

# STRAIGHT TALK



VOLUME 3 NUMBER 1

## *Some Highlights from the 1989 SACE Regional...*



**CORVETTES LINED UP  
FOR JUDGING**



**MEET HOSTS BILL AND  
DONNA**



**LAGOON IN BACKGROUND,  
USED FOR BLINDMAN'S  
DINGHY RACE**

***More Photos Inside***

# More from the SACE Western Regional...



**TOP, LEFT:** The resort at Port Ludlow  
**TOP, RIGHT:** Roy Braatz at the Parts Identification Seminar  
**MIDDLE, LEFT:** 'Vettes parked on lawn at Western Regional  
**MIDDLE, RIGHT:** Ed Mecum at Soft Top Seminar  
**BOTTOM, LEFT:** Parts, Parts and More Parts... The Swap Meet at the Beach Club

**— Story on page 4 —**  
**Plus Many Other Articles In this Issue...**



## PRESIDENTS PAGE

by Noland Adams

In the last issue, I advised you that we would be running this column only when there was something important to say. Well, here I am again.

Let me begin by saying that I appraise Corvettes once in a while. Part of making an appraisal is determining what Corvettes are selling for around the country. That's when I got a real shock. A lot of old Corvettes are going out of the country, and now I know why.

We go back to 1982, when I visited the Corvette clubs in England and Sweden. In England, I found mostly original cars; in Sweden, a modified or customized Corvette is more common than an original one. Especially in Sweden, American cars are a highly-prized foreign car.

To restrict the import of cars and support the government, there is a one-hundred percent (100%) tax. Suppose you bought a Corvette for \$10,000, and you have it shipped to a port in Sweden. Before that vehicle may be removed, the 100% tax of \$10,000 must be paid.

Let's imagine you bought a new Corvette for \$45,000. Before you could drive it away, you'd pay another \$45,000 in taxes!

Another country with a similar but not duplicate tax situation is New Zealand. Their taxes are seventy-four percent (74%). That means a \$10,000 car would cost you \$7,400 in import taxes.

There is a way to get around the taxes in Sweden. If the car is brought into the country temporarily, the owner may sell it to a resident after one year without paying the import tax. This is the way most Corvettes get into the country: U.S. military personnel bring them in and sell them at a profit.

But so far, this hasn't affected our old Corvettes, but here it comes. The import taxes are waived on old cars. In Sweden, the limitation is 25 years, in New Zealand, it's 30 years.

Right now, a 1960 Corvette in New Zealand would cost you the selling price plus 74%. By waiting, one could

avoid the tax and get a better car for your money. Ever wonder why there's a shortage of 1958 and older Corvettes and the prices are climbing? This is one reason.

The situation in Sweden is indeed different. We are looking at a different group of cars getting attention; soon it will be the '64's. One dealer told me the hot item overseas is going to be the '65 Mustangs. He said he was buying all he could - in any condition - and storing them. So, old Mustang prices will be going through the roof soon. Old Corvette prices will also climb and fall into this non-taxable category, and Camaros will be close behind.

This is not the kind of news I like to report. But it is better for us all to be informed of just what is happening in the Corvette marketplace. If you sell your '61 or '62 at a reasonable price, don't be so sure you can replace it easily.

I must conclude this article with a warning. As far as I know, all details are factual. However, some details are second-hand, and I had no way to check them out. If any SACE members have corrections or additions, please drop me a note.

## STATE REPRESENTATIVES

- Pennsylvania:** Klas Anderson, President  
R.D. 3, Box 116  
Towanda, PA 18848
- Washington:** Bill Eldridge, President  
561 Olelo Pt. Rd.  
Port Ludlow, WA 98365
- California:** Carolyn Simpson, President  
1154 Teesdale Rd.  
Yuba City, CA 95991
- Canada:** Jane & Tony Catalano  
15545 Cliff Ave.  
White Rock, British Columbia V4B1B8
- Arizona:** Jeff Reed  
239 West Main  
Mesa, AZ 85201

### ENGINE STALLING ON LEFT TURNS - All WFCB Units.

A bushing can be permanently installed in the choke vacuum passage in main body casting provides a more positive seal at this point, and prevents fuel from leaking into this passage on left turns and stalling the engine because of too rich a mixture. (See Figure 8). Make sure the air horn contacts the inner wall of the bowl. This can be done by looking at the impression on the bowl cover gasket. Correct by removing any burrs or nicks. Recheck float adjustments.

### **BORG & WARNER, PART NO. 10039B**

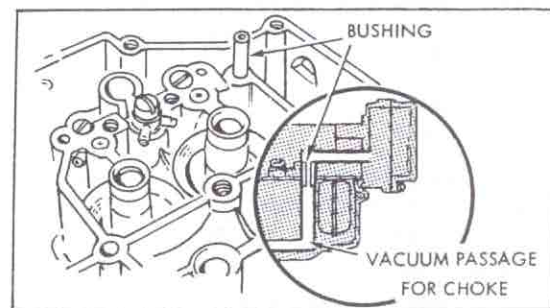


Figure 8.

# SACE TECHNICAL PANEL

Technical advisors have three duties: (1) answer questions from the general membership regarding problems they are experiencing with their car; (2) record the questions and answers and transmit them to the Straight Talk editor for publication; and (3) provide assistance in the preparation of a technical guide book.

Every request for assistance will require the requestor and the advisor to jointly complete the form. The advisor will send it to the Straight Talk editor.

Any member wishing to make use of this service may contact the advisors listed. If you write, please use the form and include a stamped, self-addressed envelope. If you phone, have the information ready for the top half of the form before you call.

Be considerate of the time zone differences, and place your call so it is received between 8:00 and 9:00 P.M. for the advisor. If you want the advisor to call you back, be prepared to accept the collect toll.

## Technical Advisors are:

Steve Solokoff (53-55)  
4524 Baltimore Avenue  
Philadelphia, PA 19143  
(215) 382-6366

John Kocsis (56-57)  
Rt. 2, Box 281-C  
Athens, PA 18810  
(717) 888-7418

Mike McCagh (53-55)  
1715 Frederick Street  
Cumberland, MD 21502  
(301) 777-0089

Ron Smith (56-57)  
1582 Surrey Drive  
Santa Rosa, CA 95401  
(707) 579-1341

Dwight Farmer (58-60)  
5232 Foxboro Landing  
Virginia Beach, VA 23464  
(804) 495-0154

David Bartush (56-57)  
6560 Red Maple Lane  
Birmingham, MI 48010  
(313) 642-3522

Jim Lockwood (58-60)  
P.O. Box 691  
Mountain View, CA 94042  
(408) 723 -2775

Jeff Reed (56-57)  
239 W. Main Street  
Mesa, AZ 85201  
(602) 833-1012

Brooks Cooper  
12647 Fantasia Drive  
Herndon, VA 22070  
(703) 471-5776

Joe Trybulec (56-57)  
470 Albert Drive  
Florissant, MO 63031  
(314) 831-7841

Joe Calcagno (61-62)  
P.O. Box 1080  
Soquel, CA 95073  
(408) 475-4442

Larry Richter (56-57)  
P.O. Box 328  
Coos Bay, OR 97420  
(503) 269-1427

Roy Braatz  
14521 Bears End Drive  
Nevada City, CA 95959  
(916) 265-59447

Bill Eldridge (58-60)  
561 Olele Pt. Road  
Port Ludlow, WA 98365  
(206) 437-2120

## Update on Engine Paint

I'm not sure if you got a copy of the data on the '53-'55 6-cylinder engine paint.

I have a 16 May 1989 letter from DuPont Automotive Products in Troy, Michigan, stating the color was 73119 Deluxe, Engine Enamel Blue. Mr. Brian Dotterer of G.M. confirmed it was the only blue used on '53-'54 Corvette engines (I assume on '55 6-cylinder also).

Here is the formula for 1 quart:

1	White	457 gr.
15	Blue	741 gr.
2	Black	880 gr.
14	H. Red	892 gr.
VD	5450 Dryer	928 gr.

Now, the only problem I have with this is that the formula card has "Released: February 28, 1955" on it. So I'm writing to DuPont again to see if they have an explanation. The color number is correct. My DuPont jobber's formula for 73119 still matches the 1955 formula. My only concern is of the possibility that between '53 and '55, the formula was changed but they kept the same formula number. This seems unlikely, but who knows.

Note that there is no yellow in the formula. For the paint to appear greenish there would have to be yellow mixed with the blue. The theory is that as the blue ages with heat, it turns green. If so, a factory fresh or restoration paint job should not be green! (Is Rhoner green).

I'll let you know what I find out from DuPont.

We all know the Chevy engine blue in rattle cans is not correct. I suspected, however, that G.M. blue might be this 73119. I bought a can of G.M. Blue to compare it with 73119 and found G.M. Blue is still too dark. It looks like 73119 is closer to the Chrysler Blue which is a light blue. Or, half-way between G.M. and Chrysler..

Here's an odd one for you. The window bag twist fasteners in my trunk were painted black. I stripped the paint off and found they were made of brass. The screw stud and core is steel, but the metal casing is brass, not chrome or stainless.

P.S. Here is a list of some parts still in the Chevy system. Publishing a complete list for the club would be a great project.

NUMBER	DESCRIPTION	PRICE	
1358938	U JOINT "U" BOLTS	.86	EA
3834956	WHEELS 15 X 5 RIVETED	48.35	
3985944	FRONT BRAKE DRUM	49.67	
3985947	REAR BRAKE DRUM	49.67	
3829376	LUG BOLTS	.96	
358501	LUG NUTS	.44	
459023	LOWER A-ARM BUMPERS	1.95	
471162	FRONT WHEEL GREASE CAPS	1.75	
6264903	STEERING "O" RING	.18	
5660233	UPPER COLUMN BEARING W/CABLE	11.88	
599430	STABILIZER SHAFT BUSHINGS	.96	
6270752	STABILIZER SHAFT LINK & SHOCK BUSHINGS	.34	
3192095	FRONT SHOCKS	16.10	
3192962	REAR SHOCKS	16.10	
3756540	FRONT SPRINGS	45.05	
1427894	REAR SPRING FRONT EYE BUSHINGS	1.39	
1234984	1.5" I.D. AIR OUTLET HOSE	10.42	
3918672	TACH & SPEEDO CABLE GROMMET	.63	
377449	REAR AXLE REBOUND STRAPS	6.60	EA
3733355	WIPER BLADES	6.34	EA
3839808	OUTSIDE MIRROR TO BRACKET SCREW	.76	EA
3846934	DOOR LOCK HANDLE KNOB	14.12	EA

I've no idea which of these other than the shocks and rebound straps are not exact replacements. I believe Noland said the wheels are '55 passenger style, not '53-'54 'Vette. Do you know if the defroster hose (air outlet hose) is correct?

You've advised about weatherstripping. Do you know of other dealer stock parts which will work for my '54?



# EDITOR'S PAGE

— Roy Braatz

## Differences in Body Design

I want to mention a few body differences to our members, in order to alert them when buying or replacing a section or part.

Members that know about these differences and who could take a good picture or add to my article are welcome to add them to the next issue.

If you buy a repro. front end or repair your damaged front section, look to see if:

A: '58 Corvettes used what was called a Mechanic's Bench, or a steel reinforcement retainer that was riveted directly to the top fender under the top S/S moulding.

There is a left end right, G.M. doesn't service them and no one reproduces them that I know of yet. Maybe if enough owners can put pressure on some company, they will. (Illustration A). I tried to draw in the support so that you could see what I mean.

The '58 trunk underside reinforcement bonding support is made in two sections, as are '53 - '58. '59 - '60 uses a one-piece design.

Note: In early '58 trunks where the key assy. lock retainer is pressed on, you have a small opening for your fingers to press it on, also the early trunks have raised bumps on the underside, where the chrome irons nuts tighten. In mid-late '58 trunks where the key assy. lock retainer is pressed on, you have a large opening for your fingers to press it on. Also, in the second design, trunks have no raised bumps, only holes on the underside where the chrome irons nuts are now tightened.

B: The rear body section of the '58 is unique where the exhaust pipes come through the fenders. (Early to near-late) numbers are not known, the '58 used a flat fiberglass sheet that was glued and screwed on to hide and keep tail-pipe heat out of the trunk area.

C: Late '58's added pipe tube housing assy. 3762441 L/H and 3762442 R/H. Early ones may have been made

of steel, but the later ones were made of fiberglass, like the '56-'57's and '59-'60's. Also, the late '58's had an aluminum cover that only covered the bolts for the rear bumper supports. The rear area for the '59 and '60 was redesigned, eliminating this feature. (Illustration B).

(Continued on page 8)

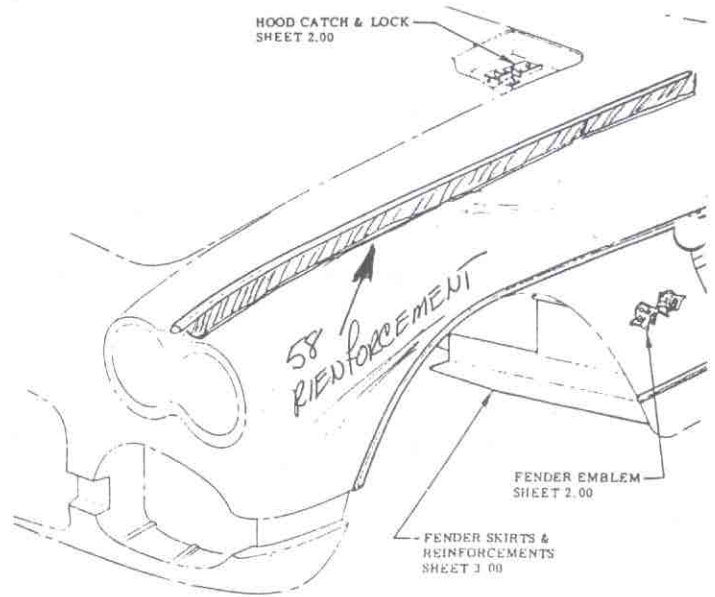


Illustration A

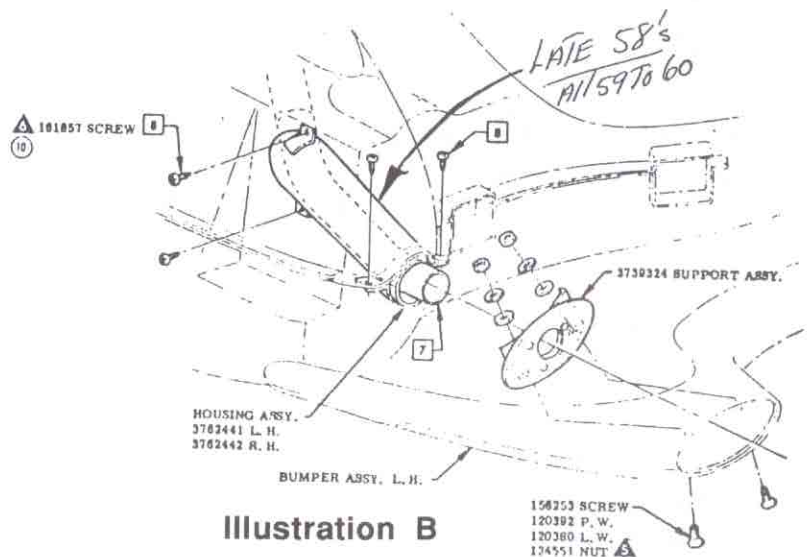


Illustration B



Illustration C

# SACE Western Regional - 1989

By Bill Eldridge

(Photos on Front and Inside Front Cover)

SACE members came from Washington, Oregon, California, New York and British Columbia to attend the Straight Axle Corvette Enthusiast First Regional Meet hosted by the Northwest Chapter at Port Ludlow, Washington. The site of the event was the resort at Port Ludlow, owned by the same company who had a sawmill at this location 100 years ago. Millions of board feet of lumber came from here and were used to rebuild San Francisco after the fire and earthquake. The forest has grown back around the bay and the beauty of this area is truly magnificent. When a group of older Corvette enthusiasts arrive in their cars and park them on the lawn at the edge of Puget Sound, with the forests and mountains in the background, "it just doesn't get any better than this!"

The meet opened at the Beach Club with guest registration, swap meet, and the tech sessions. Registration handled by Donna Eldridge and Lu Raymond was a pleasant experience thanks to their warm smiles and friendliness.

The swap meet had good selections of parts from F.I. units to soft top frames. The tech sessions were very informative with Roy Braatz on parts, their identification and application; Gary Hodges on carburetors and distributors; and Ed Mecum on restoration of soft top frames.

Pitch and Putt golf started off the social events. Bob Rhodes and Jan Powers exhibited championship form on their way to first place. Next was the reception party on the beach, followed by the barbecue featuring all-you-could-eat ribs and chicken with all the fixin's. After dinner, we gathered at the lagoon for the Blind Man Dinghy Race. Picture three people seated in a small boat, two facing the stern with an oar, each blindfolded, and the third person facing forward, telling the one person to row a little harder, then the other, so the boat will negotiate the course to the end of the lagoon around the island and back to the Start/Finish line. Prizes went to the crew of Collette Lopeman, Mary Braatz and Alice Richter, for providing the most excitement and laughs while taking a long, long time to finish.

Saturday morning found people at the car wash and on the field getting their cars ready to be judged. The swap meet moved indoors and everyone enjoyed coffee and donuts while owners and judges met. Many of the owners chose not to have their Corvettes judged. That didn't stop them from being judges, which we welcomed enthusiastically because of the knowledge judging allows them to gain. As the day progressed, more Corvettes arrived and the coverages given in the local paper provided an appreciative group of spectators to show our cars to. At the conclusion of judging, we lined up our Corvettes and headed out on the road tour. We were joined by the Corvette Marque Club of Seattle. The route led us through the scenic countryside to Fort Worden State Park, which has a fantastic view of the

Straits of Juan de Fuca, and the San Juan islands. However, as luck would have it, the road was closed for construction of a new breakwater. Then it was on to Port Townsend to look at the Victorian architecture and browse through the shops. At 5:00, we were back on the road to Port Ludlow to get ready for the Awards Banquet.

At the banquet, Roy Braatz was presented with a plaque in recognition of his efforts in SACE. Mary Braatz received a gift for all of her efforts in SACE. Pierre DeRham was given a flight award (a balsawood plane and a model Corvette) for coming the longest distance - New York. Larry Richter received a gift for being the first to register for the meet.

## **First Flight Awards - Driven Class:**

Bill Eldridge, Frost Blue - 1959

Greg Ellis, Roman Red - 1960

## **First Flight - Trailered**

Larry Richter, Venetian Red - 1956

## **First Flight - Custom**

Dan Ward, Red/Gold - 1959

## **Second Flight Award**

Bob Rhodes, Polo White - 1954

Tony Catalano, Roman Red - 1959

An original filmstrip of the introduction of the 1954 Corvette was shown at the conclusion of dinner. This filmstrip was provided by John Buhler, who received it from his father (a Chevy dealer in Port Townsend) in 1954, when John was twelve years old.

Many door prizes were given away during the evening, including Pennzoil and Loctite Products rounded up by Greg Ellis. An autographed copy of the Complete Corvette Restoration & Technical Guides, Vol. 1, by Noland Adams was donated by the author.

On Sunday, several groups headed out for Victoria, British Columbia, for the Classic Chevy Meet. Others went on sight-seeing trips of the Olympic Peninsula, while others cruised home.

Everyone attending thoroughly enjoyed themselves and wanted to know if we could have another meet here next year. The local paper gave us full-page coverage with very nice pictures and a well-written story about the meet. The people who live in the area who came to look at the cars told their friends how much they enjoyed coming to the resort Saturday to talk to the owners and pick out their favorite Corvette.

The resort did a supert job and the staff had everything under control at all times. The meals were excellent, with enough food to satisfy the heartiest appetites. Looking back on everything, I cannot imagine how I could have had any doubts about the success of the first SACE Regional.

## Dear SACE Editor:

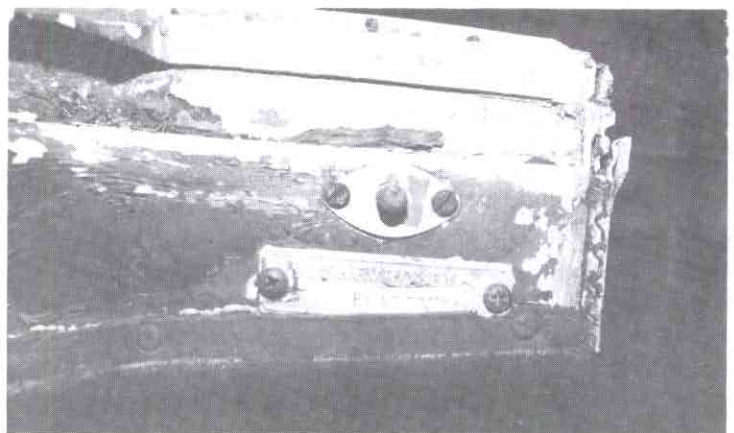
This letter is to inform you about the '54 Corvette that my brother and I have been restoring for the past four months. This is the car I talked to you about in our phone conversation a few days ago. It is the same Red Sportsman model, serial no. 2110, that Nolan Adams documents on page 107 in his book, The Complete Corvette Restoration & Technical Guide - Vol. 1.

My brother and I have both dabbled in restoration for some years now. I have done body and fender work since I was a kid. I earned my living as a licensed and bonded body man for quite a few years and even taught classes in it at Central Oregon Community College in Bend, Oregon. I rebuilt, painted and showed my own '41 Chevy Coupe, and restored many show cars for others in the past. My brother has also had many years of experience with restoration. He has worked mostly with fiberglass. He worked for several years at Yacht Constructors building boats and had his own business called M & J Boat Works. He also worked with Jim Brucker, owner of Movie World, gathering antique cars.

Several months ago, we decided to go together and buy two '54 Corvettes for restoration. In June of this year, we were looking for parts to go on our two cars. We contacted a Mr. Jerry Willy of S. E. Portland who informed us that he had an old '54 Corvette and lots of parts to fit that he wanted to sell. When we went to look at this car, it was stored in the back yard of Mr. Willys' brother's house. It had been sitting in this same spot for 12 years. At first glance, most people would have thought this was a pile of worthless junk, but on closer inspection, we knew we'd found a gold mine. Some of these original parts were still in boxes. They were like new! We were excited about the parts, but the car turned out to be the real find. Mr. Willy mentioned that this car had the same serial number as the red car documented in Mr. Adams' manual. When we questioned him further, he went and got the book and showed us the exact passage. We were so excited we bought the car and all the parts on the spot. Needless to say, we decided to restore this car instead of the two we already had.

The car is close to being completed, and we plan to enter it in the big auction in Anaheim, California, on November 3, 4 and 5 of this year. Enclosed you will find pictures to put with the article we discussed in your SACE magazine.

—Jack Rolands  
Portland, Oregon



### BEFORE RESTORATION...

**TOP AND CENTER:** Back and side views of 1954 Chevrolet Corvette #E545002110.

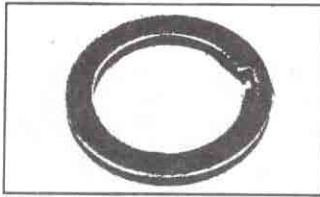
**BOTTOM:** A close-up view of the number plate bearing the same serial number as the car documented in Nolan Adams' book, The Complete Corvette Restoration & Technical Guide - Vol. 1. (Page 107).

## The Missing Spacer (55-62) by Roy Braatz

I've seen owners having problems aligning the water pump, generator pulleys to the harmonic balancer pulley, when they know all the parts are correct.

One reason I give to owners is the machine shop that rebuilt their engine didn't replace the steel spacer behind the harmonic balancer.

Shops rebuilding engines today are not aware that all V8 engines from 1955-62 "corvettes" only used one. It was to allow for the engine support and water pump gaskets. If you are missing thickness, it can be corrected by removing the balancer and timing seal. Then you can add the spacer to correct your problem. Paragon Reproductions make it for \$7.00. Call USA 800-882-4688; Michigan 800-982-8199.



PR-797 1956-62 all  
Harmonic balancer spacer, stamped  
steel, as original . . . . . \$7.00

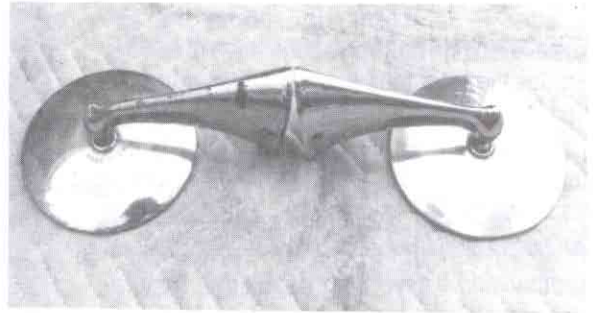
### Hi, Roy:

As promised, I am sending you some information regarding 56 - 57 interiors:

More on reproduction of 56 - 57 interiors. As most of you are aware, the current replacement for 56 - 57 interior seat and door panels are incorrect. The incorrectness comes from the fact that each one of the panels were pressed individually, therefore, on the sides where the roll starts, you will find anywhere from 1/4 to 3/4 of the square pressed in and it feathering out to smooth grain material. The present manufacturers are using a roll of material and simply cutting those panels, and what you end up with is a full square right in a roll of the corner of the door panels and seat panels. Also, the pressed-in squares are too deep. Two more items that are also incorrect are the tabs that fit between the deck lid and the seat back when the top is down. These tabs originally had a slide-in fastener, not a snap, and the material was simply bent over and stitched. A strip of material approximately 5/8" wide is used on the current replacement and is sewed around the end, so you see the cut material on the top. All you should see on the top is the white stitching. The second item is the binding on the carpets. The original binding was only about 1/4" wide that was visible from the top of the carpet. The current replacement runs anywhere from 3/8" to 1/2". At the present time, I do not have a solution to these problems. So good luck on your interiors.

—Larry Richter  
Western Technical  
Director, 56 - 57

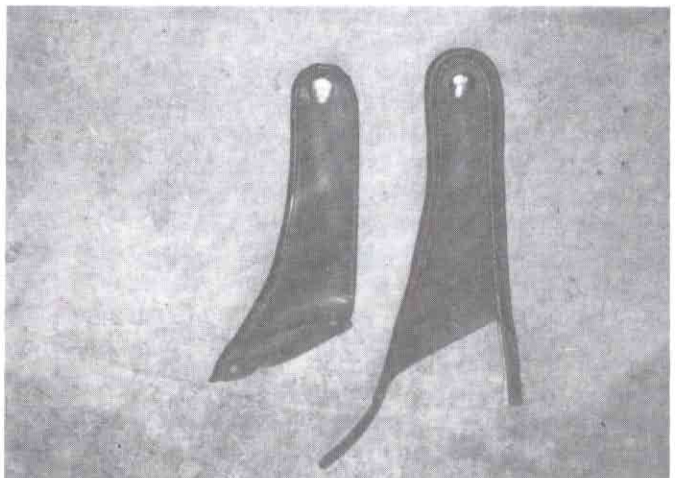
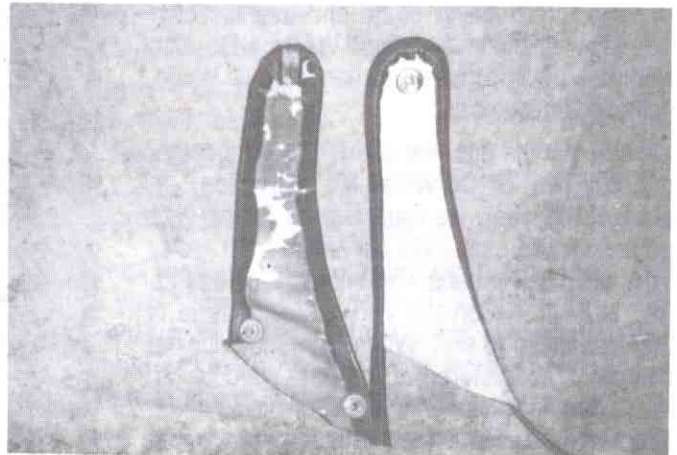
### Mirrors:



Left is original guide Y-50, pot metal base and steel glass backing.

Right is dealer option right side. It has no markings, a pot metal base, and stainless steel glass backing. Notice mounting lock screw. Glass is also a dark-shaded color.

**NOTE:** Those of you who have Noland's book, turn to page 143. You can see where the two pieces are bonded together by looking at the pointer in his hand.



**TOP AND BOTTOM PHOTOGRAPHS:**  
Correct on left - Repro. on right.



# Tech Help

## Water Pump Restoration and Rebuilt by Harold Louisiana and Denny Williams

Printed in January, 1989 issue of *Classic Chevy World*.  
Reprinted with permission

The original water pumps had a flat plate on the backside of the pump, which was secured to the pump assembly with six slotted pan-head screws (See Photo #1). The original water pump did not have a plug in the top of the pump housing as is common in later model water pumps. The original 1955/1956 V-8 water pump had a casting number of 3704911. This water pump had the small cad plated nipple for the heater hose. This nipple had an outer thread diameter of 5/8 inches. The original water pump for the 1957 V-8 had a casting number of 3736493. This pump used the larger cad plated nipple for the heater hose. The outer thread diameter for this nipple is 3/4-inches. We should mention that the casting number 9 may look like an 8 in many of the casting numbers found on GM parts, such as: water pumps, exhaust manifolds, engine blocks, etc.

When the original water pumps were rebuilt, a non-flat plate was used to compensate for the different seal assembly that was used to rebuild the water pump (See Photo #3). It is extremely difficult to come up with an original water pump for a car if you are in original or one of the restored original classes. Shafer's Classic Reproductions makes an excellent water pump rebuilding kit with a flat rear plate. This kit uses a special impeller which allows the use of the flat plate. The kit has the correct slotted pan-head machine screws used to secure the flat plate to the backside of the water pump housing. Thus, you can restore a water pump to original by using this kit. These kits are available here at Classic Chevy for \$30.00, just order Part #18-99. (See photo #4).

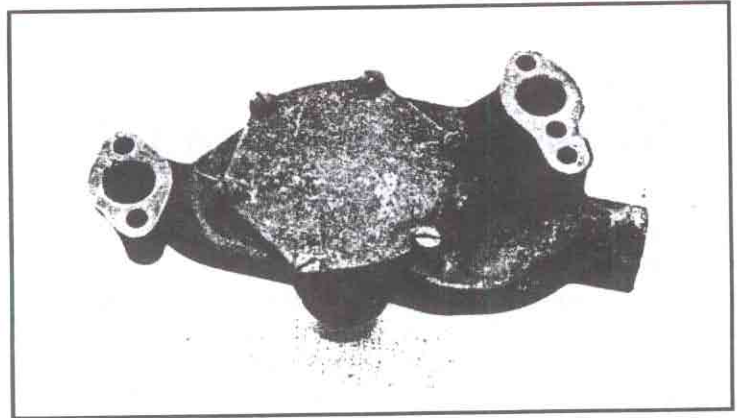


Photo #1 — The correct backing for the water pump

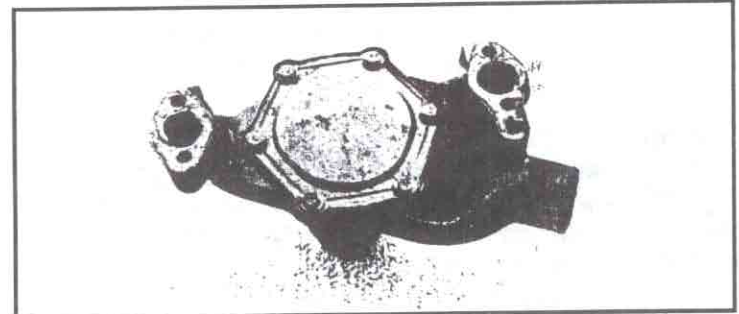


Photo #3 — Incorrect backing

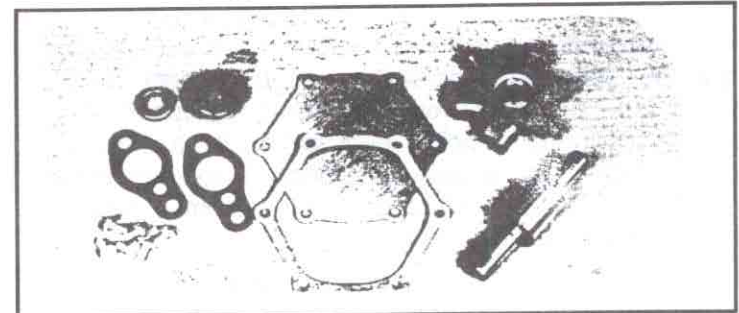
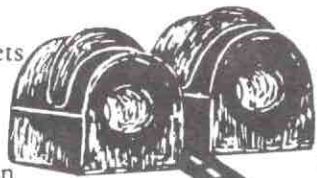


Photo #4 — Water Pump Kit (Part #18-99)

### Street Specialty's

## 53-82 Polyurethane Sway Bar Bushings

- Fits your "stock" brackets
- **LOOKS STOCK** when installed
- Improves handling
- Eliminates the deterioration inherent in conventional rubber bushings



Specify: year, bar size, location (we suggest measuring your sway bar diameter before ordering)

\$14.95/pr.

Add \$3.00 S/H, NO P.O. BOXES  
Visa/Mastercard Accepted  
PA add 6% Sales Tax

**Dealer Inquiries  
Welcome**

Made in the ★ U.S.A. ★



### Street Specialty Products, Inc.

871 North Hanover Street  
Dept. N109  
Pottstown, PA 19464

M-F 9 to 5:30

(215) 327-0152 ©1989

## Empty Toothpaste Tube - a Handy Tool

— Robert Vugas, Morgan Hill, California

When redoing a fiberglass repair on the rear wheel area of my 1959, I noticed that fiberglass mat had been applied over the wheel opening reinforcement lip and that the excess bonding adhesive ridge had been ground off. To restore this ridge, I used an empty plastic toothpaste tube by cutting off the bottom, cleaning out the inside and then using a small putty knife, I applied approximately a golf ball size portion of bonding adhesive through the bottom. A uniform bead can then be produced by rolling and pressing the tube from the bottom forward.

We have compared them to original and rated them A.A.

## EDITOR'S PAGE

# "Differences In Body Design"

(Continued from page 3)

D: '61-'62 owner checking (Illustration D). You will see what most people think is all the correct bonding strips used on '58-'62, which is correct for '58-'61, but in Illustration E I drew in the added wheel opening reinforcement bonding strip found on all '62' Corvettes ONLY. GM extended that down to the front bottom panel at the bumper. This is a way of determining repaired damage on a '62 if it is missing, because no one that I know of reproduces it.

Illustration F shows the location of the rubber plug that Tony Catalano talked about in Volume 2, Number 4, Page 13. When he removed the plug, he saw his frame VIN number. He and I checked many Corvettes while in Bend, Oregon at the National N.C.R.S. meet, and found no '58's having this feature, but all '59-'62's did. This is one of the most important articles ever written for '59-'62 owners.

Everyone owning a '59-'62 should check it out, then clean the area, and using white paint, try to bring the number out. This makes for verification to better sell, or verifying the frame for police identification, in case the 'Vette is stolen, as I.D. plates are being reproduced so well that no one can tell, and as this becomes well-known, judging may require it in the future.

Comments: Now '58 and '62 owners have many ways of checking for authenticity, from paint, body, and frame I.D. this is what SACE's Straight Talk is about. We strive to cover information no one has yet printed, cover areas in which owners have questions or concerns, share information with other clubs. In future issues, we will cover more body differences.

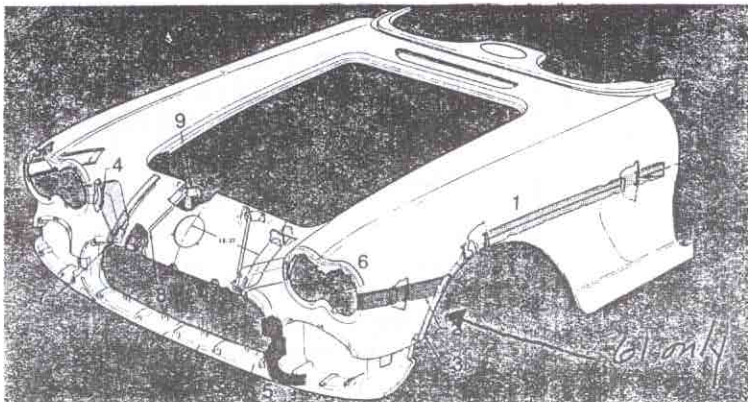


Illustration D

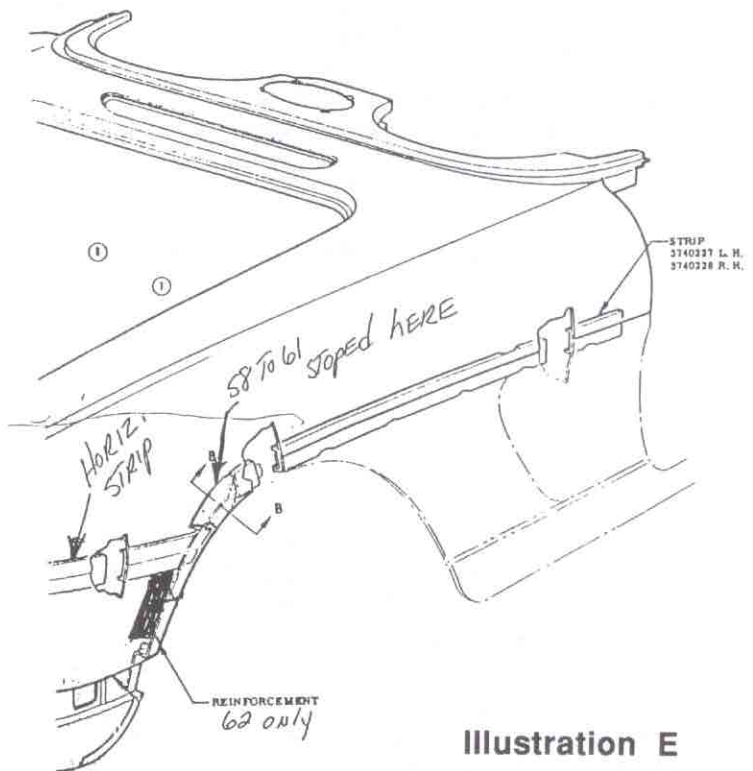


Illustration E

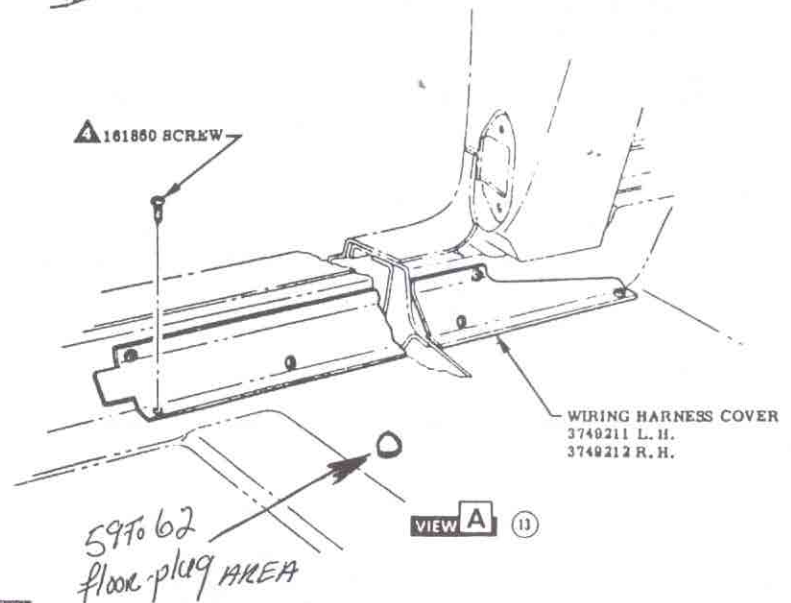
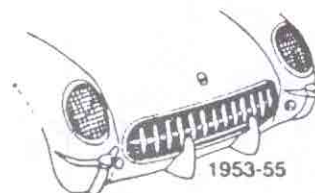


Illustration F



# Requests for SACE Technical Advice

For more information on how to place a request for technical advice,  
see SACE Technical Panel on page 2

**Requestor:** Dean Sorenson, Centralia, WA 98531

**Vehicle ID No.:** 10867S106151

**Problem Description:** I recently purchased a new soft top for my '61 roadster and had a "recommended expert" install it. The job was very unsatisfactory, and even after a second visit to the "expert" the top fit poorly. I am now resigned to the fact that because the top bows were not adjusted prior to installing the new material, that proper adjustment of the bows will require another skin. When I purchase the second new top, I want someone who knows what they are doing to install it!

**Question:** Does SACE have a directory of skilled technicians whom I can rely on? Centralia is located mid-way between Seattle, WA and Portland, OR. HELP!!!

**Answer:** SACE does have a directory of skilled technicians. When you install a new soft top the adjustments are made with the soft top and pads removed. If the car is equipped with a hard top, the side windows must be adjusted to the hard top, and the folding frame adjusted to the windows. If not equipped with a hard top, you can adjust the folding frame and side windows together. The Corvette service guide ST-12 on page 1-29 covers the various adjustments of the folding top linkage.

**Ref. book and page:** See above.

**Advisor:** Brooks Cooper

**Requestor:** Art Bruns, Cambridge, MN

**Vehicle ID No.:** 10867S110184

**Problem Description:** The Corvette is a 1961, with standard 283 cu. in. and 4 barrel carburetor. It has Powerglide. The selector will work with low, drive, neutral, and reverse, but not park. It will jump back to reverse. There seems to be excessive looseness in the shifter compared to other Powerglide Corvettes I have looked at. I tried to adjust the linkage according to the service manual but to no avail. From underneath the car I can shift it into park by moving the linkage, but not with the shift lever from above.

**Question:** Do I need to install a new shifter? Is there something wrong in the Powerglide unit itself? Is there any adjustment I can make?

**Answer:** Since you stated that the transmission goes into gear, the problem probably lies in the shifter. Adjust the shifter according to instructions in Corvette manual ST-12. If this does not work, your shifter is probably worn and should be rebuilt or replaced. See one of the many Corvette magazines for companies offering these services.

**Advisor:** Brooks Cooper

**Requestor:** David L. Mason, Raleigh, N.C.

**Vehicle ID No.:** #57S102334

**Problem Description:** Temperature control gauge reg. 220+

plus fogs up inside on lens. Gauge rebuilt and recalibrated, plus new sending unit. Still does the same thing. Any ideas?

The radiator has been recored and they say that the temperature gauge they use reads 190.

**Answer:** I must confess that I have no solid advice for you, Dave. I assume the sending unit is correct and will be compatible with the gauge. I found that I mismatched the two on my '56 and got faulty readings. Since the gauge fogs and gives high readings, this would seem to be the culprit. I am sending your inquiry on to someone with more mechanical skills in this area and hopefully they can offer something more concrete.

**Advisor:** Jim Kornis

**Requestor:** Walter LiPuma, Bayport, NY

**Vehicle ID No.:** 2087S106618

**Problem Description:** My name is Walter LiPuma. I just joined SACE, and I would like to ask a few questions. I am the owner of a 1962 FI Corvette #20867S106618. I have owned this car since 1964. I also never thought that when I sold my motor, heads, transmission and shifter back around 1969-1970 that this was a bad move. I located the fellow I sold it to and found out that this motor, heads, and transmission were sold in 1975 to a fellow in East Meadow. I have placed ads and still no motor, so I would like to buy a motor and heads so that the number might be close to what it should be in this car.

**Question:** Can you tell me what numbers on the right side of the engine block are right for my car, and heads number also, and where do you think I might go to buy these parts? (1962 FI motor, 360 Heads, T-10 transmission, and expansion tank dated '61).

**Answer:** The numbers on the front right pad pertain only to the car it was built for. You will have to find the right dated block and have the front pad restamped, if that's what you want. The right block for your car has a casting number on the top left rear that read 3782870. The characters are 1/2 inch in size. That size tells you the block is from the Flint, Michigan assembly plant and is wrong for your Corvette. The casting date, found on the rear top right, must precede your assembly date of the block, but not by more than six months. An example of how to read a casting date is (A112) January 11, 1962. Your car was built the first week of February in 1962. The engine was probably assembled in January. The front right pad on your block is stamped with two sets of characters. Example: 2106618 F012RE. In the first set, the "2" indicates 1962, the last six digits are the serial number of the car. In the second set, "F" is Flint Assembly plant, the "012" is the date of assembly (January 12). The "RE" indicated 360 HP and manual transmission. The heads have a casting number - 3782461, under the valve cover in the rocker arm area. Engine blocks, heads, etc., are advertised in various Corvette publications.

**Advisor:** Brooks Cooper



## TREASURER'S REPORT

By Lucy Badenhop

**Thank you:** A special thanks to Alan Billay who has referred several new members. Alan sells specialty vehicle and collectors insurance, so he keeps an eye out for clients with early Corvettes. If you live in NY, NJ, CT or PA and need insurance for your straight-axel, call him at (800) 223-42264.

Thanks also to James Gilbody who used his skills and business equipment to make SACE two very professional posters to display at conventions and other events.

A very belated thanks to Tony Greco who shared his precious Chevrolet Service Bulletins with us. SACE members have been enjoying reprints in the last several issues of Straight Talk.

**Mailing List:** You should have all received my 5 July 1989 letter about releasing our mailing list. If you haven't responded yet, and do not want your address released to other clubs, vendors, etc., send me a note. I will code your file and exclude you from the list when it is made available to outsiders.

**Technical Panels:** The concept of technical panels is really catching on. You can participate in two ways. As a technical advisor, you answer members' questions. Then send the written question and answer to Roy Braatz for use in Straight Talk. Or any SACE member can use any advisor on the list to get help fixing their vehicle.

See the list of advisors and the form elsewhere in this issue. Make as many copies of the form as you need. We've added several new volunteers, especially in the 1956-57 category. We need more advisors for the other years.

**Membership:** We are steadily expanding all over the country. Our total is over 430 and growing. I thought you might be interested in the geographic distribution, so here's a list as of 30 June 1989.

It's very noticeable that Bill Eldridge of WA and Klas Anderson of PA have been busy beavers recruiting new

AK	2	HI	1	MI	15	NJ	14	TN	14
AR	4	IA	4	MN	5	NV	4	TX	4
AZ	5	ID	2	MO	4	NY	28	VA	28
CA	98	IL	14	MS	2	OH	20	VT	20
CO	4	IN	7	MT	1	OK	5	WA	5
CT	3	KS	6	NC	4	OR	10	WI	10
DE	2	LA	2	ND	1	PA	28	WV	28
FL	13	MA	5	NE	4	RI	1	WY	1
GA	7	MD	23	NH	2	SC	3		
						Sweden			1
						Canada			11
						<b>Total</b>			<b>430</b>

members. The states around them have really grown.

How about some more of you starting chapters? I'll send you a starter kit to use at swap meets and other Corvette events and an address list of those members near you.

**National Conventions:** The 1990 national will return to the West Coast - more about that elsewhere or in the next issue.

Also, we've got big things cooking for 1991, so mark your calendar. Max Brockhouse of IL has agreed to sponsor our event the weekend before Bloomington, which is usually the last full weekend of June. We're trying to set up back-to-back with Bloomington Gold.

I've also been in contact with the Route 66 community. There is a lot of interest in getting the remains of this "Corvette road" designated as a historic highway. Several groups have formed to promote the legend of the TV show and/or the scenic highway. One of the largest groups is in Arizona. Florida is where the last two episodes of the show were filmed, and a large club has formed there.

Several of the states which contain sections of the old Route 66 have organizations trying to map what's left of the original highway. These same groups are trying to get legislation passed to maintain what's left of it and protect it from further deterioration.

The Route 66 community is interested in a caravan that covers the entire length of the highway from Santa Monica, CA, to Chicago, IL. The plans are tentative for now, but would start in Santa Monica, a week before our convention. Allowing seven days to go 2200 miles to the Bloomington area, have our convention Sat., Sun., and Mon., then finish the caravan to Chicago on Tuesday and return Thursday for the start of Bloomington.

The entire trip from the California end and return would be three weeks. A schedule is being prepared so the Florida group and any others wishing to do so can join up along the way.

To make this work, we need a SACE member from Southern California to coordinate with the Route 66 folks to organize the caravan and schedule. This person is needed now.

We will also need people to organize groups to join the caravan along the way. These can wait awhile, but think about how much fun it'll be. I've been wanting to drive my Vette across the country on Route 66 for years, but would never do it alone. I've been waiting a long time for something like this. The sign-up line starts behind me.

## New Brake Conversion Kit for Corvettes

Now you can convert your original equipment standard Corvette brakes to the severe-duty type that includes segmented, sintered-metallic linings.

Formerly available only as R.P.O. 686 in original manufacture, the sintered-metallic type brakes for all four wheels are now offered as a conversion parts kit (Part No. 3759940). These brakes, which can be installed on any Corvette, should not be mistaken for the ceramic-metallic type available only as part of R.P.O. 684 (Heavy-Duty Brakes and Suspension).

For the owner who wants brakes designed for rugged harder-than-average use, the sintered-metallic linings offer exceptional fade resistance and are not adversely affected by water. These brakes differ from standard organic brake linings in that pedal effort is higher when the brakes are cold. This effort decreases considerably as brakes become warm after a few applications. This is the direct opposite of pedal effort characteristics of the standard organic brake linings.

The sintered-metallic linings are in ten segments, approximately 5/16" thick, riveted to each secondary shoe, and in six segments 3/16" thick, riveted to each primary shoe. Flared front and rear brake drums that dissipate heat faster are used with the sintered-metallic linings. These drums are specially honed at the factory to a smooth surface finish comparable to the cylinder wall of an engine. In addition to brake shoes and drums, the kit also includes special heat-resistant brake shoe pull-back springs, brake shoe hold down springs and brake shoe levers. An instruction sheet that covers installation is also packed with the kit.

Adjustment is the same as for standard equipment brakes, except that the shoes should be backed off 12 notches from a light uniform drag.

The new linings should be "seated in" after installation. This is accomplished by making six moderately fast stops from 30 m.p.h., followed immediately with six or more ad-

ditional stops in rapid succession from at least 60 m.p.h. with heavy pedal pressure.

### A SUGGESTION ON BRAKES FOR NEW READERS

For readers who may not have received previous issues of Corvette News, we repeat information previously published covering replacement of ceramic-metallic brake linings with conventional type for normal street driving. Ceramic-metallic linings (which are part of factory-installed heavy-duty brakes and suspension option R.P.O. 684) are especially suited to sports car events, but are not ideal for mild use. If desired, the special shoes and linings can be easily removed and saved for special use - replacing them with conventional type linings. Use Oldsmobile Front Shoes #566060 for the front brakes and Chevrolet Front Shoes #3752920 for the rear brakes. These differ from standard Corvette conventional type linings as they are wider to suit the special finned brake drums used with ceramic-metallic linings.

—Reprinted with permission from Corvette News

## CORVETTE ENGINE DESIGN

### SECTION 1 — GENERAL INFORMATION

Corvette engine design, power ratings and drive train combinations for 1961 remain unchanged. As indicated by the following chart, base equipment is the 283 cubic-inch V-8 engine with a 4-barrel carburetor, 3-speed synchromesh transmission and 3.36 to 1 ratio rear axle. Optional 4-speed and Powerglide transmissions are available as are the four ratios of the Positraction rear axle used with the manual transmission.

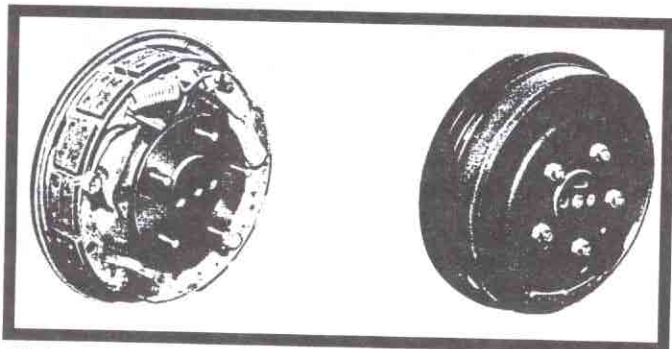
### SECTION 8 — ENGINE

Presented in mid-season 1960 and continued for 1961 models are oil-wetted polyurethane cleaner elements which replace the aluminum mesh-type units. They are provided for engines with single and dual 4-barrel carburetors.

### COOLING SYSTEM

Increased cooling capacity, over copper cored radiators, is provided by the use of light weight aluminum cross flow radiators for all Corvette engines. Core structure is the sturdy drawn cup design used for models equipped with special cam-shafts last year. Core dimensions remain approximately the same providing 315.4 square inches of frontal area. With a 13 pound pressure cap and thicker core, a 10 percent increase in cooling capacity is achieved.

The coolant supply tank provides the one noticeable change, for it is no longer on top of the core. A new short circular tank is mounted on the left hand front fender skirt, and contains a short filler neck and pressure cap.



Sintered-metallic brake linings installed show ten-segment lining on secondary shoe and six-segment lining on primary shoe. New brake drums are included with sintered-metallic lining conversion kit. Large flared inside of drum helps dissipate heat quickly.

# CHEVROLET SERVICE NEWS

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

## Sept. 1959, Page 3 Fuel Injection Identification

Some owners have been experiencing difficulty identifying the type of fuel injection system in their 1958 and 1959 Passenger Cars and Corvettes. The best way to identify the fuel injection models is by the nameplate riveted to the intake manifold on the upper left front corner.

This plate contains the model and serial number of each unit. This is the most reliable method but if the plate is missing or illegible, the model can be determined by referring to the following charts and pictures.

On 1958 and 1959 passenger cars the #7014800 and #7014800-R units were used with the standard 283 cubic-inch V-8 engine. The #7014800 is distinguishable by a two-line signal system. The two vacuum lines are connected by a "T" fitting at the fuel meter. This model also has a micro switch atop the air meter (Fig. 3).

For 1958 Corvettes, the #7014900, 7014900-R and 7014960 models were used. The power enrichment stop adjustment is the only difference between the #7014900 and the 7014960 models. This model incorporates the cranking signal valve (fitted into the upper right front corner of the intake manifold) which eliminates the starting solenoid and micro switch used on earlier models. Another feature is the one line signal system which has a single vacuum line from the air meter to the fuel meter. The second line attached to the "T" is connected to a cranking signal valve (Fig. 4).

The #7017200 and #7017250 units are very similar to a #7014900 unit and they might be very difficult to tell apart if the name plate were missing. The #7017200 and #7017250 have a cast-in siphon breaker. The siphon breaker can be found as a protrusion on the side of the fuel meter body closest to the intake manifold.

The #7017300 model is a reworked #7014800. It has a starting solenoid and micro switch. On the #7017300, the signal line ends at the fuel meter in a simple elbow connection — no "T" (Fig. 5).

For the 1959 Corvette, either #7014900-R, #7017300 and #7017250 are installed. They all use the Duntov camshaft. The #7014900 model is used with standard hydraulic lifters.

The letter "R" following a model number has only to do with calibration. There is no external difference.

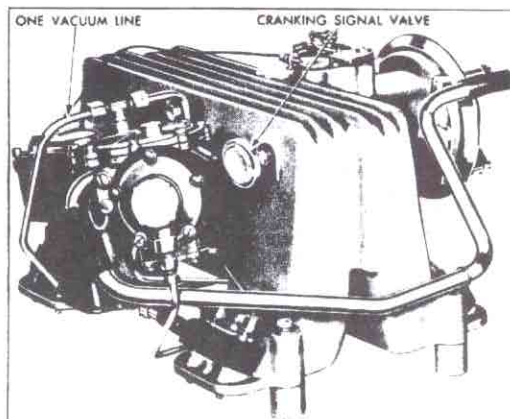


Fig. 4—Fuel Injection Unit #7014900, #7014960, #7017200, #7017250

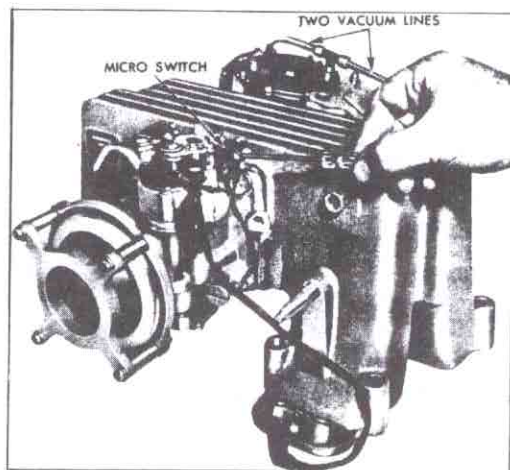


Fig. 3—Fuel Injection Unit #7014800

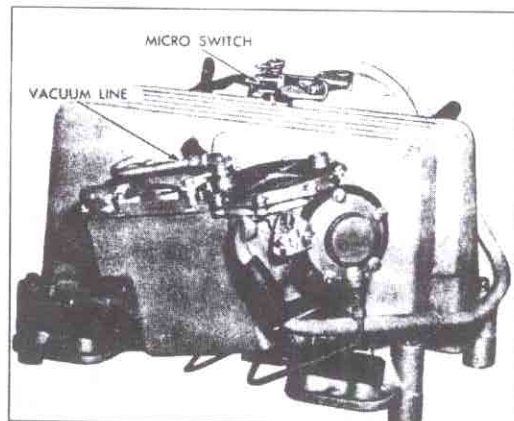


Fig. 5—Fuel Injection Unit #7017300

### FUEL INJECTION IDENTIFICATION CHART

Model No.	2 Vac. Lines	Micro Switch	Cranking Signal Valve	1 Vac. Line to "T" 1 Vac. Line to Cranking Valve	1 Vac. Line No "T"	Built-In Siphon Breaker	Power Enrichment Stop-Out 1½ Turns
7014800	Yes	Yes	No	No	No	No	No
7014900	No	No	Yes	Yes	No	No	No
7014960	No	No	Yes	Yes	No	No	Yes
7017200	No	No	Yes	Yes	No	Yes	No
7017250	No	No	Yes	Yes	No	Yes	No
7017300	No	Yes	No	No	Yes	No	No

# Pity The Poor Corvette Restorer

by G. Ray Fite

I've worked on Porsches, Ferraris, Shelbys, and now for the last few years, straight axle Corvettes. I'm 5' 10", 230 pounds, and around 40 years old. Now, given my size and age, getting in and out of tight places and getting up and down isn't the easiest thing to do!

In my opinion, working on Corvettes is a love-hate relationship many of us can identify with. Pitting yourself against a rutting moose is probably easier than restoring a Corvette.

**FRUSTRATE - FRUSTRATED - FRUSTRATING:** I'm not sure what Webster says about the word, but I can guarantee that anyone who has been upside down under the steering wheel trying to wire the dash of an early Corvette understands the meaning of frustration!

And, let's talk about that steering wheel! Seventeen inches of expensive inconvenience. Who needs seat belts anyway? After you've wedged yourself under that steering wheel, it would take four full-grown African bull elephants to get you out! And not 'cause you like it!

Oh, yeah, and how many of you have had the pleasure of traveling in a straight axle Corvette with the soft top up? I personally have enough trouble keeping knots and scabs off my bald forehead without the bars in a too-low soft top helping nature and other things add character to my scalp! So, unless hailstones the size of Rhode Island are falling, I'm keeping the top down, thank you.

During the warmer months, I'm often asked if I'm an ex-pro-football player. I guess I shouldn't wear shorts around those 1958-60 rear exhaust ports. The scars are unsightly. "Christine" should have been a Corvette. The ones I'm around love flesh and blood! (Mine, anyway).

I know Chevrolet hired ET to install the rear bumpers of 1961-62 Corvettes - no one else could get their arms up there to bolt them up. ET, come back, I've got a job for you, please!

Another thing... it takes four times longer to get someplace in a Corvette than, say, in any other car. Not because it's slow, no - because as you're getting gas, you're answering questions about your car - and when you arrive, as you're parking, the crowd is starting to gather. Everyone in the crowd either had a 'Vette in high school or knew someone who did. They also want to tell you how great Corvettes are (as if you really haven't noticed, right?) When time allows, I'll try to talk to these people. Some of them know where those high school Corvettes are still parked! Okay, the meeting's over and now you have to fight your way through the crowd to get in your car!

You know, even though I itch from fiberglass, my nails are sore from digging resin out of them, everything I own has paint stains on it, I have Corvette parts every place, Corvette literature scattered over everything, even

though I've complained about Corvettes in every sentence, I have a choice, right? Wrong! I looked at the motor on a modern car and had to have oxygen!

I've met some of the neatest, funniest people because of Corvettes. So, ET, stay home. I'll fight the bumper myself. I'll leave a little early for meetings. I'll continue to scratch and dig resin out of my nails. I'm addicted to glass. I'd miss it all too much to change.

So, my thanks to Chevrolet, Duntov, Noland, and the countless others who have worked so hard so we, the restorers, and you, the owners of Corvettes, may enjoy our sport, our love, and our Corvettes.

## "SPRING FLING '89"

Canobie Lake Park, Salem, New Hampshire  
May 21, 1989

**Sponsored by:** Gate City Corvette Club, Nashua, New Hampshire

The day of the Corvette Show dawned a little cloudy, but by 11 A.M., the sun was shining and the humidity was getting up there, around 85°. Corvette begin arriving around 8:45 up until 11:45 A.M. There were 166 Corvettes total, not including the 30 belonging to the Club members, which were on display under a huge tent.

Some of the highlights of the Corvette Show were Jerry & Carole Souza's pair of Corvette Grand Sport Replicarsss. ABC-TV was there filming a documentary on classic cars. The program is called "Sunday Today."

Clean-up ended at noon and the judging began at 1:00 P.M. During the judging, a lot of the participants went into the amusement park to enjoy themselves and the public came onto the field to check out the 'Vettes. Raffle and door prizes were given out throughout the afternoon.

Trophies were awarded around 4:00 P.M., amid thickening black clouds and the downpour started just as the best trophies were being awarded. It was a wet end to an otherwise perfect Corvette show.



"SPRING FLING '89"

# Project '58

— Max Brockhouse

This is another installment on the restoration of our '58 "Project Car."

At this time I'll tell how I replaced the aluminum dash insert with the help of our oldest son, Andy.

Among the two pickup loads of stuff I hauled home was a very tattered and incorrect insert for a '58.

We ordered a new replacement from Corvette Central in Michigan. The correct '58 insert has white letters, without the red and blue bars.

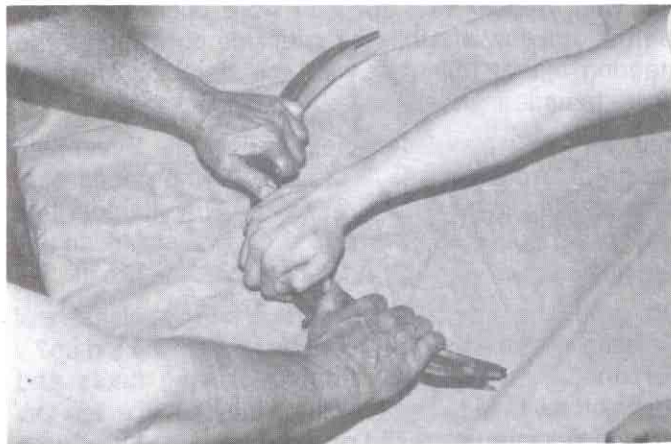
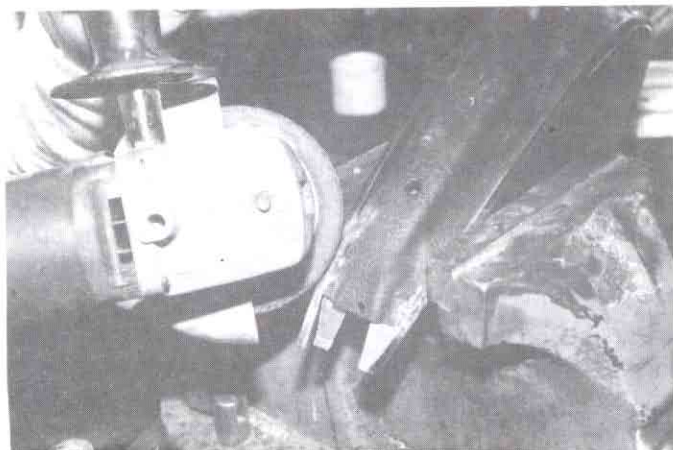
The stainless trim is silver soldered to the steel backing.

In order to remove the two stainless steel trim pieces from the steel backing, we used a 4-inch grinder (photo #1). This allows the old aluminum to be removed by simply prying up on the stainless. Note the top side and left and right sides. The insert is wider on one side and the radius is off center.

The hardest part is next, care must be taken not to bend or damage the new insert. The clearance is very close between the groove on the stainless. This is where an extra set of hands is a requirement. I found that by exerting back pressure, that is, pulling against the curve, and Andy bumping down with the heel of his hand (photo #2), the stainless strips went back in place. Take your time and make sure the aluminum is between the stainless and metal back and not bent or kinked. With perseverance, it will go together.

Finally, silver solder the stainless strips back to the steel backing. Some buffing may be needed to polish the discoloration of the trim (Photo #3).

**WARNING!!!** At this stage, heat will melt the new aluminum instantly, rendering your new \$45.00 restoration useless. If you are not familiar with acetylene torch equipment, please visit your local machine and welding shop.



## PHOTOS:

**ABOVE:** The dash insert for the '58 Corvette in various stages of restoration.

**BELOW:** The dash insert - completely restored.



**ORIGINAL UPPER AND LOWER** Radiator Hoses are still available from G.M. Part #3754505 (Lower) and Part #3388191 (Upper).



# 1953 Supercharged Corvette... An Early Example of the "Muscle Car"

— Owner Dave Ferguson

Let's take a few minutes to recognize a significant effort to produce and demonstrate the first Corvette "muscle car."

The production of the new Corvette in 1953 caused great excitement at McCulloch Motors in California. The newly-developed Supercharger had provided a significant performance in after-market installations, so why not make it a production option?

A brilliant young engineer at McCulloch named Art Oehrli launched the campaign to: 1. Acquire one of these new sports cars. 2. Create and test a supercharged 1953 Corvette. 3. Produce supercharger kits to be installed on the Corvette production line.

Art Oehrli and his brother John had been the brains and muscle behind the invention and performance of the McCulloch superchargers. However, the acquisition of one of these new Corvettes proved difficult. Even though General Motors showed interest in Oehrli's idea, there were no cars available for this venture. However, G.M. did inform Oehrli that a 1953 Corvette would be delivered to the Los Angeles area.

Corvette number 024 (VIN #E53F001024) was bound for Los Angeles, California, to the President of Standard Oil in September of 1953. Art Oehrli contacted this executive and he agreed to loan him this new prize. The adventure was on.

The next few months were spent in the design and implementation of the supercharger modification into the compact engine compartment of the 1953 Corvette.

The results were impressive. The modified six-cylinder/powerglide drive-train showed significant improvement:

1. The acceleration time from 0-60 was reduced 25% (from 12 to 9.0 seconds).
2. Rear wheel horse power was increased 35% (from 87 to 117).

A complete description of the modification and performance improvements are contained in the attached booklet (dated 7 April 1954). This booklet was part of the proposal McCulloch made to General Motors. As noted in the booklet, this test data was verified by Maurice Olley, Chief Engineer for G.M.

Even with these significant improvements, G.M. decided to abandon the "ole" six-banger and proceed with the development of the V-8 for future Corvettes.

This supercharged Corvette was returned to its owner and after he enjoyed tearing up the streets and drag strips of LA with it for awhile, he must have found a new toy, because he gave the Corvette back to Oehrli.

The car sat idle for a few years, then Art gave it to his "Chief mechanic," his pride and joy, his daughter Sandy.

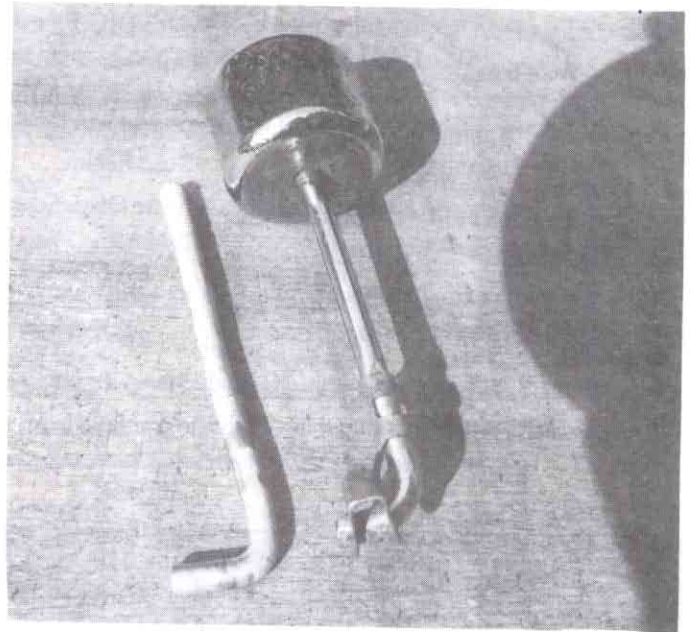
After disconnecting the blower and other slight modifications, he gave #024 to his daughter for her 16th birthday.

For the next few years, Sandy was the envy of every teenager in L.A. She cruised the '53 Vette all over. When she got out of college, she decided on a change of vehicle and sold the car in the mid '60's.

(Continued on page 20)

---

## Another Change to be Expected in Early-Model Corvettes



The button and rod for the soft top lid assembly differed from 1953 - 1957 and 1958 - 1962.

Pictured above: The 1953 - 1957 was solid and the rod was brazed into the button, whereas, in 1958 - 1962, the rod was threaded and screwed into the button. It also had a retainer nut to secure it, which isn't in the picture.

They may have done this for various reasons... maybe to enable the button to be adjusted in or out, or to make it easier and cheaper to replace a bent rod.

Whichever, it's just another one of those little differences often encountered when working with these early Corvettes.

— Roy Braatz, Jr.

# CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION  
DETROIT 2, MICHIGAN



## TECHNICAL SERVICE BULLETIN

Service and Mechanical Department



**SUBJECT:** 1957 CORVETTE  
SPARK PLUG  
RECOMMENDATIONS

**BULLETIN NO.:** DR #295

**SECTION:** Vly

**TO:** ALL CHEVROLET DEALERS

**DATE:** May 22, 1957

Inasmuch as the greater percentage of Corvette engines are being operated in traffic congested areas AC-46 Spark Plugs are now being installed in production.

AC-46 entered production 4-9-57. Serial number E57S103268.

### Corvette Engine Spark Plug Recommendations

Type	Type Driving	Part No.
AC-46	City	1559494
AC-44	Town & Country	1559492
C-43 Comm.	Heavy Duty & High Speed	5612002
C-42-1 Comm.	Road Racing	5612140

Above information will be inserted in the Corvette Operations Manual and will appear in next edition.

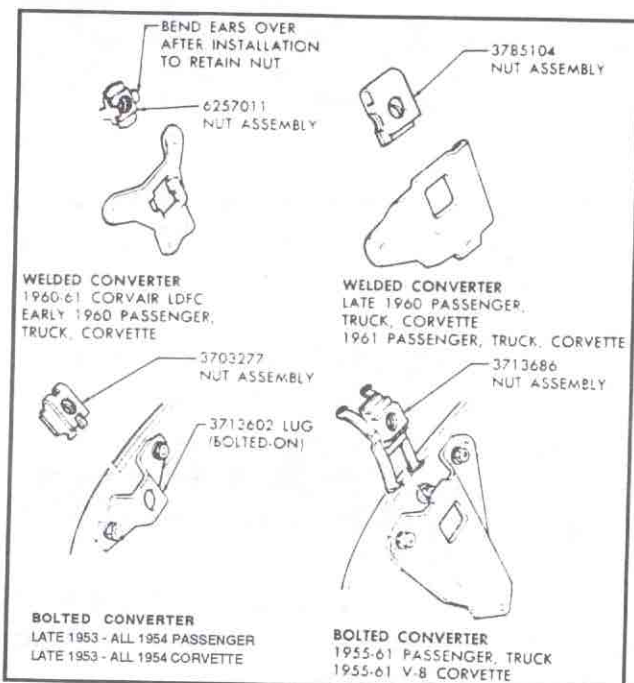
### Corvette Engines with AC 46-5 Plugs

170 Corvettes were built during period 3-29 to 4-9-57 with AC 46-5 Plugs installed.

Serial # E57S-103098 to 103268.

These plugs should be changed to AC-46 due to spark plug boots not fitting the AC-46-5 plugs properly.

In cases where units operating in heavy traffic continue to oil foul spark plugs, oil shedders should be installed.



### POWER GLIDE CONVERTER DRIVE LUGS

(Story on page 7)

### UPDATE

Volume 2, Number 3  
Page 14

Notice that the insulators on the 46-5 are smooth type, same as '53 - '56.



# CHEVROLET SERVICE NEWS

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

April, 1956, Page 12

## Single Carter Four-Barrel Carburetor Revisions

Single Carter WCFB four-barrel carburetors used optionally on 1956 Power Pack V-8 Engines carry minor revisions over the Carter four-barrel model used in 1955.

The changes are the addition of a large exhaust heat passage, the replacement of the fast idle speed adjusting screw used formerly by a metal lug, and the addition of throttle bore vapor vent passages (fig. 22).

During 1956 production, the choke piston and cylinder were enlarged with a resultant change in carburetor designation.

Fuel vaporization is improved by the exhaust heat passage (fig. 22), added to the throttle flange in 1956 model carburetors. The added heat makes the fuel more volatile, thus resulting in more complete burning and better engine performance.

Because many buyers of Power Pack equipped cars tinker with their carburetors, the former fast idle speed adjusting screw was replaced by a lug (fig. 22). By this means, accidental disturbance of the fast idle setting is prevented because it was found that many owners had adjusted the fast idle screw erroneously when attempting to alter the normal idle speed of the engine, which is controlled by the similar appearing idle speed adjusting screw.

To eliminate hard hot starts, throttle bore vapor vent passages (fig. 22) have been added to the throttle flange casting. The purpose of these vents is to allow air to enter the throttle bores so that any fuel vapor there will be readily ignited when a restart is attempted. Without the vents, the fuel vapor could not ignite readily because of the initial lack of air.

Only the replacement of the fast idle adjusting screw by the new lug affects service procedures. Now to alter that setting it is necessary to bend the lug to the position required.

In addition, a change in the choke housing piston was made during 1956 production which enlarged the diameter of the choke cylinder and piston to improve starting during very low temperature extremes. The early carburetors with the smaller choke piston carry Carter model number 2366 S while the later model with the larger choke piston is designated 2366 SA. Should it become necessary to replace either a choke piston or choke housing, servicemen are cautioned to check the brass model number tag attached to one bowl cover attaching screw to ascertain the carburetor model number so that the correct size choke piston or housing will be installed. The 2366 S carburetor uses a Carter No. 170-308 choke piston housing and 160-91 choke piston, while the 2366 SA model uses a 170-430 piston housing and 160-117 piston.

## Corvette Two-tone Combinations

The following chart lists the combination numbers for Corvettes with factory two-tones. This information supplements the Corvette paint information provided on page 2 of the February (1956) Service News.

Shoreline Beige, which is listed in the original chart as Duco Stock No. 1783-H, now carries Duco stock number 1726.

Silver Metallic is a new color and is used in the Corvette inserts only. The Duco stock number for this finish is 2080.

Body	Insert	Interior	Comb. No.
Onyx Black	Silver Metallic	Venetian Red	751
Aztec Copper Met.	Shoreline Beige	Shoreline Beige	753
Cascade Green	Shoreline Beige	Shoreline Beige	758
Arctic Blue Met.	Silver Metallic	Shoreline Beige	759
Venetian Red	Shoreline Beige	Venetian Red	760
Polo White	Silver Metallic	Venetian Red	761
Arctic Blue Met.	Silver Metallic	Venetian Red	762

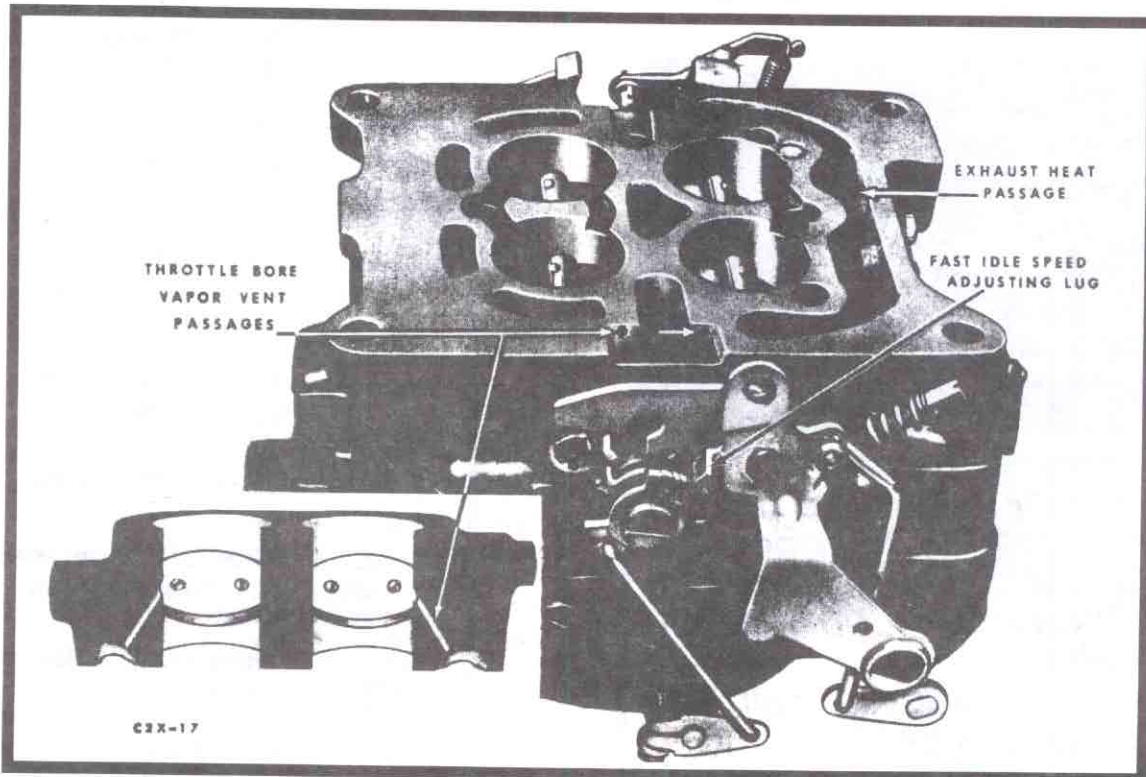


Fig. 22 — 1956 Revisions to Carter WCFB Carburetor

## CARS for SALE

FOR SALE: '59 Corvette, red w/white cove & top; a real head turner and SACE 1st flight car; \$29,500. (916) 263-6668, Tony.

TWO '54 CORVETTE PROJECT CARS, \$17,500. Call (503) 658-6106 or (503) 774-1111.

## PARTS WANTED

PARTS WANTED: Turquoise Floor Mat, '60 Vette. Part #3777518. Four Clips for Trunk Cardboard Diamond with a "T" in the center. 1961 Jewel Blue - White Cove - Blue Int. Auto. Thank you - Member #456.

WANTED: CLOCK FOR 1954 Corvette. Carroll F. Ketchum, Bethel, VT. 05032.

WANTED: '57 'Vette Wonderbar radio and Y-50 outside mirror. David Fickel: (209) 532-5701. Evenings, (209) 586-5104.

HELP!!! Do you know someone with a 1965 Corvette Blk/Blk roadster S/ N 5121319? I have his or her engine. He or she may have mine. Engines were swapped years ago in Northern California between 1962 and 1965 Corvettes. If you know of anyone who may fit this description, please call: JOE CALCAGNO, (408) 475-4442, or write to: P.O. Box 62, Soquel, CA 95073. Thank You!!!

## PARTS for SALE

NEW 1956/1957 RIVETED Deep Groove Pulley on Original Harmonic Balancers for 245 & 270 HP. \$250. AL FIERKE, Chicago Corvette, 7322 So. Archer, Justice, Illinois, 60458. (312) 839-5671.

FOR SALE: 5 tires in mint condition (1 new, 4 with 1,000 miles); 670 x 15 Coker Classic with 2.5 in. whitewalls; call after 7 P.M. EST (201) 906-0254.

SACE is now requesting technical articles from its members. Members whose articles which are submitted and published in SACE Straight Talk will receive our Club Pin (a porcelain pin valued at \$3).

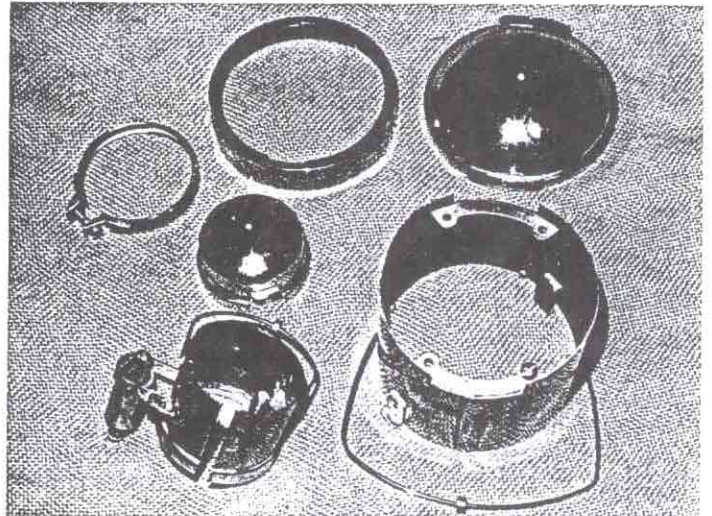
***Our Third National will be held in October of 1990 in Nevada City, California. Look in the next issue for further details and application form. — Editor***

***For early information, call Roy Braatz at (916) 265-5947***

FOR SALE: Corvette convertible frame 1957-1960, totally restored. Includes front latches and rear trapeze latches, useable weather strip and retainers. \$2,950 U.S. Write to: TONY CATALANO, 15545 Cliff Ave., White Rock, British Columbia, Canada. V4B 1V8

NEW 1956/1957 RIVETED Deep Groove Pulley on Original Harmonic Balancers for 245 & 270 HP. \$250. AL FIERKE, Chicago Corvette, 7322 So. Archer, Justice, Illinois, 60458. (312) 839-5671.

FOR SALE: 1958 - 62 Corvette water pump pulley #3724816 (New \$60); 1958-61 generator pulleys, 4-1/8-inch dia. for FI and 270 HP (\$85); 1958 - 62 generator pulleys, 3-5/8-inch dia., offset (\$72); Chicago Corvette (312) 458-2500.



A deposit of \$500 is required to assure you of one. I will mail a deposit slip order number, along with a statement of satisfaction, or money back if for any reason our machinist doesn't do them correct. \$1,095.00 plus 6% tax. "No dealer discounts."

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

### ★ MEMORABILIA ★

- |  |      |
|--|------|
| HAT PINS   | \$ 3 |
| SACE logo (red, black and white) on yellow background size: half-inch by one-inch. |      |
| 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" in 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 Badenhop  
8237 Cedar Landing Ct.  
Alexandria, VA 22306-3234

# Tech Help

## Exhaust Manifold ID & Restoration

— Harold Louisiana and Denny Williams

Published in the December, 1988 issue of *Classic Chevy World*. Reprinted with permission.

This article will help you identify and restore the correct exhaust manifolds for 1955-1957 V-8's. One of the main problems that 1957 owners encounter with exhaust manifolds is the rusting away of the inner tube in the right-side manifold. This inner tube forms a "heat chamber" for the heat choke tube. This article will explain how to replace the inner tube on the 1957 manifold, as well as how to restore any exhaust manifold.

In the chart at the bottom of this page are listed the casting numbers for the exhaust manifolds and the part numbers for the heat risers found on the right-side manifolds. (The 1957 F.I. engines did not have a heat riser, thus a "spacer" was substituted so that the same exhaust pipe could be used.)

The right-side 1955-1957 exhaust manifold has a plate which forms a "heat chamber" for the heat choke tube. (See Photo #2.)

What is somewhat interesting about the 1957 exhaust manifold is that the same casting number manifold was used on the right side of all 1957 V-8's, the F.I. engines as well as the others.

The fuel injection engines did not use a heat choke tube, thus the manifold was not drilled for the tube.

1. Before starting to restore a pair of exhaust manifolds, check the casting numbers to make sure you have the correct manifolds. (This will not be important if you do not need original exhaust manifolds.)
2. Carefully check the manifolds for cracks. Look around the ports and the studs for cracks which could make them unusable. (Cracks around the studs can sometimes be repaired.)
3. The 1957 exhaust manifold that we restored for this article had the hole welded shut. By carefully grinding this area, we were able to determine where the hole was located. We drilled the hole out by using a 19/64-inch bit and drill.
4. Many of the inner tubes rust away in the middle, leaving the remains of the tube in the upper and lower part of the exhaust manifold. The inner tube is flared at the bottom, so the lower piece must be driven down and out of the exhaust manifold. (Try using a flat-nosed punch to drive the inner tube out of the exhaust manifold.)
5. The size of the upper hole is 19/64 inches wide, and the size of the lower hole is 21/64 inches. You can use a drill and bit to clean out these holes to the proper size.
6. Check the exhaust manifold studs, do not replace any studs unless you have to. Many exhaust manifolds have been broken by people trying to replace studs. The studs on the right-side exhaust manifolds are longer than those on the left side because the heat riser is on the right side.
7. If you must replace a stud, work slowly and carefully. Use a solvent, such as Liquid Wrench. allow the solvent to soak into the manifold. You can try heating the exhaust manifold with a propane torch — not too much heat! Once you "break" the stud loose, work the stud back-and-forth. Slowly back the stud out of the manifold.
8. Use a 3/8-16 tap to clean out the threads in the exhaust manifold. Work slowly and use a cutting oil. You can break the manifold by running the tap into the manifold without stopping and backing up.
9. Bead blast or sandblast the exhaust manifolds.
10. If you are restoring a pair of 1957 exhaust manifolds, install a new inner tube into the right-side manifold. Shafer's Classic Reproductions makes a stainless steel inner tube. You can order this tube as Part #18-94 for \$4.25.
11. The new stainless steel inner tube is installed by sliding the tube through the lower hole in the manifold and then up into the upper hole and should be flush at the top (See Photo #2) when

properly installed. Use a hammer to drive the tube into position. If the tube does not have a tight fit, use a tapered punch to flare the lower end of the tube.

12. To coat the manifold, we suggest using Eastwood's High Temperature "Stainless Steel Coating." This is an excellent product that we have used for several years. Add just a little thinner to make it sprayable, crank up the air pressure to about 60 psi, and apply **one** good, thick coat.

13. Install new studs where required. We use stainless steel studs with brass nuts. At this point, you should have nicely-restored exhaust manifolds which are ready to bolt onto the engine.

Year	Engine	Carburetor	Exhaust Manifold Casting Number	Number of Studs	Heat Riser Part Number
1955	265	2 BC & 4 BC	3704791 (L) 3704792 (R)	2	3721509
1956	265	2 BC & 4 BC	3704791 (L) 3704792 (R)	2	3725981
Early 1956	265	2 x 4 BC	3725563 (L) 3725563 (R)	2	3725981
Later 1956	265	2 x 4 BC	3731557† (L) 3731558† (R)	3	3731396
Early 1957	265	2 BC	3733975 (L) 3733976‡ (R)	3	3734204
1957	283	2 BC & 4 BC	3733975 (L) 3733976‡ (R)	3	3734204
1957	283	2 x 4 BC	3733975 (L) 3733976‡ (R)	3	3734203
1957	283	F.I.	3733975 (L) 3733976★ (R)	3	3737631*

† ... Casting number in the middle of "ram's" horn.  
‡ ... Drilled for heat choke tube.  
★ ... Is not drilled. No heat choke tube.  
\* ... This is a spacer only.

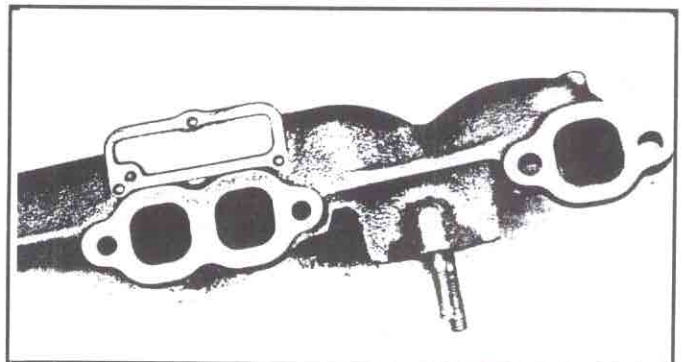


Photo #2

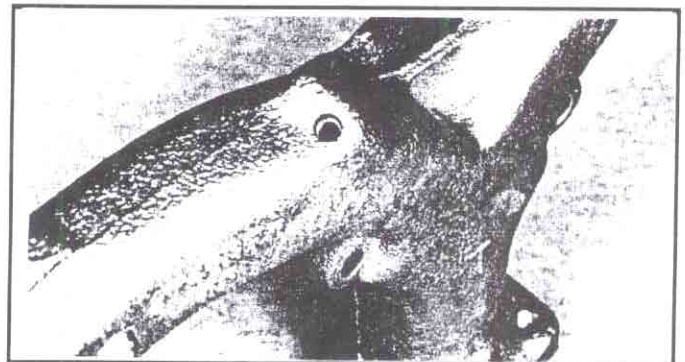


Photo #8

(Continued from page 15)

## 1953 Supercharged Corvette...

The car was involved in a minor traffic accident in 1967, and for the next 21 years it moved only by trailer. Fortunately, most of this time it was stored in the Southwestern Desert (New Mexico and California). The car changed hands a few times during those years and I first saw it in 1979. It showed the ravages of time but it was in prime restorable condition. The owner, Jim Mangione, showed no interest in selling it. He had owned the car since 1972 and had planned to restore it himself. I'm not sure why he decided to sell it to me. I think he got tired of me bugging him.

When he decided to sell it, his price was rather high and non-negotiable (take it or leave it). Since I had two daughters in college at the time, I thought that maybe a partner in the venture would be advisable. I contacted Mel Winer (a known Corvette addict) and we agreed on a joint restoration venture. This venture started in May of 1988.

The car had remained intact over the years. The complete original drive train was successfully rebuilt by Bill Neville of Anaheim and most of the supercharger ducts were still in place. The few metal parts that were missing were fabricated by my good friend and "metal magician" Henry DePue.

Since this car had a unique history, it was decided to restore it to its modified condition, i.e. its configuration as modified and tested by Art Oehrli!

The hand laid fiberglass body was pieced back together and straightened by yours truly. The entire outer surface had to be recovered with fiberglass and recontoured. This marvelous achievement and final painting was accomplished by Reverend Dan Dempsey of Burbank, California.

Re-assembly started on 15 May 1989. All our evenings and weekends were spend completing the task. We had set our goal to have the car completed for the 1989 NCRS National Event at Bend, Oregon in August, 1989.

The car debuted at this event (and in my unbiased opinion) it was the hit of the event.

As always, restorations never seem to be totally completed. Work is continuing on the supercharging equipment. My next goal is to restore its performance to match the test data in the attached report.

Great attention was given to the restoration of each individual part. Each original part was restored whenever possible. All parts are original or NOS. There is one part that I have not been able to locate. The original "Super Charged" script was missing. If anyone out there has any of McCulloch's script, please let me know.

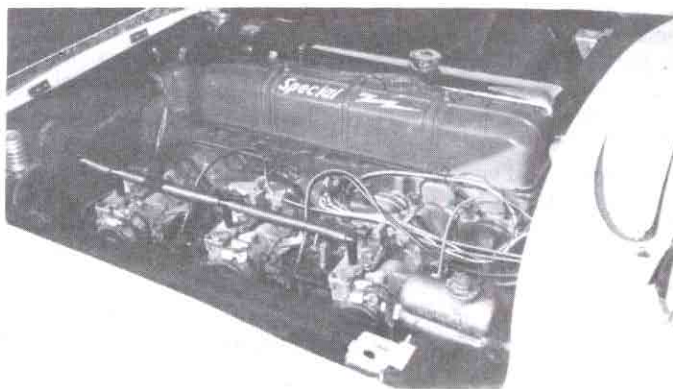
Sandy Oehrli (Arico) and her husband Marc have been extremely helpful to me in the collection of technical data and the history of 1953 Corvette #024.

### LIST OF OWNERS:

Car was built in late August of 1953.  
1953 - 1954 President of Standard Oil,  
Los Angeles, CA.  
1954 - 1965 Art & Sandy Oehrli, Westchester, CA.  
1965 - 1968 James N. Howell, Venice, CA.  
1968 - 1972 James Quaintance, Venice, CA.  
1972 - 1988 Jim Mangione, Quartz Hill, CA.

### LIST OF DATES & NUMBERS:

Part:	Number:	Date:
Body	E53F001024	D293
Engine	LAY 380 882	F43
Head	3836066	
Carb tags	E 3	
Transmission	E 203 Body	
	E 213 Tail	
Adapter plate	G 63	
Trans stamping	Z E 27 D	
Rear end	L W 623	
Heater Core	E 53	
Tachometer (Revolutions 136737)		July 31, 1953
Speedometer (25758.0 Miles)		July 16, 1953



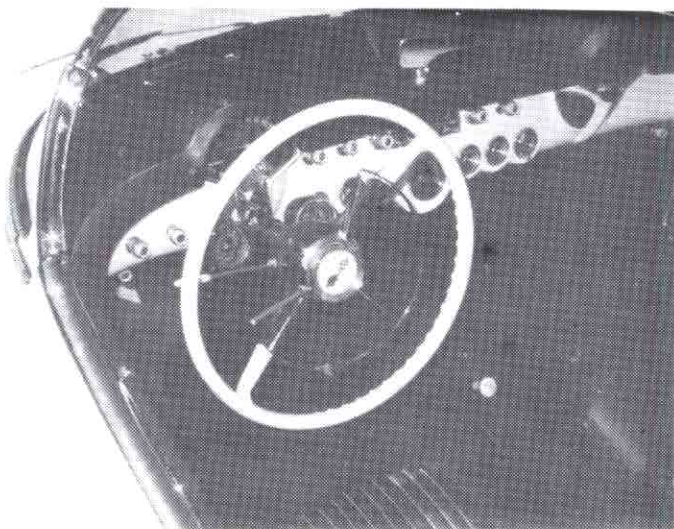
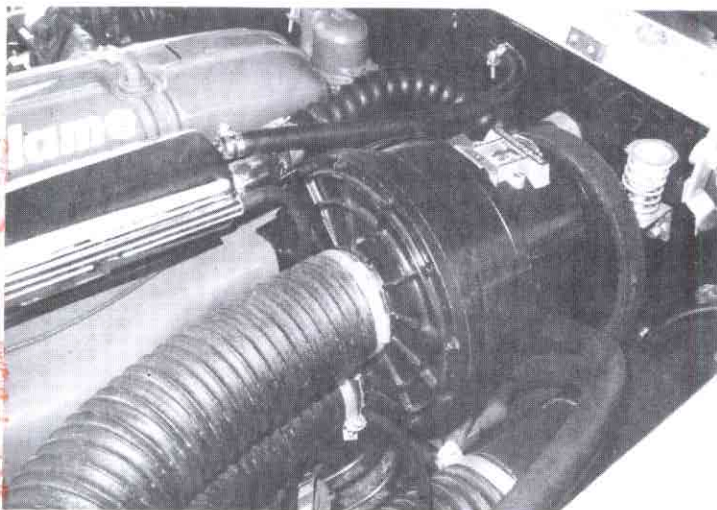
TOP: 1953 Corvette #024 today.  
BOTTOM: The six-cylinder engine which GM originally installed in the Corvette.

## SUPERCHARGER INSTALLATION

The McCulloch Motors Corporation has installed a VS-57 Supercharger in a Chevrolet Corvette for the purpose of comparing the relative performance of the car with and without a Supercharger.

The following modifications were prepared in making the experimental Supercharger installation.

Due to the compactness of the engine compartment, location of the blower



TOP: A front view of 1953 Corvette #024.  
CENTER: The Supercharger Unit designed by Art Oehrli.  
BOTTOM: #024... Behind-the-wheel after restoration.

was necessarily limited to the right side. This necessitated routing the discharge duct forward through the right front air baffle and across to the left baffle where it was brought through at a point opposite, and in line with, the special metal duct constructed to accommodate the three carburetors.

The Supercharger inlet duct was routed through the sheet metal of the right wheel well and connected to a large oil bath air cleaner located at the rear of the wheel well. Protective baffling was installed to shield the air cleaner from road dust.

### CARBURETION

The carburetors remained basically standard. The only modification being the addition of pressure fittings in the top of the float bowl covers for the purpose of equalizing the float bowl pressure with Supercharger pressure. This pressure was tapped from the forward portion of the special carburetor inlet duct.

### FUEL PUMP

The standard A.C. fuel pump was found to be inadequate. An A.C. 9294 (5591621) '52 Oldsmobile fuel pump was modified to fit, and the vacuum boost pump diaphragm spring was removed to reduce the cam load. A pressure fitting was located in the pump casting such that blower discharge pressure could be applied to the back side of the fuel pump diaphragm, for the purpose of raising the fuel pressure. In addition, a Bendix electric fuel pump was installed and located adjacent to the fuel tanks. This pump was connected electrically to a manifold pressure switch such that it functions only under conditions of high engine load.

### DISTRIBUTOR

The maximum spark advance was reduced from 28 to 22 degrees by modifying the automatic advance stop. The distributor was otherwise standard. Spring tension decreased.

### COMPRESSION RATIO

Several test runs were made with the standard compression ratio of 8:1 at Supercharger discharge pressures ranging from 4.0 to 5.0 psi. The fuel octane requirement of this combination was in excess of 95. The head gasket was replaced with an Export gasket, reducing the ratio to 7:1. Under these conditions, satisfactory performance was attained using Union 7600 in conjunction with the aforementioned spark advance limitation.

### SPARK PLUGS

A.C. 43-5 Com. plugs, which are approximately two heat ranges cooler than the standard A.C. 44-5, were found more satisfactory.

### OTHER MODIFICATIONS

The radiator tank was moved two inches rearward to provide clearance for the Supercharger.

A new fan hub was fabricated to provide sufficient clearance for the Supercharger drive belt. The relative position of the fan was not changed.

The vibration dampener was modified and used as a 7.5 O.D. Supercharger drive pulley. A special Dayton belt, with an outside circumference of 56.5 inches, was used to drive the Supercharger.

### PERFORMANCE DATA

Two significant points are to be found in the following performance curves:

1. The acceleration time from 0-60 miles was reduced 25% or from 12 to 9 seconds.
2. The rear wheel horse power was increased 35% or from 87 to 117.

—McCulloch Motors Corporation



Dear Roy, Mary, George and 'Dickie,'

It took a couple weeks, but the local "blab" finally got around to publishing the pictures and story of your visit to our little town of Flagler Beach, Florida. Just thinking about having their pictures in a magazine had those girls up on Cloud Nine long after you drove away.

If you can use the pictures and a bit of a "blurb," you know that it will be appreciated, not only by the Flagler Palm Coast High School Cheerleading Squads, but by

yours truly, as well.

We do hope that the rest of your trip had a minimum of annoyances completely overwhelmed by the maximum number of great memories and pure enjoyment.

Yours very sincerely,  
Patricia M. Richmond  
News-Tribune