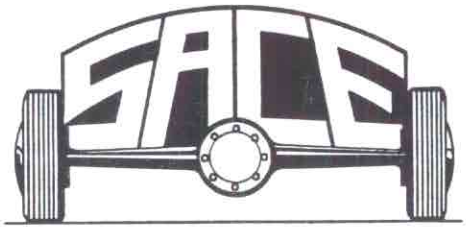


STRAIGHT TALK



VOLUME 2 NUMBER 4



UPPER LEFT: CORVETTER'S HEAVEN.

UPPER RIGHT: GEORGE'S '56 ON THE WAY TO THE CONVENTION.

MIDDLE LEFT: HUBCAPS ANYONE.

BOTTOM LEFT: VETTER'S CHECKING UNDER THE TRUNK WITH NOLAND.

BOTTOM RIGHT: ROY BEING EYED BY ONE OF THE LOCALS.



UPPER LEFT: ROY BRAATZ AND ROY JR. RECEIVING AWARD FOR STARTING SACE .
UPPER RIGHT: B. SANGREY, B. COOPER SESSION ON PAINT AND FIBERGLASS.
MIDDLE LEFT: NOLAND SCRAPPING THE TRUNK TO FIND THE WORD "SILVER".
MIDDLE MIDDLE: THIS PICTURE SPEAKS FOR ITSELF.
BOTTOM LEFT: ROY BRAATZ AND HIS VETTE & TRAILER RIG ARRIVE.
BOTTOM RIGHT: NOLAND AND ROY TALKING REPO PARTS.



Photography by: Bob Bacon



PRESIDENTS PAGE By Noland Adams

This will be my last President's Page, at least on a regular basis. I'm still the President of SACE, but we can fill these pages with better information. I'll write a President's Page when I have something important to say.

Our 3rd convention was a huge success, thanks to the hard work by Lucy Badenhoop. Attendance was up again: we've doubled every year! Actually, we more than doubled in 1989.

There were several factors that helped. Road and Track ran a small but helpful article. Every auto-related magazine chose to run a cover shot of the ZR1 in Europe, except our friends at Keepin' Track. KT did have a background shot of the ZR1, with a large shot of the Corvettes lined up at the 1988 SACE convention. Inside there was a nice story with more '88 photos.

You'll read more about the '89 meet elsewhere inside, so I'll just summarize. The entire east coast had suffered from bad weather, raining out the swap meet about 11:00 on the first day. But the weather cleared for the main part of the meet and we had two days of really good weather.

As an expanding club, SACE might suffer from a shortage of leadership. The convention was fortunate to have Ron Daniels as judging chairman: we were impressed with his experience. We were really pleased when Ron accepted the position of Vice President of SACE. I will be referring all "VICE" to Ron for proper disposal.

Other notes: a lot of people attended, and a lot of great Corvettes were on display. The hotel had plenty of parking, and the arrangements were well done. Like the meal at the awards banquet, which was great. As guest speaker at

the banquet, I kept my part short, which offended no one.

The '89 convention had a special seminar on reproduction parts. At least 3 vendors had planned to attend and present their wares, all were no-shows. We looked at a lot of parts and catalogs and discussed the merits of several repro parts. Thanks vendors for supporting SACE. There was a lot of interest in these items.

I do have a personal note of disappointment which I must share with you. Last fall at Bend I called a meeting where I asked several to re-write our judging forms. Volunteers were going to submit forms in time to be used at the 1989 convention. But none- not a single person- came through. So Lucy had to revise the forms herself. At least we have a start with our new SACE judging forms. Thanks again, Lucy.

Thanks to Roy, our magazine "Straight Talk" is growing and improving. As always, Roy could use another article or two.

The future of SACE looks solid. We're gaining new members as word spreads.

Keep those old Corvettes on the road!

Cheers,

Noland

NOLAND ADAMS WAS AT IT AGAIN at the SACE National in Alexandria, VA. He talked Harold "Bud" Burke of Middlebury, Vermont into scraping the paint off the inside of his trunk to determine the original body color and has a triple-play. He found that the color is written in clay on the fiberglass behind a power top assembly; Bud and his wife were elated that the original color was Silver! The trunks were Popping down the line of show cars to determine original colors!





EDITORS PAGE

Roy Braatz

While traveling back east for our National Convention, I wondered how eastern members would accept SACE's philosophy towards the early Corvettes. But my worries were put to rest during our seminars when we were all discussing the differences of parts on our Corvettes. Everyone agreed that there is still much to be learned about our hobby. G.M., along with their dealers, would make changes, replace, add or make up a particular Corvette to sell or make a satisfied customer. Back then customer service was the game. Public image, satisfaction was #1. G.M. wrote each owner of a new Corvette a thank you letter for their business along with an owner's 14k gold pen and I.D. Card. Today Well!!!

Also there were dealer accessories, call backs, part replacements, after market add-on's and so on, which in no way is looked down on by SACE. If that part was on or the owner shows that was the case in his or her Corvette back then, O'K'. So all is well back east, we elected a Vice President, Klas Anderson formally started a Eastern Chapter, see inside. Advisors were appointed for various body styles information, so were looking good. Changes were made in the judging divisions.

A. Contemporary Division now allows one non-original item in "each" area such as interior, exterior and mechanical, you can choose one item from each area that will be given full points even though it's not original, but that item will be judged for it's condition. Then the rest of the Corvette is judged for originality.

B. Unrestored Division is now added to encourage owners with original Corvettes to bring and leave these Corvettes original so that we can all learn by their example what our restored Corvettes should be. As in Contemporary Division these Corvettes are allowed one major "improvement" to each area that will not be subtracted in points. Perishable items like tires, battery and hoses will not be judged, unless replaced with good correct repro's or original parts.

C. Cat Box Division (I personally like this one). As a "special award" to owners that enter a Corvette that is under restoration, half done or whatever. This would add interest to our conventions because an owner in this Division learns how to from SACE members and members see how to from CAT BOX owners.

With these new additions we believe we've made a home for everyone that owns an early Corvette. "Trailer Restored, Driven Restored, Unrestored, Contemporary, and CAT BOX", all replies are welcome, good or what have you.

Write me,
Roy Braatz, Editor

HEADLIGHT BULB UPDATE

Ref: Volume 2, Number 3 Page 2

While I was in Alexandria, VA for our third convention, I was asked about my article on the three piece bulbs for the 1955. And as I explained them, someone asked about the '53-'54 bulb. Well members of '53-'54, I am sorry, but I was thinking only of my '55 when I wrote the article. 1953-1954 Corvettes also used a three piece bulb that rusted the same as the 1955. They also never used a T-3 sealed bulb, that was the second design bulb (replacement) used in the 1956. The inner bulb was TS-2400 and to tell if your holding a 6v or 12v remember only the 12v is marked 12v in the middle of the glass cover. The 6v is not marked because before '55 there were no 12v systems.

Sorry People,
Editor Roy



Historic First Meeting of the East Coast Chapter of SACE at Spring Carlyle on April 22, 1989. Members from left to right: Klas Anderson, President; Pierre Derham, John Koscis, Bob Ottaviani, John Holmes, Larry Fellers, Alex Bailey, (Not in photo is Ron Booher).

Dear Roy:
Enclosed is a picture of the trunk of the 1961 Corvette #3860. The tracing is as accurate as possible.

Other comments:

1. The job code #356 is in green crayon and appears to be bare fiberglass.
2. The word "Black" is in green crayon and appears to be on top of gray primer. Note the poor quality printing.
3. Please note that this car was built after 1961 #2000, which supposedly was the cut off for moving the color name from the trunk to the interior of the car.

Sincerely,
John Neas



Members looking on as Noland wears out another quarter.

East Coast Chapter News

The East Coast Chapter of SACE was formally organized this year at the Spring Carlyle Flea Market with members present from New York and Pennsylvania.

We have all straight axle years represented in our Chapter, in all conditions from "needs restoration" to "Bloomington Gold", "Top Flight NCRS" and "Top Flight SACE" cars. Our members have a wealth of knowledge of their respective year cars and are willing to share their knowledge with fellow Veters.

Because of the hundreds of miles that separate us, we are meeting at various Carlyle Flea Markets (The next one being Corvette Carlyle on August 24-27), and at SACE National and Regional meets.

At this time we are accepting members from Pennsylvania, New Jersey and Northward. National hopes to have a Chapter started in the Southern area of the East Coast and hopefully in our Chapter will have an off-spring in the New England Area.

For More Information: Write or Call
Klas Anderson
R. D. 3 Box 116
Towanda, PA 18848
(717) 265-3880



Rear Spring Assemble Hangers

By Roy Braatz, Jr.

I've had many people ask why one car sits higher or lower in the rear than another. I've always felt that it had to do with the amount of wear on the rear springs. Although I've noticed individual cars with one side higher or lower than the other. Why?

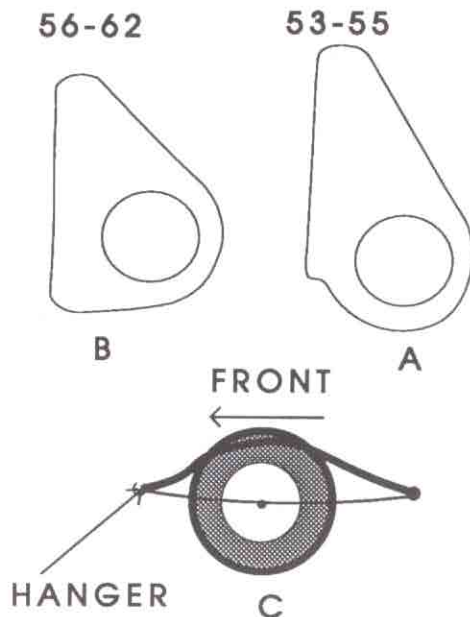
Let's take a look at the hangers. 1953-'55 Corvettes have one design (diagram A), while 1956-'62 Corvettes have another (diagram B). There's a definite difference. Looking at Diagram C we can get an idea of what is going to happen. As the front of the spring is raised or lowered, depending on which hanger is installed, the body of the car will be moved up and down.

So, why did GM change their design? Maybe the body style change required it or the springs have different arches. A '53-'55 might even weigh more in the rear than a '56-'62. Your guess is as good as mine.

If you have a '53-'55 and the springs are good, but the car still sits low, it might have the later spring hangers. Or a '56-'62 that sits a little too high might have early hangers. Either way, car owners should check to see if their car is correct.

I hope this article can help someone in the Corvette world.

Roy Braatz, Jr.
Photographer



PAINT CODE UPDATE

A running update on the 1958 to 1962 body color name. Reminder: in 1958 to 1960 it's hidden under the paint in the trunk; 1961 to 1962 it's written under paint behind the passenger side's seat back.

At the 1989 convention we had a chance to scrape off paint inside the trunk of a 1959 Corvette. I spread the word as the owner removed the trunk cardboard. Among a gathering crowd, I looked inside to see: the power top operating solenoids, which completely covered the area we were to scrape!

Undaunted, I attacked the paint with the edge of a quarter. And there it was, a small patch of green. I continued until the solenoid was in the way, then I used a borrowed screwdriver to remove the rest of the paint covering the color name. Finally, with a couple of other scrapers assisting, we uncovered "SILVER". This may be a historic Corvette of a previous owner. The color silver is important because their Corvette was silver, so the search for authenticity goes on. If this turns out to be an important car, he'll write an article for SACE later.

1962 owners: We need to know the color names on fawn beige and almond beige cars. One almond car reported "AL BEIGE". Please check your '62s and let me know; we want to know if there are any variations.

Thanks, Noland

FORSALE: New 1956/57 headlight bucket bracket kit, set of 3, \$16.

New 1956/57 riveted deep groove pulley on original harmonic balancers for 245 & 250hp \$250.

New 1958-62 Corvette water pump pulley #3724816. \$60. Al Fierre, 7322 S. Archer Ave, Justice, IL 60458. (312) 458-2500.

WANTED: 1954 Corvette Jack & Handle; Domed Gas Cap; Original Ignition Shielding. Russ Morgan, 538 Stewart, Lewiston, Id 83501. Home: (208) 743-6282. Work: (208) 743-8593



TREASURER'S REPORT

By Lucy Badenhoop

SACE's 1989 National Convention was held at the Old Colony Inn in Alexandria, VA on Memorial weekend. It consisted of several events.

Swap Meet: The swap meet was supposed to last all of Saturday morning, but was rained out about 10:00 AM.

Technical Sessions: Saturday afternoon began with Bill Sangrey giving a demonstration on fiberglass repair. He was followed by Brooks Cooper showing how to prepare and paint fiberglass. Saturday evening, Noland Adams and Roy Braatz shared their knowledge of correct parts identification. They exhibited many original and reproduction parts and explained how to tell correct from incorrect.

Annual Members Meeting: It was convened at 3:30 pm on 27 May 1989. The following business was conducted.

1. Election of officers. The current officers generated a lot of discussion about the need to introduce new people into the club structure. Noland Adams attempted to resign, but was convinced to remain our President. Filling the Vice President's position was temporarily deferred and election held at the Awards Banquet. I remained as treasurer out of necessity - our record keeping is dependent on my employer's computer and software.

President
Vice President
Treasurer

Noland Adams
Ron Daniels
Lucy Badenhoop

2. An attempt is underway to establish a Technical Panel to advise the club. Technical Advisors were solicited to answer member's questions, submit them with answers to the editor for publication in Straight Talk, and assist in the preparation of a SACE Judging Guide. An Eastern Technical Panel was formed (names listed below) and a Western Technical Panel will be established to minimize long distance calling and individual workload.

Year	East Coast	West Coast
53-55	Steve Sokoloff	Roy Braatz
56-57	John Kocsis	
58-60	Dwight Farmer	Larry Richter
61-62	Brooks Cooper	David Radeke

R. Braatz	(415) 237-7254	9-6
D. Radeke	(916) 265-5947	5-10 pm
L. Richter	(503) 269-1427	

3. A financial assessment indicated that membership growth surpassed the 400 mark, thus putting the club on a sound fiscal footing. Some excess funds would be available at the end of 1989, if membership continued to grow.

4. I requested approval to purchase a computer system for about \$2000, if excess funds become available. The proposal was approved by vote.

Car Meet: The meet began with vehicles in place on the field for judging and display starting at 9:00 am on Sunday. Twenty-four straight axle vehicles were present. Every year was represented except '53 and '58. The weather cooperated beautifully by keeping the humidity low, the temperature warm, and an enjoyable breeze all day. This allowed viewers, owners, judges, and various helpers to enjoy the outing. The judges and tabulators shared pizza for lunch. Shortly afterward, some of the prizes were raffled off. About 4:00pm everyone disbursed to get ready for the Awards Banquet.

Awards Banquet: The hotel provided a delicious buffet dinner. It was followed by Noland Adams' recollections of amusing mishaps at past functions. Words of appreciation were extended to the many people who helped make the convention a success. The following vehicle flight ribbons were presented by Noland Adams. An award certificate was mailed with the judging sheets.

Display Class:
N/A 55 Roy Braatz



N/A 61 Tom Maxwell
 N/A 62 Tom Maxwell
 N/A 56 Harry Pettit

Custom Class:

2nd 59 Harold Burke
 1st 60 David Ridgers

Unrestored Class:

3rd 59 Skip Wagner

Contemporary Class:

3rd 62 Fred & Pat Mullauer
 2nd 62 Klas Anderson
 1st 62 Richard Ayers
 1st 62 Walt Johanningsmeier
 1st 56 George Marra

Driven Class:

1st 54 Alex Bailey
 1st 62 Ron Daniels
 1st 56 Ken Kavalchek
 1st 62 Ron Lambert
 1st 62 John Loudon
 1st 54 Mike McCagh
 1st 57 Rob Pederson
 1st 61 Henry Weaver

Trailerred Class:

1st 55 Bill Beard
 1st 54 Chuck & Pat Gongloff
 1st 56 John Kocsis
 1st 60 Kimberly Porter

As Convention Director, I presented service awards to individuals who have exerted extraordinary effort in support of SACE. The following people were recognized.

Noland Adams for his many years of dedication to the straight axle Corvette community.

Roy Braatz and Roy Braatz, Jr. for their efforts in organizing SACE and publishing Straight Talk Magazine.

George Marra for coming the greatest distance (Grass Valley, California) with his 56 Corvette pulling a vintage teardrop trailer.

The evening ended with the raffle. Prizes were provided by:

**Vette Vues
 Keepin' Track
 Old Cars Weekly
 Stoudt Auto Sales
 Mid America Designs
 Paragon Reproductions
 Noland Adams**

Caravan: Monday morning the group assembled in front of the hotel and headed south under the guidance of the local police department. Our destination was Mt. Vernon, the home of George Washington. The 15 mile drive follows the scenic Potomac River and we were favored with another beautiful day. After spending two hours inspecting the mansion and plantation grounds, we said our farewells and headed for home.

**CALENDAR OF
EVENTS**

29 Sept - 1 Oct "Octobervettes XV"
 in Waterville Valley, NH.
 Art Massood (603) 883-2616
 Dan Zelonis (603) 822-2877

18-19 Nov "Chevy/Vettefest"
 in Chicago, IL
 Mid America Promotions, Inc.
 7322 South Archer Road
 Justice, IL 60458
 (312)563-4300

WANTED: 1956 CORVETTE 3-SPEED TRANSMISSION OR TAILHOUSING ONLY WITH CAST NUMBERS 3722946. 3-SPEED SHIF PATTERN PLATE, ZINK TYPE WITH DEBOSSSED PATTERN. JAMES FRAKE, 200 BURLINGTON DRIVE, MANLIUS, NY 13104



APOLOGY

I would like to apologize to Mr. Tony Greco of Commack, NY. In the past he has so generously contributed to the development of Straight Talk with the CHEVROLET SERVICE NEWS and I have neglected to acknowledge he and his school. Thank you very much for your invaluable contribution to this publication.

Roy Braatz, Editor

CHEVROLET SERVICE NEWS

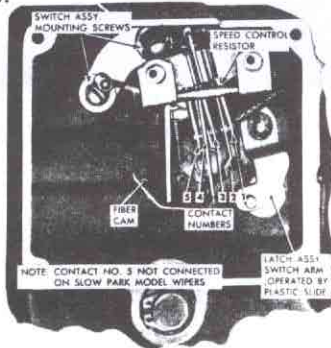
From the Collection of Tony Greco
Automotive H.S., Bklyn., N.Y.

1956 vs. 1957

December, 1956

For purposes of discussion, 1957 electric windshield wipers have been designated "First Series" and "Second Series". The "First Series" classification indicates that the wiper is basically identical to the units used on 1956 cars except that the wipe angle is decreased to compensate for the relocation of the wiper arm pivots on the 1957 models. On "First Series" wiper assemblies, a conventional park cycle is used whereas the "Second Series" units incorporate the slow-park cycle components.

Because the first and second series wipers are identical externally, the only ready identification of the units is by a check of the part number or by observing the wiper operate during its park cycle. The following chart



provides the part number of all electric wipers released for use by Chevrolet for 1957:

1957 ELECTRIC WINDSHIELD WIPER APPLICATION CHART

Passenger Car

(1st Series).....5047981
(2nd Series).....5047988

Truck

(1st Series).....5047982
(2nd Series).....5047989

Corvette

(1st Series).....5047984
(2nd Series).....5047991

For Sale or Trade

Repo-56-57 front wheel opening moldings \$16pr
Repo-56-57 fig 8 coil Brkts \$35
Repo-56-62 heater block off plate \$25
Repo-58-62 radio block off \$25
Repo-56-57 st. line radio block off \$25
Repo-57 WW brkt \$10
Repo-59-62 RPO brake drum fans 4/\$100
56-early 58 stepped W.P. pulley \$20
57-early 58 #991 lower pulley dp. groove \$85

Wanted

56-62 R.P.O. parts - need front vented backing plates, rear backing plate covers, front and rear finned drums. 5-NOS Firestone Dlx Ch. Blackwalls, 56-57 seat cushions.

Trade

3 - 15x5 1/2 wide wheels, pr. rear vented backing plates, set 56-62 HD shocks.

Roger Brower
11520 S.W. Glenwood Ct.
Tigard, Oregon 97223
(503) 620-4918

FOR SALE

Original Vette parts

- 2 1955 blocks
- 2 1956 blocks 225Hp
- 9 1957 fuel blocks
- 3 1957 270 Hp blocks
- 2 1957 250 Hp blocks
- 3 1958 290 Hp blocks
- 2 1959 290 Hp blocks
- 1 1959 245 Hp blocks
- 1 1960 315 Hp blocks

Heads include 306, 550, 692, 523, 896, 539, 762, 997

Transmissions include +10-1, +10-1B and 3 speeds. Fuel injected and regular exhaust manifolds. Some posi rear ends. Intakes for most early years. Most any part on a early Vette I have.

Jay Williams
RR1 Box 23
Cleveland, N. Dakota
58424
Phone (701) 763-6345
Member No. 256



Project 58

By Max Brockhouse

This will be the first of several articles on restoring a '58 Vette. As a novice I'll rediscover the common parts and knowledge of those before me.

To fit my budget I purchased a "Project Car". Playing with the numbers game and high performance are of little importance to me, this to, made a "Project Car" fill my requirements.

Before I even had a Vette, I purchased several reference books on the market. Noland Adam's CORVETTE RESTORATION and TECHNICAL GUIDE Vol. I is my Bible. However, it addresses the correct part numbers for the models it applies to. Wanting an automatic transmission to put in the '58 seemed easy enough.

Well the book says, cast iron is correct for a '58. Ok, no problem any 8 cyl. powerglide will do. In late '57 a vacuum assist was added to smooth the jolt (pop!) when the transmission shifted gears. I point this out for anyone to consider, if a choice needs to be made. Standard Chevy's use a cooler for the transmission and Corvettes don't. These lines are plugged at the transmission, because the cast iron is very forgiving as a heat disapator. The Vette is very light to begin with and does not over load the transmission anyway.

Next the spacer is needed to adapt the block to the transmission bell housing. Don't forget to make sure the torque converter is for cast iron and not aluminum powerglide. The flex plate bolt patterns are not the same. Here again, make sure it is for a cast iron transmission.

The stock Vette shifter is mounted directly to the tail piece. This requires that bosses be there to

mount it. Vendors such as J&J Corvette, Hudson, Iowa, provide services to weld bosses on any tail piece (aluminum or iron) to solve this problem.

You must also consider the yoke. Cast iron transmissions require a coarse spline on the yoke. Aluminum used a fine spline on their yoke.

Our straight axle Vettes started life with a 5 inch long yoke, but as long as you keep the rebound straps correct the 3 inch yoke will work. (See SACE STRAIGHT TALK VOL. I Number 4, Page 5.)

The cast iron transmission uses a special rear mounting bracket on the Vette. The aluminum

powerglide transmission uses a flat plate as a rear mounting bracket. It will not interchange. I made a steel plate similar to the aluminum powerglide to fit my cast iron transmission.

The neutral safety switch and mounting bracket are nonexistent!



With the help of Roy Braatz this is how I solved the problem.

Purchase a Munich 4 speed backup light switch #1-D2246 (see photo page 11). I welded a small strap iron to the top side of the gear selector bell crank. Drill a 1/8 inch hole to be used to activate the switch when the selector is in the park position with the shifter.

Next, I fabricated a "U" bracket out of 1/8 X 1 inch mild steel, similar to the original bracket. Use this to mount the 4 speed back up switch on the governor cover. Noland addressed this in his book on page 160. The 61 and 62 mount in a vertical position.

I used a welding rod for my linkage between the gear selector bell crank and new switch. Bend and measure to fit your application as necessary.

A Dream Come True

On May 19, 1989, Roy and I left for what is a "Dream Come True", for him. He has been wanting to drive me across the U.S.A. every since we were married in 1967.

Last year when it was decided our next S.A.C.E Convention would be held in Alexandria, Virginia the spark was started. After buying a 1947 sleeper trailer, the fire began to burn. He began to restore the trailer and ready his 1955 Corvette for the trip.



Well, at this point, I must say that driving some 7,000 miles in a 55 Corvette and sleeping most nights in a 4X6 1/2 foot trailer was not my idea of a dream. But I tried to be enthusiastic for Roy's sake.

We left our home May 19th with two other cars. Our friends George Marra and his wife Dickie in their 1956 Corvette, with sleeper trailer. Also a friend Greg and his pal Fritz in Greg's 1957, no trailer. We were a small, but impressive group. And we were raring to go!

We pulled up midnight in the middle of the desert. Dickie and I noticed the men's room was real handy, but where was the ladies room? We only had this problem a few times our entire trip. We stopped at KOA camp grounds for the nights and they all had nice showers and handy restrooms.

Our first stop was to see Jim Blakely, who sold us the 1955 Corvette we were driving, in 1985. Jim and his family live in Aurora, Colorado, near Denver. That was nearly 1200 miles already and I was feeling real good. The drive over the Rockie Mountains was breath taking.

That night we choose the same KOA as about 100



bikers, that were driving to Washington D.C. to visit the Vietnam Memorial Wall. At first we thought they were Hells Angels, but they were Vietnam Vets and they called us Vets in Vettes, because George and Roy are Vets. We met them along the road for a couple of days and one other night. It was kind of fun.

Going through Kansas was warm and our next planned stop was Ft. Smith, Arkansas to visit Bill and Evelyn Hess. It was a welcomed break 5-23 in the heat of the day. Evelyn made sure we all got a soda to drink, before touring their work shop and beautiful collection of Corvettes. They took us to dinner and we said are good-byes. We thank them again for their invitation to stop in and their hospitality.

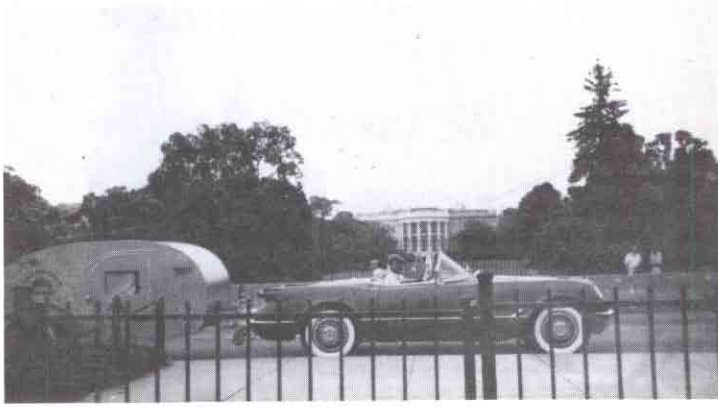
From here Roy and I had plans to see Jack Reeves of John Rohner Company in Greensboro, N.C. and the others went down to Atlanta, GA. We'd meet them in Virginia.

We drove through Tennessee and North Carolina pretty quick and arrived at Jack's on 5-25 in the afternoon. We enjoyed a few hours of visiting and went to lunch. We have past the 3,000 mile mark already and we are still talking to each other.

We got to see a Military Paratrooper drop at Fort Bragg, N.C., where Roy was stationed in the Army from 63-66. It was something to see and what an experience, just being around these Army guys talking about jumping. They love what their doing.

We made good time to Virginia, Roy only stopped at a few junk yards and one place where this fellow collected hub caps. People were surprised to see a 1955 Corvette on the road. Being from California really amazed them.

The Alexandria, VA. Convention went real well. We had our first rain here. The swap meet was rained out, but after moving indoors, everyone seemed to enjoy the rest of the swap. It cleared



up and the sun came out around 2:30pm. The next day 5-28 for the Car Judging, was picture perfect. There were 25 beautiful Corvettes, from 54-62, all in a row. There was a road tour to Mt. Vernon and the banquet was yummy. We sure enjoyed meeting some of our S.A.C.E. members on the East Coast.

At this point we had driven 3,736 miles, so I knew we were going to be driving more miles than Roy had let me know about. I guess, he didn't want to scare me off.

After visiting Washington D.C. a few days and sleeping at Lucy's house (our S.A.C.E. Secretary and Treasure), we were pretty rested and ready for the road. We never saw Greg and Fritz again after VA.

We went on to New York. We spent a couple of days touring around Roy's childhood schools and neighborhoods. In the early evening of Saturday, 6-3 we arrived at Jim and Nancy Frakes home in Manlius, N.Y. They have a 1956 Corvette and Jim did a great job of putting windows in our trailer. Thanks to Jim our things didn't get all wet during the rain storms to come. We had a nice visit and while there Frank Catanzarita from Syracuse, N.Y. came over in his 1958 Corvette, to see Roy and get his autograph. I was afraid Roy's new hat wasn't going to fit, after that. Our thanks to Jim and Nancy for dinner and a comfortable guest room that night.

After visiting Roy's relatives in Frankfort and Brewerton, N.Y. we met up with George and Dickie, who had been visiting friends and relatives in N.Y.

We all went to Niagara Falls in Canada for a couple days and then as quick as you can drive back over to the coast, only stopping at a few antique stores and fruit stands, we headed for Florida. It was hot and humid. The people along

the way thought we were insane for driving a car without air conditioning. Believe me, the thought had passed my mind. But, Roy's motto was, if you aren't roughing it, you can't enjoy it.

Many people commented, they had never seen a car like ours. They knew George's was a Corvette, but just weren't sure about ours. So hopefully a few more Americans know a 1955 Corvette when they see one.

From Ormond Beach, FL. we drove to Roy's Aunts in Ocala, while George and Dickie went to Orlando. We met again in New Orleans, Louisiana. Roy and I swam in the Gulf at Alligator Point and Panama City Beach, FL. We took a Mississippi River Boat tour and it was so special. I've wanted to go down the Mississippi river every since reading Tom Sawyer & Huckleberry Finn in the fourth grade.

Roy has asked me to condense our trip into a few pages and I am trying. It isn't easy, after a total of 9,700 miles in 30 days, we saw and did so many wonderful things.

The last few days were very hot and Roy worked a whole day on the poor old Corvette, in Texas. Replaced sparkplugs, rebuilt carburetor and changed points. Also had to work on the starter and distributor cap. We all just wanted to be home. Roy had changed the oil and rotated tires awhile back.

We got to see Carlsbad Caverns in New Mexico and that was fantastic. I'd seen them about 30 years ago with my family, when I was ten. It was wonderful to see them again as an adult.





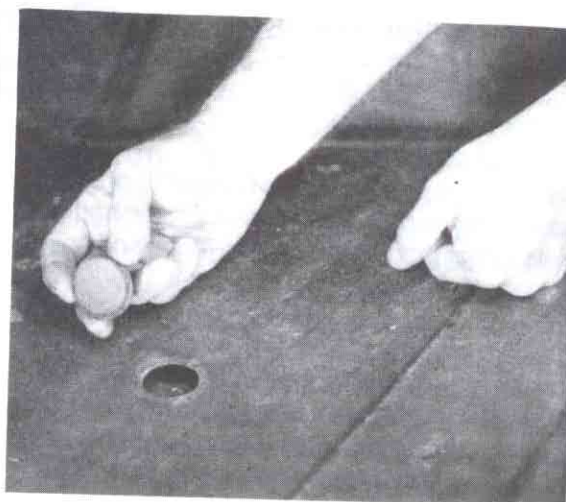
Your Vin Number

By Tony Catalano

Do you recall seeing that little timmy hole in the floor of your car? The little one that alines some where between your thigh and the back of your knee. It's covered with a plug and looks lika a drain. When my car came back from the paint shop I hosed the accumulation of over spray and other dirt out through this hole.

Well I guss what you can see if you look hard enough through there. After the help of a flash light and a tooth brush, to my pleasure, I saw my cars Vin Number stamped on the frame. I didn't see anything at first, I had to look around at several different angles.

If it is by design or chance, I don't know. But there it was. I did have to strtch my eye balls form one end to the other but unmisakably it was there. My car happens to be a 1959. Let us know what your findings are and the year of your car.



We spent our last night on the road at Dave and Jan Ferguson's in Quartz Hill, CA. It is always a good visit with them. Roy likes to compare notes with Dave on his many Corvettes. We were glad to be back in California and really looking forward to being home.

I can't believe I was worried about this drive. It was all such a great adventure. I look forward to doing it again one day in an air conditioned car. Roy is thrilled he did it in his 1955 Corvette and our little trailer. He says once in a life time, is enough. Give him a few years and he'll probably change his mind.

We survived 9,700 miles in a 1955 Corvette and I'm proud of it and most of all I'm proud of the Corvette, she did good.

By Mary Braatz

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15545 Cliff Ave.
White Rock, British Columbia V4B1V8

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239 West Main
Mesa, AZ 85201



Sun Visor Adjustment

By Tony Catalano

A little tip, if you have ever experienced the much annoying problem of the sun visors not remaining in their assigned position. They seem to either do a slow downward tilt with the road vibration or a quick dump at every bump. Tightening up the screws in the visor does not always solve the problem. The hinge pin, as it sits in the visor, fits inside a metal sleeve. What we want to do is tighten this piece of metal by squeezing it together a little bit more.

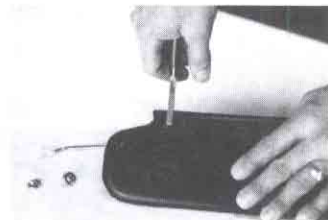
The loosening and tightening of the screw is supposed to regulate the stiffness of the visor. But if the metal inside the visor starts out as being to loose, then it is very difficult to tighten the screw hard enough to bend the metal.

Take the screw out of the visor and remove the hinge pin. The tightening of the metal is accomplished by taking a pair

of pliers and lightly squeezing along the area where the hinge pin rests when inserted inside the visor. I stress squeezing lightly, you don't want to over do it. Squeeze the area a little bit and then try fitting the hinge pin back into

the hole. It is much easier to repeat this process several times until you achieve the desired results rather than over bend the metal and have to try and undo it.

It is also important to cover the visor with a light rag at the point where the pliers are applied. This will keep the teeth of the pliers from leaving marks in the plastic visor. I found myself a pair of pliers without teeth, that insured the visor would not be marred.



The ladies who tallied the scores for our 1989 convention.

CHEVROLET SERVICE NEWS

From the Collection of Tony Greco
Automotive H.S., Bklyn., N.Y.

Rough 3rd On Some 4-Speeds

Some 1957 and 1958 Corvette four-speed transmissions have been built incorporating a third speed gear with 7 degree cone angle rather than the specified 6 degree. This may cause a harsh shift into third speed due to the resultant improper engagement of the synchronizer blocking ring and third speed gear cone.

The suggested correction, if the harsh shift is encountered, is to replace the third speed gear assembly No. 374352 and the synchronizer blocking ring No. 3709348.

The following outlines and angle checking procedure for field usage.

1. Coat I.D. of blocking ring lightly with a dye such as Prussian Blue.
2. Carefully install the blocking ring on the third gear cone to obtain an engagement impression.
3. If the Prussian Blue impression on the cone is all at the rear (or predominantly at the rear) the cone angle can be assumed to be 7 degree and should not be used. If the Prussian Blue is more or less evenly distributed on the cone surface, the angle is correct.



CHEVROLET SERVICE NEWS

From the Collection of Tony Greco
Automotive H.S. Bklyn. N.Y.

Corvette Engines

October, 1961

New engine lineup, numerous power plant refinements and fresh styling innovations are included in the Corvette for 1962.

A complete new line of power plants replaces the 283 cubic inch V-8 engines previously used for Corvette models. Based on the new passenger car engine, all Corvette engines now have a 327 cubic inch displacement. The Corvette base production engine will be the same as the passenger car Turbo-Fire 327, rated at 250 horsepower. A "street-type" increased performance version, rated at 300 horsepower is available as Regular Production Option 583. High performance units with special camshafts are available as Regular Production Option 396 in the carbureted version, and Regular Production Option 582 in the fuel injection version. Since only one fuel injection option is offered, the engine line-up is reduced from five engines to four.

CAUTION: Two cylinder head gaskets are used under each cylinder head on the 340 and 360 hp. Corvette engines, having a compression ratio of 11.25 to 1. When re-installing cylinder heads on these engines always use two new gaskets under each head.

CAUTION: Due to the configuration of the valve rocker covers on early production 327 cu. in. engines of 250 and 300 hp., it is possible to install the covers incorrectly and experience interference at the rocker arms. The side of the rocker cover having the greater vertical wall height before entering the side-to-top radius, should be installed inboard on the cylinder head.

The Two Thousand Dollar Freeze Plug!!!

A few years ago my wife and I bought a 1954 Corvette. Someone had either kept it up or due to a heating problem (that we were soon to discover) didn't use it much. The car was in fairly good shape although many replacements had been made over the years with incorrect parts. The next few years a lot of time, money and headaches went into educating myself about the early Corvettes and trying to track down what was correct for my car. The one problem over the years I just couldn't get a handle on was the overheating. I could drive the car for about fifteen minutes before it would get hot and eventually boil over if it was a warm day. On a cool day it would get to just under boiling and stay there unless I had to idle, then it would start to lose the coolant until there wasn't enough in the engine to sustain that precarious temperature and it would boil over.

I tried everything. I had the radiator rotted out. I changed all the coolant hoses. I rebuilt the water pump. I had the head boiled out and magged for cracks. The valve timing was checked and rechecked. I replaced the fan belt, thermostat, radiator cap, and head gasket.

Finally I had exhausted my capabilities and decided it was time to consult the professionals. I drove to the Chevy dealer in hopes they would succeed where I had failed. They were very confident and told me I could pick the car up in a week. Friday rolled around, I called and was told they would need the car for another week. Another phone call another week, another phone call another week, etc. Six weeks later I picked the car up. On the way home, which was about thirty miles away, the car boiled over. I was fit to be tied. Back to the Chevy dealer I went. Another week went by and even though I told the dealer I put a new head gasket on the car, they said it needed one. They proceeded to pull the engine apart and found I was right. At this point it was obvious they didn't know how to fix the problem any more than I did. They were just guessing at my expense. So, after persuading the service manager that a few minor adjustments to the bill were in order we took the car home.

The only thing I hadn't done yet was to pull the engine block out to see if there could possibly be something clogging it.

continued on page 18



CHEVROLET SERVICE NEWS

From the Collection of Tony Greco
Automotive H.S., Bklyn., N.Y.

DRIVE LINE VIBRATION

July-August, 1959

If excessive drive line vibration is encountered on a 1959 Corvette it is probably due to excessive rear U-joint angle. This vibration can be eliminated by installing either a 2 or 3 degree rear axle shim. The shim should be installed between the rear axle pads and springs, on both sides, with the thick edge to the front.

The minimum angle of the rear U-joint is 7 1/2 degrees. If this angle is reduced to less than 7 1/2 degrees, interference will result in the full bump position.

Measurements of the propeller shaft and pinion nose angle may be accomplished as follows:

1. Load vehicle until distance between the axle housing and frame rail pick-up (metal to metal) is 4 1/2 inches. Retaining the vehicle in this position, the angle of the propeller shaft and pinion nose can be measured as shown in 1958 Passenger Car Shop Manual.

2. The radius control rods should be disconnected before installing the shim. Before re-attaching the radius control rods, elongate the radius rod frame mounting hole 1/4" rearward if necessary to eliminate any interference between the radius control rods attaching bolt and mounting bracket.

Shims #3722797 (2 degrees), #3744488 (3 degrees), or their equivalent may be utilized. The locating tab on the above shims should be removed to allow the shim to lie flat.

1956 CAST IRON THERMOSTAT HOUSING

Prior to the introduction of the 1st design of the aluminum thermostat housing for the dual four barrel aluminum intake, Chevrolet used a cast iron thermostat housing. This housing contained the numbers 3705018 cast beneath the number 23. The 1960 Chevrolet Parts Book noted this number as cast and associated it with the 56-58 Corvette with dual 4BC, F.I.

This specific thermostat housing was on the manifold of a dual four barrel setup found in the trunk of a 1956 Corvette. The Corvette serial number placed it somewhere between the 400th to 500th one built. There is no assurance that this setup was originally on this Corvette although it was thought to be. The tags on the WCFB's indicated the month of February





CHEVROLET SERVICE NEWS

From the Collection of Tony Greco
Automotive H.S. Bklyn. N.Y.

1958 CORVETTE FEATURES

The 1958 Corvette, identified as model 800, has a restyled body, and an all new interior featuring more conveniently located instruments and controls, as well as new seat styling.

The Corvette is powered exclusively by the 283 cubic inch V-8 engine. As standard equipment, this engine develops 230 H.P., has a 9.5 to 1 compression ratio, and is equipped with a four barrel carburetor. Available optionally is twin four barrel carburetors or fuel injection. One version of the fuel injection equipped engines develops 290 H.P., has a 10.5 to 1 compression ratio, and incorporates special camshaft, solid lifters and heavy duty main and rod bearings.

Vehicles equipped with fuel injection use the 7014900 injection unit. This differs from the 7014800 unit, used in 1957, in several respects, but service procedures are basically unchanged. The revisions include: elimination of-starting by-bypass fuel line, switch and solenoid; use of-a "single line" system to the main control diaphragm and a replaceable spill plunger and sleeve; addition of-a cranking signal valve for improved starting enrichment.

The chassis frame is modified to provide mountings for the new functional bumpers. Units equipped with the optional Positraction rear axle use the new roller-type heavy duty rear wheel bearings.

WANTED ! 1960 Radiator cap AC 362 13 lbs.
(508) 423-8007 ask for John 6am-6pm EST.

FOR SALE: 1955 Ignition Shielding 100% correct. Chrome can "dist" and "coil" cover 1st and 2nd design available. 50 sets are to be made. A deposit of \$500.00 is required to assure you of one. I will mail a deposit slip order number along with a statement of satisfaction or moneyback. If by any reason our machinist doesn't do them correct. \$1095.00 plus 6% tax. "No dealer discounts"

Roy Braatz - Editor
14521 Bears End Dr.
Nevada City, CA 95959
(916) 265-5947

"NAPA Oil Seals" 47643-902 is a good cross number for the 53-55 rear end pinion seal that is no longer available from G.M.

PARTS WANTED FOR '57...AC Dome top fuel filter, top bracket on wiper moter that holds down window washer cable, complete power top system, right hand exhaust manifold dated EZO or before F01, gas tank quick fill adapter, hood straps, plexi-racing windshield, big brake parts, original windshield, vintage interior tonneau cover, T-3 headlights, 8000 RPM AC tach, long screw 4346 fuel pump.

Joe Trybulec, (314) 831-7841, after 6pm.

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

WANTED: Carter (Aluminum) AFB 4 barrel carburetors for 1958-65 Chevrolets stamped 2859, 3221, 3012, 3269, 3310, 3345, 3361, 3362, 3460, 3461, 3660, 3720, 3721, 3804, Pay \$70 for complete units. Al Fierke, (312) 839-0059, 7322 South Archer Ave. Justice, IL. 60458



MEMORABILIA

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PATCHES	\$3	SACE logo (red, black and white) on yellow background size: three inches square.
DASH PLAQUES	\$1	all three national conventions available.
SIGNS	\$6	"CORVETTE PARKING ONLY" red letters on white plastic; 12 inches by 18 inches.

Prices include postage. Send check or money order (US dollars only)
 SACE c/o Lucy Badenhoop
 8237 Cedar Landing Ct.
 Alexandria, VA 22306-3234

Two Thousand Dollar Freeze Plug cont.

In the process of taking the water pump adapter off I noticed that the block had three openings in the front of it. Two holes, which are about the size of quarters and are horizontal to each other and a third a little larger than a silver dollar centered below.

Upon close examination of the holes and the gasket configuration I could not understand how the water pump could pump any water through the engine. The two top holes were open with a freeze plug in the third opening. The gasket and adapter plate covered the two top holes and left the third hole (with the freeze plug in it) exposed when bolted up. This only left a small BB sized hole for any water to pass through the adapter plate. The freeze plug looked like it had been there forever. Now I was left with the dilemma of whether or not the freeze plug should be there. I had never rebuilt one of these engines before so I needed to get some expert help.

I had just joined S.A.C.E. and N.C.R.S. and didn't know any one with more knowledge of the differences between the Corvette and the regular Chevy engines.

Half a dozen long distance calls later I was given Roy Braatz' phone number. I called Roy, explained my predicament and asked if he had any experience with the water pump adapter plate on the six cylinder. Luck had finally come my way

as he stated he had just had his pump and adapter off his car. He could remember he didn't have a freeze plug on the front of his engine, that it should not have one, and told me to remove it.

I popped the freeze plug out and put the engine back together. To my delight the car doesn't even get close to getting hot now.

We reasoned that someone had mistakenly put the plug in the bottom hole thinking that it was to be used for a (passenger) car engine instead of the (Corvette). The passenger car only uses the two top holes as water passages. The Corvette uses the adapter plate to lower the water pump and block off the two top holes in the lower lined car.

Although this plug has cost me thousands of dollars and countless hours, I should be glad the plug was put in. Everyone that owned this car had a heating problem with it. It may not have been for sale if it hadn't been a problem for it's previous owners. I was fortunate enough to be the owner that was able to solve it.

I'm going to have the freeze plug plated and save it for a souvenir for my wife to wear to the next meet. She agrees, but only if it's gold plated.

Hopefully this article will save someone else from going through the trouble and expense I have.

by Emory Molchan, WA



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Answer _____

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