I'll never stop being amazed at seeing eagles flying overhead or 30 pound salmon swimming in a stream. Several times while traveling on the ferry boats I've observed pods of killer whales. After leaving the convention, you can take the ferry boats to places like Whidbey Island, the San Juan Islands and Vancouver Island. All of these places are of interest and provide all types of accommodations. The cost of the ferry boats for car and passengers is inexpensive and a great way to see the great Northwest. This really is a great opportunity to attend the SACE convention and visit a much overlooked part of the country. It truly is overlooked, so much so that TV promotional ads from the chamber of commerce refer to the state as "the other Washington". So get your road maps out, we're really looking forward to meeting all SACE members and friends. Make your vacation plans soon. Prepare to attend and to have a great time; we will be glad to see you! For further information, please contact the Northwest Chapter President Bill Eldridge, 561 Olele Point Road, Port Ludlow, Washington 98365.



**Northwest Chapter
Straight-Axle Corvette Enthusiasts
Western Regional Meet
July 14-16, 1989**

THE NORTHWEST CHAPTER INVITES ALL STRAIGHT-AXLE CORVETTE ENTHUSIASTS (1953-62) AND THEIR FAMILIES TO THE RESORT AT PORT LUDLOW IN PORT LUDLOW, WASHINGTON. SPECIAL GUESTS WILL BE SACE FOUNDER ROY AND MARY BRAATZ AND SACE PRESIDENT NOLAND AND MARY ADAMS.

THE RESORT IS LOCATED ON THE BEAUTIFUL OLYMPIC PENINSULA ACROSS PUGET SOUND FROM SEATTLE. IT FEATURES A CHAMPIONSHIP GOLF COURSE, MARINA, OLYMPIC SIZE POOL, SAUNA, TENNIS COURTS, BOAT RENTALS, AND SANDY BEACHES FOR LONG STROLLS, PLAYING AND RELAXING, PLENTY OF FRESH AIR AND OPEN SPACES. RESERVATIONS SHOULD BE MADE AS SOON AS POSSIBLE BY CALLING THE RESORT AT 1-206-437-2222 OUTSIDE WASHINGTON STATE OR 1-800-732-1239 IN WASHINGTON. OUR ROOMS ARE BLOCKED UNTIL JUNE 13, SO MAKE YOUR RESERVATIONS NOW. MAKE SURE YOU MENTION SACE WHEN REGISTERING.

SCHEDULE OF EVENTS

- | | | |
|---------|------------------|---|
| FRI. 14 | 12:00 - 4:00 PM | REGISTRATION PACKAGE PICKUP / CAR WASH |
| | 12:00 - 6:00 PM | SWAP MEET |
| | 1:00 - 5:30 PM | TECH SESSION WITH ROY BRAATZ |
| | 2:00 - 4:00 PM | PUTT PUTT GOLF |
| | 5:30 - 6:30 PM | SOCIAL HOUR AT THE LAGOON |
| | 5:30 - 6:30 PM | BLINDMAN'S DINGHY RACE ON LAGOON |
| | 6:30 - 8:00 PM | BARBECUE ON THE BEACH |
| | 9:00 - | ???? DANCING AT THE WRECK ROOM |
| SAT. 15 | 7:30 - 9:00 AM | CAR WASH |
| | 9:00 - 9:30 AM | JUDGES/OWNERS MEETING |
| | 9:30 - 2:00 PM | JUDGING AND TABULATING ALL CLASSES |
| | 10:00 - 11:00 PM | VOLLEYBALL MATCH |
| | 10:00 - 1:00 PM | SEAPLANE RIDES |
| | 2:30 - 5:00 PM | ROAD TOUR TO HISTORICAL PORT TOWNSEND |
| | 7:30 - 9:30 PM | AWARDS BANQUET, NOLAND ADAMS SPEAKER |
| SUN. 16 | 8:00 - 12:00 PM | SWAP MEET |
| | 12:00 - | DEPART FOR HOME OR CARAVAN TO PORT ANGELES AND CATCH FERRY BOAT TO VICTORIA, B.C. FOR CLASSIC CHEVY CLUB INTERNATIONAL MEET, JULY 17-21, IN CANADA. |

FOR MORE INFORMATION CALL BILL OR DONNA ELDRIDGE AT (206)437-2120.



1989 WESTERN REGIONAL

JULY 14-16, 1989

REGISTRATION FORM

Name _____ Spouse/Companion _____

Non-member Guests _____

Address _____

City _____ State _____ Zip _____ Phone _____

Membership Number _____

Year Corvette you are bringing _____ To be judged? () Yes () No

() Yes, reserve me parking space for my trailer. Rig size _____

Complete VIN if car is to be judged _____

() I'd like to help judge.

Specify Division () 53-55 () 56-57 () 58-60 () 61-62

() I'd like to help with tabulation of score sheets.

() Please reserve me a space for the swap meet.

Registration Fee (postmarked by June 1, 1989) \$30.00 _____

Late Fee (after June 1) add \$25.00 _____

Guest Fee (must accompany member) \$10.00 each _____

NOTE: Anyone wishing to have their car judged must volunteer to judge in a class other than their own.

1953-62 Judging - All Classes - \$25.00 _____

Display car only (No Fee) _____

Barbecue on Beach - \$18.00 each - Number attending _____

\$13.50 each - Children 12 and under _____

Local Road Tour - Plan to participate _____

Awards Banquet - \$25.00 each - Number attending _____

\$18.75 each - Children 12 and under _____

1989 Western Regional T-Shirts ___S ___M ___LG ___XLG @ \$12.50 _____

HOLD HARMLESS AGREEMENT

I agree to insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to SACE. I agree to assume the risk of any and all damages or injury and to indemnify and hold harmless SACE, its Officers, Directors, Agents, Employees and Chapters for any acts of omissions which may result in the theft, damage or destruction of my property or injury to me or to others occurring during or as a consequence of this meet. Incomplete forms will be returned. YOU MUST BRING YOUR INSURANCE POLICY OR VALID CERTIFICATE OF IN-FORCE LIABILITY INSURANCE.

Signature _____ Date _____

Auto Insured with _____

Policy Number _____

Please send completed form and checks to: NW/SACE 1989 MEET
561 Olele Point Road
Port Ludlow, Wa. 98365
(206) 437-2120



BARN CARS

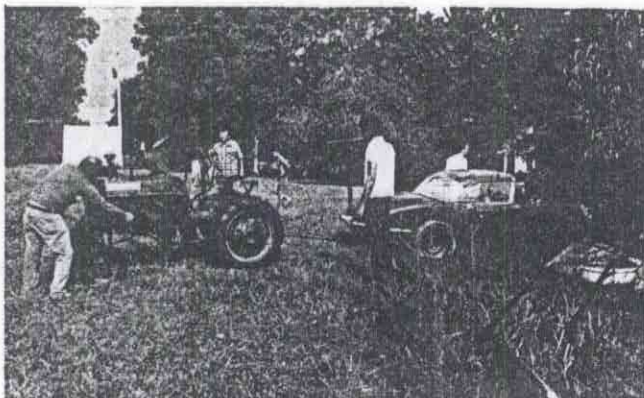
They Do Exist

By Joe Trybulez

How many times have you dreamed of locating that long forgotten Corvette that was stuffed away in a barn? Well folks, they are out there. Here is an example of what you might find.

Dick Ferrando, who owns D.A. Corvette in Gillespie, Illinois (former owner of the famous White 2L1), is always looking for Corvettes and drives any amount of miles to pursue good leads. This time Dick, along with friends Bill Lacy and Ron Archibald, set out to Southern Missouri to find this pictured 1960 Corvette. Located on a farm off the beaten path, this 1960 Corvette was stuffed in no more than a shed crammed with junk and miscellaneous parts.

The owner of the car had moved to Kansas City, another 300 miles away, and was having a relative sell the car for him. The owner had accumulated many N.O.S. parts awaiting the day that he could restore the car. Having decided to sell the car, they buyer would have to drive to Southern Missouri to pick up the car and then to Kansas City to get the treasure of N.O.S. parts.



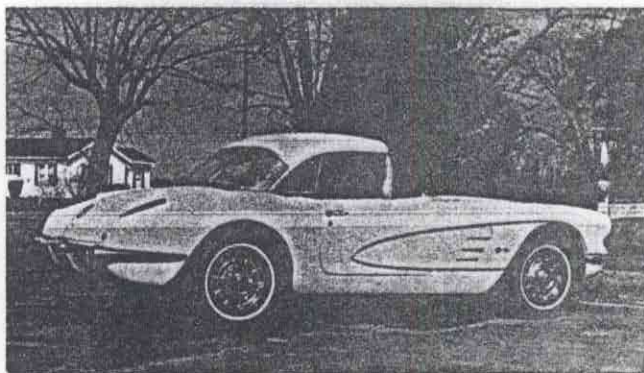
After Dick, Bill and Archie gave the car a good initial look, it was necessary to pull the tired old hunk out of the shed. Well how about using an old hand crank to start farm tractors to pull it out? After several turns of the crank the old tractor spit fire and out came the Corvette. Rough, dirty, old and tired, but ready for the nationally acclaimed expertise of long-time restorer Dick Ferrando.

The deal is struck, the car is packed into the car hauler and off to Kansas City to get the title and remaining parts.

Some deals get better and some worse. In this case the extra N.O.S. parts made a mighty sweet deal for a car that needed major surgery. After returning to Gillespie, the car was stripped and dismantled. Life breathed back into this old 1960 Corvette as needed body panels were replaced, paint added, carpet, trim, interior and motor were installed.

This long forgotten 1960 Corvette was alive again and awaiting it's new owner for many more enjoyable hours of Corvetting. Dreams do come true.

P.S. I have located a 1968 L-88 convertible in England with U.S. and European race history.



ORIGINAL 1956-57 CORVETTE RADIO KNOBS

By Roy Braatz, Jr.

In a previous issue, Vol. 1, number 4, we printed an article called Radio Hour. We received letters from members who were wondering how to locate the original radio knobs for their '56-'57 Corvette. Their reason being that they had bought a car radio and it had flat type knobs, where as the Corvette had cone type knobs. This is the reason that radios at swap meets often are missing the knobs - because Corvette knobs are rare.

Here's what can be done. Next time you're at a swap meet, find a person selling '56 Chevy parts and buy two headlight pull knobs (NO. 1990817). Using a butane torch, heat the metal rod until it heats up enough to pull the plastic knob loose. Do this with both headlight

knobs and now you have two 1956-57 Corvette radio knobs. They will be missing the metal inserts, but will work fine.

If you have car radio knobs, you can remove the metal inserts and transport them into your new '56-'57 Corvette knobs.

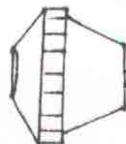
P.S. The headlight knob, with a little work, can also be used as a cigarette knob for '56-'57 Corvette.



CAR
RADIO
KNOB



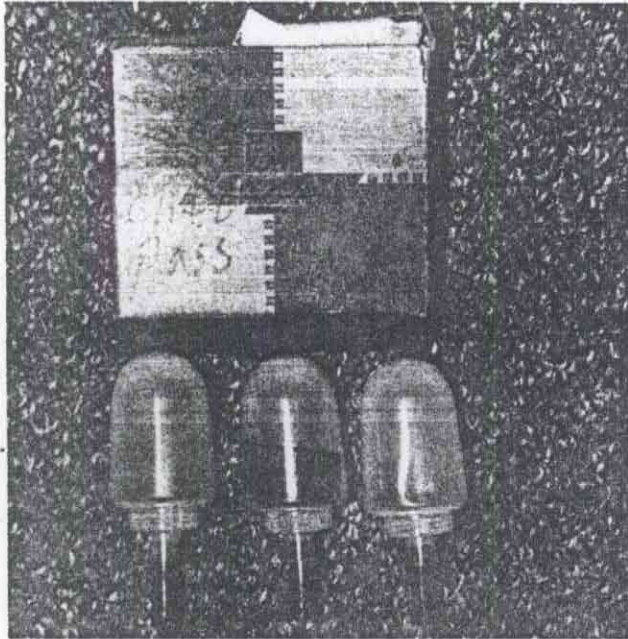
CORVETTE
RADIO
KNOB



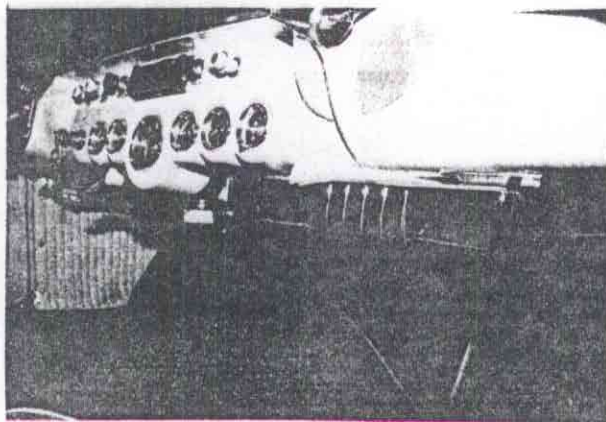
CAR HEADLIGHT KNOB

Accessories ** Accessories ** Accessories

Accessories were items offered by GM to owners wishing to improve the appearance or convenience of their vehicle. GM licensed many outside firms giving them the right to use their logo when making the various items. It is the opinion of SACE that an accessory that works and is available for your year vette is considered an original part. In this issue we will cover some accessories that were available and in future issues.



Sav-A-Battery Filler Caps was an accessory for the 6 volt system such as a '53-'54 Corvette. You simply filled them with distilled water and screwed them on in replacement of the battery caps. You could now easily see if water was needed without removing the old caps because they kept the battery water at its needed level at all times. Group No. 2.345, Part No. 986781



Tissue dispenser for 1955 had its logo pressed into the front cover. Compass is 1955. Installed in my 1955 Corvette.

Instructions For Filling SAV-A-BATTERY FILLER-CAPS

FIRST: squeeze as much air as possible from filler-cap, holding between thumb and forefinger. Now place valve stem of filler-cap into container of water and release slowly. Filler-cap should be about half full of water from first operation.



NEXT:



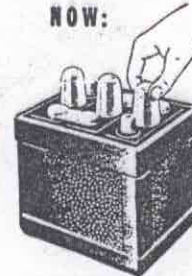
hold filler cap in inverted position and squeeze between thumb and forefinger until all air is forced from filler-cap and water comes out of valve holes. Maintain even pressure on filler-cap to prevent returning of air.

THEN:

again place valve stem in container of battery water and slowly release pressure of thumb and forefinger allowing filler-cap to fill completely with water.



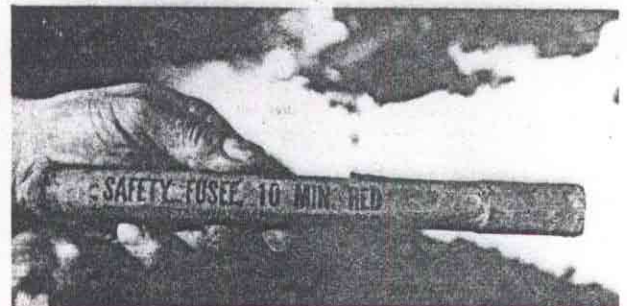
NOW:



remove battery cap and all washers from battery. Fill battery to proper level and screw Sav-A-Battery filler-cap into battery and repeat same process as outlined above until the set of three filler-caps are completely filled and screwed in place on battery.

CAUTION: Tube end will have acid on it — When removing to refill — DO NOT GET ON CLOTHING. Fill with distilled water.

GENERAL MOTORS-PARTS DIVISION
DETROIT, MICHIGAN



Olin Mathieson Chem. Corp. were the suppliers of the Safety Fusee flare. All were dated, this one is December 1959. It's neat to display them in your trunk at shows.

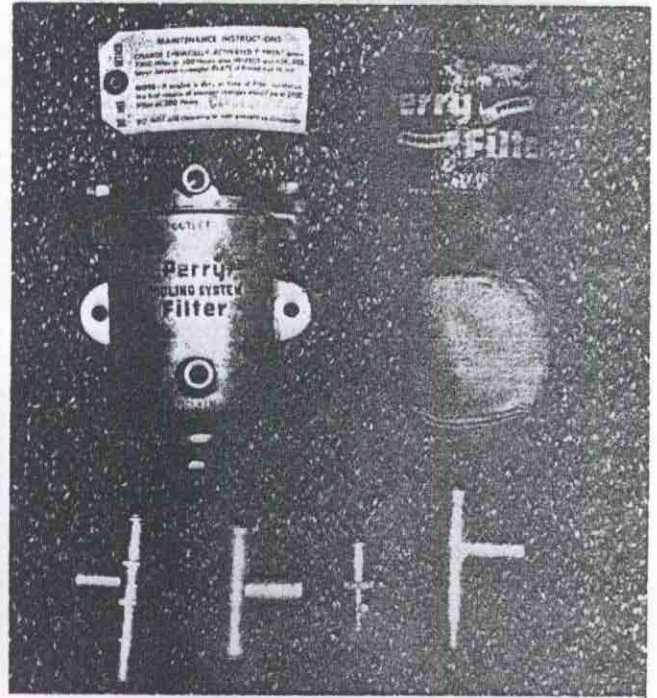
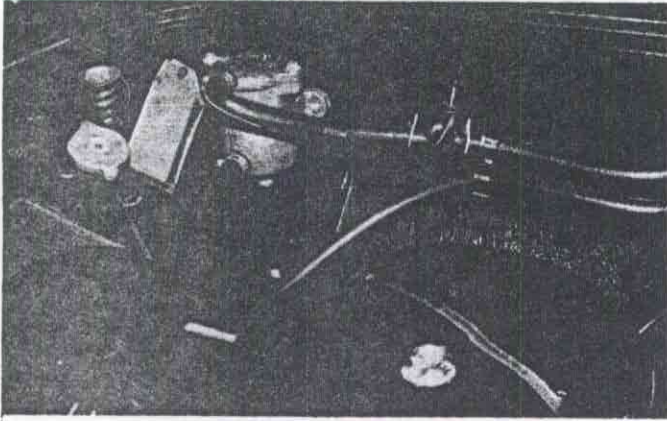
Accessories ** Accessories ** Accessories

COOLING SYSTEM FILTER

Group 1.174 Part 986705

A very unusual accessory from 1949 until maybe mid '50's, was the Perry Filter model P, offered by GM and made by Spark-O-Liner Corp. of Minneapolis, Minnesota. It is cast aluminum using a replacement filter that also had rust preventative inhibitors included. I can tell you from experience and years of usage in my 1955 Corvette that it really works well in keeping my cooling system clean.

Filter used in my 1955 Corvette.



Picture shows filter cartridge, housing, fittings and maintenance instructions.

NOTE: PLEASE PLACE IN GLOVE COMPARTMENT OF CAR.

For Your Protection . . .

THE ENGINE AND RADIATOR IN THIS CAR ARE PROTECTED BY THE PERRY COOLING SYSTEM FILTER AND CONDITIONER

Do NOT Add Cleansing Compounds or Rust Preventatives

The Perry Cooling System Filter and Conditioner

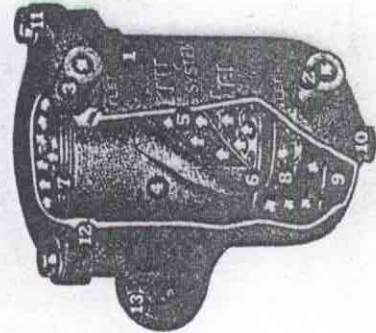
1. Cleans both the motor block and radiator of lime, scale, rust, and other debris and filters it completely out of the system.
 2. Keeps the water (or any other coolant)* clean and clear, prevents the further accumulation of lime, rust, scale and other debris.
 3. Makes the use of inhibitors and cleaning compounds entirely unnecessary.
 4. Assures proper and unrestricted circulation of coolant at all times.
- *Nothing contained in the Perry Cooling System Filter conflicts with or has any adverse effect upon any known type of anti-freeze solution.

It is important that the Chemically Activated Element be replaced the first time at about 2500 miles—thereafter, every 7500 miles or seasonal. The lower Corrosion-Resistor plate should be inspected at each element change and replaced if badly pitted and worn.

The Perry Cooling System Filter cleans and maintains your cooling system clean by a water softening and corrosion resisting process. The water softening function is performed by the ion exchange action on the coolant passing through the Filter Element. The anti-rust function is performed by the simultaneous action of chemicals automatically dissolved in the coolant by the replaceable Element and the corrosion resistor plates in the Filter.

For these reasons the chemicals from the Filter Element must be kept in the system. Therefore, if the coolant is drained, it must be returned to the radiator or a replacement element installed.

1. Solid cast non-corrosive alloy body.
2. Inlet.
3. Outlet.
4. Chemically Activated Filter Element.
5. Chemically activated material within element.
6. Corrosion-Resistor Plate.



7. Corrosion-Resistor Plate.
8. Spring.
9. Sump.
10. Sump Drain.
11. Head bolts (easily loosened for element change).
12. Recessed head gasket.
13. Mounting bracket.

Manufactured by
SPARK-O-LINER CORPORATION
Minneapolis 4, Minnesota



SERVICE NEWS

1955-57 Replacement Spark Plug Resume

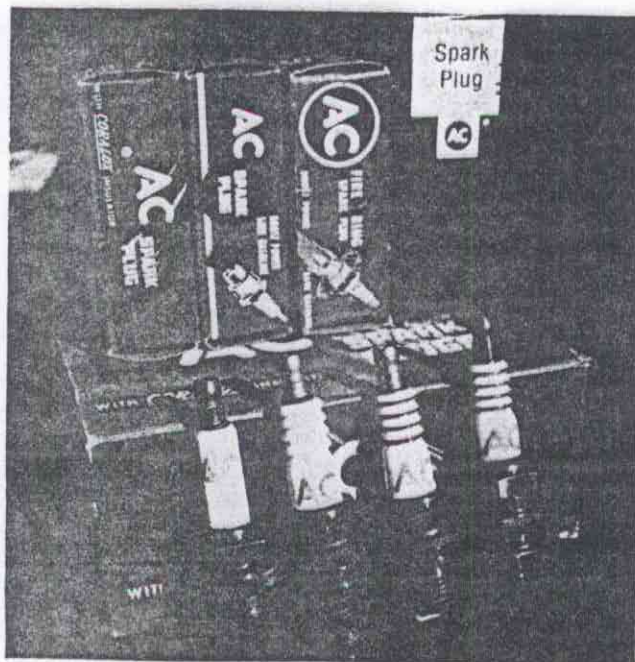
Spark plug usage for 1955-57 passenger, Corvette, and truck six cylinder and V-8 engines is provided in the following chart.

It will be noted that spark plugs recommended for use in 1955 engines are suffixed by a "-5". This indicates that the insulators on these plugs are of the smooth

straight shank type as contrasted to the ribbed insulator plugs used for service on the 1956-57 engines.

Under no circumstances should 1955 style plugs be used in either 1956 or 1957 cars as the spark plug boots would fit loosely and thus increase the possibility of spark plug flash-over.

Engine	Normal Service (Original Equipment)	Hotter Plug (For City-Type Operation)	Colder Plug (For Continuous Heavy-Duty Operation)
1955			
Passenger Car—6-cyl. and V-8.....	AC 44-5	AC 46-5	AC 43-5 COM
Corvette—6-cyl. and V-8.....	AC 44-5	—	AC 43-5 COM
½ to 1½ Ton—6-cyl. and V-8 Truck.....	AC 44-5	AC 46-5	AC 43-5 COM
2 Ton Truck—6-cyl. and V-8.....	AC 43-5 COM	AC 44-5 COM	—
1956			
Passenger Car—6-cyl. and V-8.....	AC 45	AC 46	AC 44
Corvette—V-8 (Includes Fuel Injection).....	AC 45	—	AC 44
½ to 1½ Ton—6-cyl. and V-8 Truck.....	AC 45	AC 46	AC 44
2 to 2½ Ton—6-cyl. and V-8 Truck.....	AC 42 COM	AC 43 COM	—
1957			
Passenger Car—6-cyl. and V-8.....	AC 44	AC 45 or 46	AC 43 COM
Corvette—V-8 (Includes Fuel Inj.).....	AC 44	—	AC 43 COM
½ to 1½ Ton—6-cyl. and V-8 Truck.....	AC 44	AC 45 or 46	AC 43 COM
2 to 2½ Ton—6-cyl. and V-8 Truck.....	AC 42 COM	AC 43 COM	—



1st - '55 / Corvette and car only 2nd 3rd 4th

1957 V-8 Engine Spark Plug Wire Arrangement

Figure 87 on page 6Y-50 of the 1957 Passenger Car Shop Manual is incorrect. The correct spark plug wire arrangement is shown in figure 6.

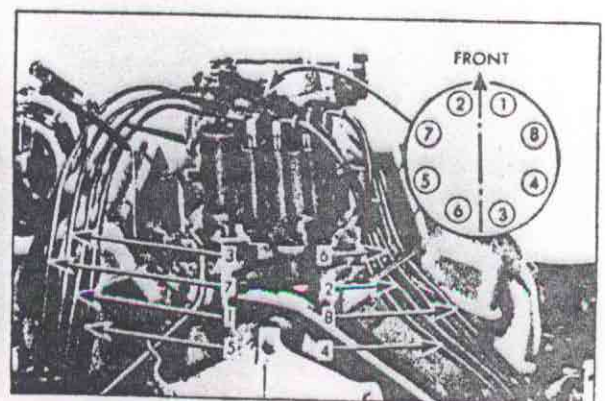


Fig. 6 - 1957 V-8 Engine Spark Plug Wire Arrangement



SERVICE NEWS

1958 Engine Oil Dipstick Identification

Due to the similarity of the 1958 engine oil dipsticks between engines, there is a possibility of mixup and resulting improper oil level. By referring to Figure 6 and using the table below, it will be possible to identify the proper dipstick for each 1958 engine.

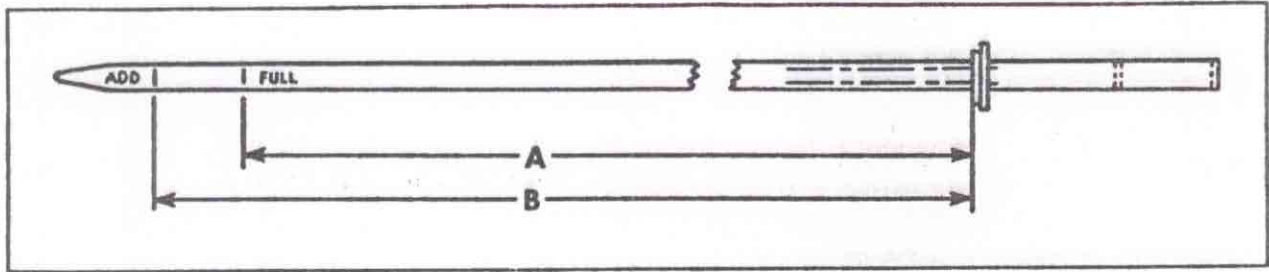


Fig. 6—Engine Dipstick Identification Areas

MODELS	OIL CAPACITY *	DIP STICK NUMBER	TYPE CONSTRUCTION	DIMENSIONS	
				A	B
Passenger	L6-235	3738961	Single Piece	13 $\frac{1}{16}$	14 $\frac{3}{8}$
	V8-283	3747979	" "	18 $\frac{1}{16}$	19 $\frac{1}{16}$
	V8-348	3740414	" "	16 $\frac{3}{16}$	17 $\frac{3}{8}$
Corvette	V8-283	3739830	Two Piece	19 $\frac{1}{16}$	20 $\frac{1}{16}$
Truck	L6-31, 32, 36, 38, 4000 & 6000	3738961	Single Piece	13 $\frac{1}{16}$	14 $\frac{3}{8}$
	L6-34, 35 & 3700	3740628	" "	6 $\frac{1}{16}$	7 $\frac{3}{8}$
	V8-283, 3 & 4000	3747979	" "	18 $\frac{1}{16}$	19 $\frac{1}{16}$
	V-8 283, 6 & 8000	3739830	Two Piece	19 $\frac{1}{16}$	20 $\frac{3}{16}$
	V8-283, 5 & 7000	3722960	Single Piece	17 $\frac{1}{16}$	18 $\frac{3}{8}$
	V8-348, 9 & 10000	3742635	Single Piece	19 $\frac{1}{16}$	20 $\frac{1}{8}$

*—Without filter change

1955-57 Electric Windshield Wiper Replacement

Should it be necessary to replace a complete electric windshield wiper assembly on 1955-57 Chevrolets, an electric windshield wiper kit must be ordered, as the complete wiper assemblies are not serviced separately. The applicable kit can be determined by referencing the electric windshield wiper part number stamped on the unit with the corresponding service kit in the following chart:

Year	Model	To Replace Motor No.	Use Service Kit No.
1955-56	Pass.	5044280	3727136
		5047905	
		5047906	
		5047787	
1955-56	Corvette	5047799	5047924
		5047924	
1955-56	Truck	5047909	3729718
		5047800	
		5047908	
		5047081	
1957	Pass.	5047988	3742846
1957	Truck	5047981	3742845
		5047989	
		5047982	
1957	Corvette	5047984	5047984

YOUR TURN

QUESTION: I need the 3737980 switch assy that mounts on the emergency brake assy. Mine is missing on my '58.

ANSWER: '55-'57 car uses the same switch assy and part number, and the 3737979 flasher assy and 516568 clip. Fig. 1

QUESTION: I see so many vettes with different length wiper blades. What is right?

ANSWER: 12 inch wiper blades are correct using rubber protector ends in case the rubber blade is torn or falls off. They keep the metal from scratching the window glass. The rubber was not replaceable as todays, but they are very hard to come by now.

QUESTION: Does anyone reproduce the 1998109 switch assy with the brown button for the courtesy lights for Corvette?

ANSWER: Not that I know of. If you really need one or more, that is correct in appearance, go back to the early '50's Chevy. The Chevy switch has only one prong but if you solder a clip to the housing for ground or pry up the ground tongue - you've got it. Fig. 3

QUESTION: My '61 needs the 3752818 Co-ordinator to finish the windshield washer system. Trying to locate one for my Corvette has been frustrating. Can you help?

ANSWER: Again, I say check out the Chevy people next time your at a swap meet. I know that 1956 Chevy has the same and maybe other years too. Because it was an option on Chevy, that means there are many Trico installation kits out there. '56 is AWK-17-3. I buy them for around \$15 to \$20 new. Fig. 2

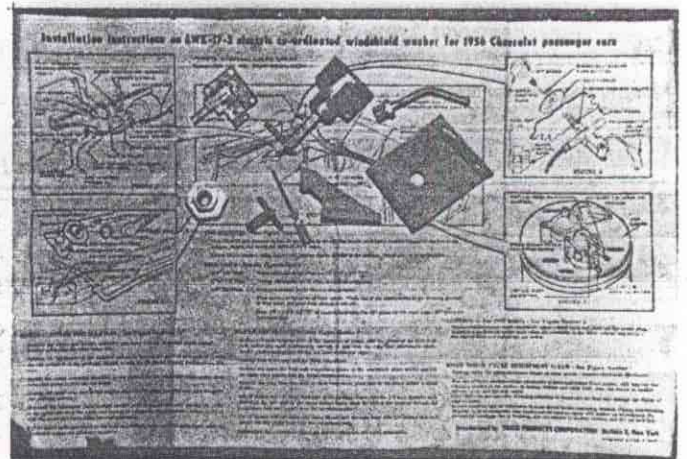
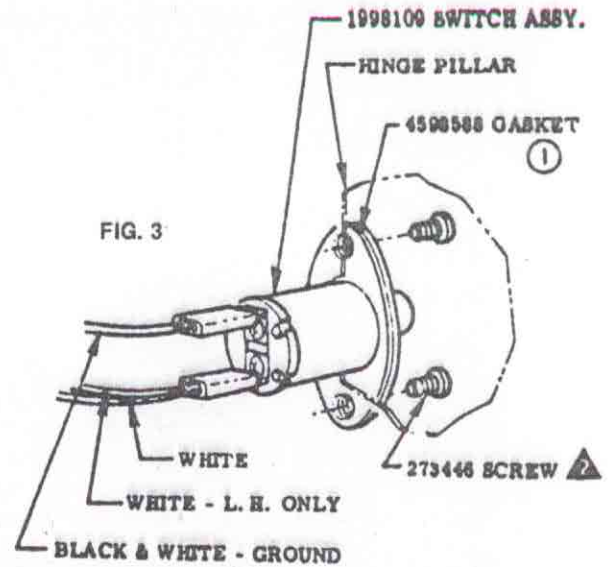
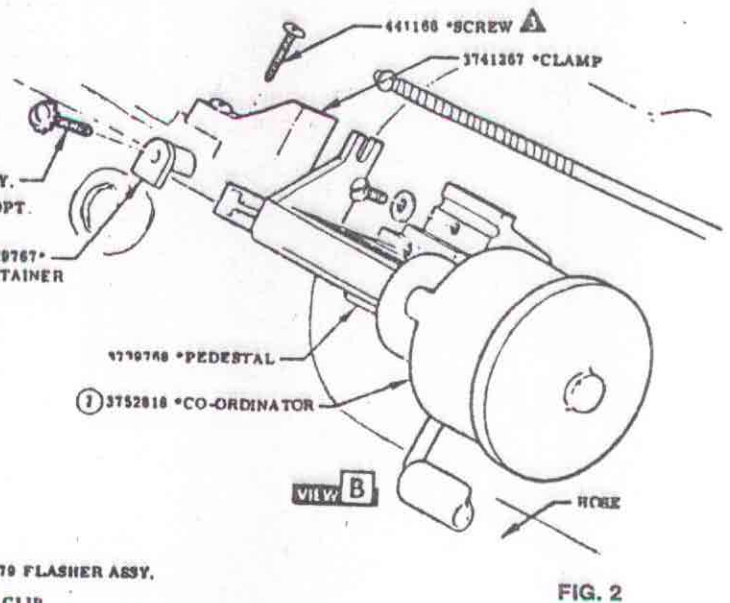
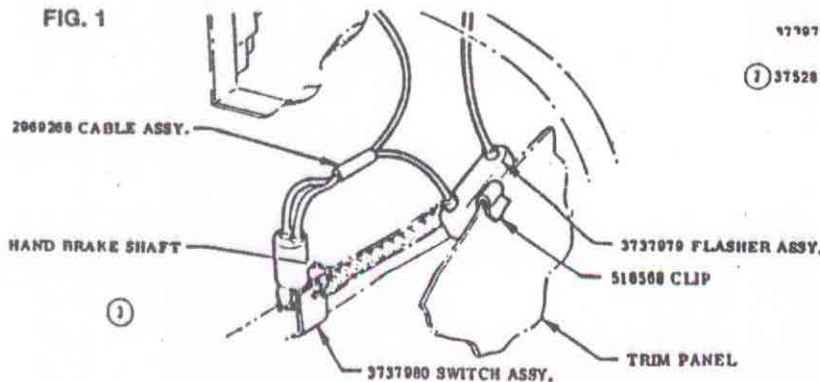


FIG. 1





TREASURER'S REPORT

By Lucy Badenhoop

1988 FINANCES

INCOME:

Membership	\$5,279.00
Magazine	445.00
Donations	79.00
Convention	1,571.00
Interest	74.90
TOTAL	\$7,418.90

BEGINNING CASH \$108.63

EXPENSES:

Magazine Vol. 1-3	\$1,394.34
Magazine Vol. 1-4	1,468.09
Magazine Vol. II-1	2,172.66
Convention '88	1,083.98
Convention '89	88.89
Postage	501.48
Office Supplies	87.88
Flyers	72.26
TOTAL	\$6,869.58

ENDING CASH \$ 657.95

TOTAL \$7,527.53

For those of you who are prone to comparisons, look back in Vol. I-3 for my 31 Dec. 87 report. You'll see we're on a much sounder financial footing than the first year when our vice president had to float us a substantial loan. We've reached the breakeven point in our second year of operation! Membership is nearing the 500 mark.

MEMBERSHIP GROWTH

I'm still looking for names and addresses of other GM, Chevy, or sports car clubs, especially their newsletters. The flyers I send to them to pass along to their members have been a lucrative source of new members for us. Please let me know about any similar clubs you belong to besides SACE.

Another very good source of new members has been the activities or club page in many commercial automotive magazines. If you purchase or subscribe to such a publication, please send me the editor's name and address (usually displayed near the table of contents in the first couple of pages). I can send them material about SACE, and get free publicity.

MEMORABILIA

If you want to pamper your Corvette, how about a reserved parking space? We have an official looking sign - says "CORVETTE PARKING ONLY" made of weather resistant white plastic with red lettering. It's the same color and size (12"x18") used widely by municipal governments to indicate "NO PARKING". You can order one by sending SACE your check for \$6.00 (includes postage). Check out the picture and order today!

There will be several new items available at the 1989 convention: theme T-shirt, cloth patch showing club logo, baseball cap with logo, and maybe a few more. Mail order details will be in the next issue.

CONVENTION

Some portions of the convention will be handled a little differently this year than in the past.

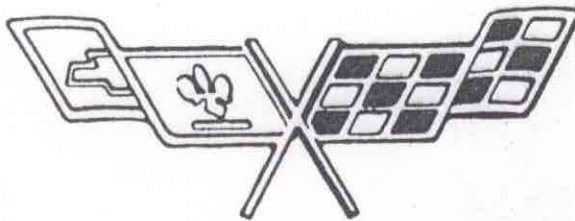
First, if you are planning to have a car in the show, it will be necessary to appear both Saturday and Sunday. We are getting too big to do everything in one day, so the owner's meeting, judges meeting, and insurance verification will be done late Saturday afternoon (see the schedule in our last issue). Cars that do not have their paperwork completed Saturday will not be allowed on the field Sunday. This will permit judging to start promptly Sunday morning and get the tabulation done in time for the awards banquet Sunday evening.

Second, the swap meet will have the usual vendors and individuals offering their parts for sale. In addition, there will be display tables for vendors who are unable to attend. These tables will contain flyers, brochures, catalogues, etc., for your convenience in locating parts.

I am personally looking forward to meeting many of you for the first time at the convention. Drive carefully, we're on a much sounder financial footing than the first



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