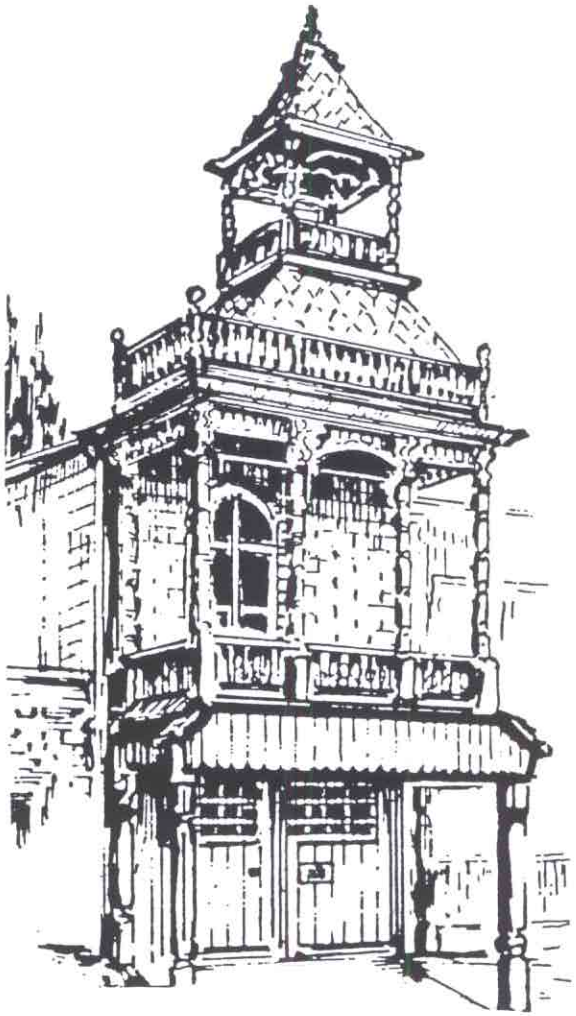
STRAIGHT TALK

VOLUME 3 NUMBER 2, December 1989

1990 NATIONAL CONVENTION



Nevada City, California
JULY 23 - JULY 27

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Published in Sports Cars Illustrated, March 1959

★ ATTENTION ★

SACE MEMBERS...

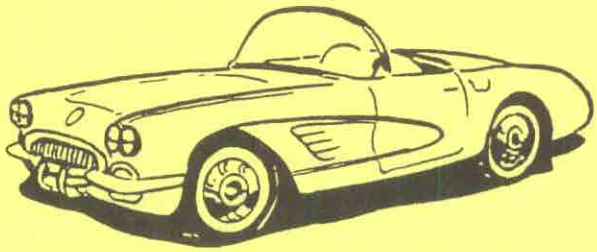
Our treasurer, Lucy Badenhoop, is relocating to California as of February, 1990. Her new address is as follows:

P.O. Box 2288
North Highlands, CA 95660

Cars That Used the WCFB Four-Barrel Carburetor

Locating one of these cars could help you in locating parts for <u>your</u> carburetor!

Year	Make
1952	Buick
1953	Buick
1954	Buick
1955	Buick - 2197S
1955	Buick - 2358S
1956	Buick
1952-54	Buick
1955	Cadillac
1956	Cadillac
1956	Cadillac
1957	Cadillac Eldorado
1955-57	Cadillac
1956	Chevrolet
1957-61	Chevrolet Dual Carbs.
1958	Chevrolet
1959-61	Chevrolet
1962-65	Chevrolet
1961	Chris Craft
1954	Chrysler
1955	Chrysler
1955-56	Chrysler Dual Carbs.
1956	Chrysler
1956	Canada C-71 A/T
1957	Chrysler
1955	DeSoto
1956	DeSoto
1956	DeSoto Dual Carbs.
1957	DeSoto S-26
1957	DeSoto S-27
1954	Dodge
1955-56	Dodge
1956	Canada D-61
1957-58	Dodge
1957	Hudson
1957	Lincoln
1956	Mercury
1957	Mercury
1957	Nash
1952	Oldsmobile
1953	Oldsmobile - 2016S
1953	Oldsmobile - 2080S
1954	Oldsmobile
1955	Oldsmobile
1953-54	Packard
1954	Packard - 2112S
1955	Packard
1956	Packard
1955	Plymouth
1956-57	Plymouth
1955	Pontiac
1956	Pontiac
1955-62	Studebaker V-8
1955-62	Studebaker Truck V-8



STRAIGHT-AXLE CORVETTE ENTHUSIASTS (SACE)

Your 1990 convention will be located in Nevada City, California, at the Northern Queen Inn, with over 100 beautiful rooms which are available for our use.

Your hosts will be Noland and Mary Adams. Noland's books on Corvette restoration have been nationally acclaimed as authoritative sources. Don't miss this opportunity to have him autograph your copy. Noland will also be our guest speaker and will present the awards at the banquet. Several technical sessions will be held by various experts who are willing to share their knowledge of the 1953-62 corvettes.

If you have any questions that are not answered in this flyer, additional information is available by contacting:

Roy Braatz, SACE Editor
14521 Bears End Drive
Nevada City, Ca 95959
Phone evenings or weekends: (916) 265-5947

LODGING:

You must make your own reservations directly with the hotel by June 1, 1990. Reservations must be guaranteed either by credit card or by one night's advance payment. Be sure to mention SACE to get the special rate and a room located with our group.

Your family can enjoy these luxury accomodations for only $59 per night (single or double), Monday through Friday nights. Those wishing to extend their visit may do so at the regular room rates.

Contact: Northern Queen Inn
400 Railroad Avenue
Nevada City, Ca 95959
(916) 265-5824

REGISTRATION

Registration is required for all participants: vendors, display, judging, seminars, etc. The name tag in the registration package is required for admission to all events.

Preregistration and cancellations will be accepted with postmarks dated on or before July 1, 1990. Cancellations after July 1, 1990 will be accepted for partial refund on a sunk cost basis. Late registration with penalty fee will be accepted with postmarks on or before July 10, 1990. Late registrations after July 10 will be handled at the convention on a space-available basis.

The registration package will include any special items you ordered on the registration form. Also included will be tourist and local interest information.

SWAP MEET

Vendors must preregister using this flyer or a replica. If you bring a special vending vehicle or trailer, indicate parking length on the registration form.

CAR SHOW

All Corvettes entered in the show must be preregistered using this flyer or its replica. If you are bringing a trailer rig, indicate parking length on the registration form. Owners must attend the owners' meeting to present proof of insurance and obtain show instructions. The owner selects the class in which the car will be entered.

TRAILERED RESTORED: Show room condition is the goal. These cars should have no paint chips, wear, oil leaks, etc. They should have the appearance of a new car that has never been driven.

DRIVEN RESTORED: Some signs of wear are to be expected. These cars are used and enjoyed by their owners, so no deductions are made for minor paint chips, wear, dirt or fluid leaks.

CONTEMPORARY RESTORED: These cars may have major non-original items (i.e. engine, paint, etc.), may be partially customized, or in the process of restoration. The owner may select two items on the score sheet which will not be judgted, but full points will be awarded.

UNRESTORED: Cars which show their age and no attempts to hide it.

CUSTOM: Expect to see lots of chrome, customized paint jobs, creative body work, souped-up engines, and other imaginative modifications.

DISPLAY: These are unique cars; one-of-a-kind racers, prototypes, etc. There's no way to compare them, so they are offered for viewing only.

CAT BOX: Cars under construction. This is a unique division which will help you and others to learn the process of a restoration by viewing cars which are not finished.

JUDGING

Judging is done by volunteers, so please indicate your availability on the registration form. owners will not judge their own cars. Inexperienced judges will be paired with a trainer and will start in the easier categories. Judges must attend the judges' meeting and will receive a gift of a specially monogrammed hat to distinguish them on the field. Prize ribbons are awarded in all classes.

Judging in the trailered, driven adn contemporary classes uses a dual scoring system (one set of points for originality and another set for condition). The unrestored class uses originality points only. Each item has assigned values and points are deducted for faults. The cars are judged against a standard, not against each other. those receiving 90 percent or more of the total points are first flight, 80 to 89 percent are second flight, and 70 to 79 percent are third flight.

The custom class is for street rods and uses a concours type judging where beauty of design, execution and cleanliness are emphasized. Here the cars compete against each other for first, second and third place.

The display and cat box classes do not compete. The owners make their cars available for our enjoyment. In appreciation of their efforts to share these treasures, the owners are presented with special awards.

NAME _____ GUEST _____

ADDRESS _____ GUEST _____

CITY _____ STATE _____ ZIP _____ GUEST _____

PHONE (_____) _____ MEMBER NO. _____

HOLD HARMLESS AGREEMENT: I agree to insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to SACE. I agree to assume the risk of any and all damages or injury and to indemnify and hold harmless SACE, its officers, directors, agents, employees and chapters for any acts or omissions which may result in the theft, damage or destruction of my property or injury to me or to others occurring during or as a consequence of this convention, wherever located.

SIGNATURE: _____ DATE _____

VEHICLE INSURED WITH: _____

POLICY NUMBER: _____ POLICY EXPIRATION DATE: _____

INCOMPLETE FORMS WILL BE RETURNED
BRING POLICY OR CERTIFICATE OF IN-FORCE PROPERTY & LIABILITY INSURANCE

PROOF OF INSURANCE VERIFIED

BY: _____
SACE OFFICIAL

DATE _____

MAIL $_____ U.S. FUNDS & THIS FORM TO:

SACE, c/o Lucy Badenhoop
P.O. Box 2288
North Highlands, CA 95660

In the November, 1989 issue, the date for the SACE National Convention was erroneously listed as October of 1990. The actual dates are July 23-27, 1990, as listed below.

SACE NATIONAL CONVENTION NEVADA CITY, CA JULY 23 - 27 1990

The Straight - Axle Corvette Enthusiasts (SACE) will hold their Fourth National Convention in the historic gold mining town of Nevada City, CA. Nevada City is in the Sierra foothills, an hour from the state capital of Sacramento.

The 1990 convention will feature the thirty-year anniversary of the 1960 Corvette. Also displayed for your inspection will be Rick Mason's SR-2 and the first supercharged Corvette by Dave Ferguson. Come see these and other classic cars! Better yet, bring your own 1953 - 1962 Corvette and have it displayed or judged.

Learn from the experts at the many technical sessions. Noland Adams will explain how to identify original parts from reproductions, which reproductions are good quality, and how to tell the difference. Other speakers will share their knowledge and demonstrate techniques for restoring these vintage vehicles.

The convention has been especially scheduled to coincide with two other events of interest in the same general area. The week of July 28 is the 16th Annual International Classic Chevy World, followed by Hot August Nights (August 1 - 7). Both events are in Reno, Nevada, which is only an hour away.

Make your room reservations in Nevada City directly with the Northern Queen Inn 30 days ahead by calling (916) 265-5824.

Separate registration for the Corvette events is also required 30 days ahead. Guests and non-members are welcome. Registration forms are available from:

Roy Braatz
14521 Bear's End Drive
Nevada City, CA 95959
(916) 265-5947

If you want to be a member and receive the quarterly magazine dedicated to 1953 through 1962 Corvettes, send a check for $21 made out to "SACE" and mailed to:

Lucy Badenhoop
P.O. Box 2288
North Highlands, CA 95660
(703) 780-3210

PRESIDENT'S PAGE

By Noland Adams

We have all seen examples of clubs or businesses that grew so fast that they toppled just when they should have prospered. SACE is fortunate to have two very dedicated individuals who are working hard to plan the future of SACE. The first, of course, is SACE founder Roy Braatz. As proof we have the club magazine Straight Talk, whose quality is evident.

The other is Lucy Badenhoop, who works many long hours behind the scenes. She planned the 1989 SACE Convention, and now she's working on the '91. Here's a quick report on how SACE is looking ahead:

1990 Convention: The details are all locked in place in Nevada City. This is in Roy and Mary Braatz's back yard, so to speak. We expect a great time like before, but we also look forward to a bigger event than before. As an added feature, we will be honoring the 1960 Corvettes on their 30th anniversary.

1991 Convention: Lucy has covered the details in her own column. With the help of Illinois resident Max Brockhouse, this promises to be a real biggie. If you've never been to Bloomington, perhaps it should be in '91 in conjunction with the SACE Convention. We'll be honoring the 30th anniversary of the 1961 Corvette, and there are more surprises that have not materialized yet. Lucy will keep you up to date.

1992 Convention: A tentative site has been selected. We'll be honoring the 1962 Corvette, plus some surprises here too. We'll discuss this at the '90 Convention in Nevada City.

'93? The 1953 Corvettes will be forty (40) years old, and I hope to see a bunch of them there. No planning has started on this yet; ideas are invited.

In summary, the future of SACE is being planned carefully; we'll be around a long time.

RUNNING CHANGES: On the technical side of things, I wanted to discuss running changes. Our editor, Roy Braatz, is discussing and expanding on these hard-to-pin-down details.

But first let us define running changes. Most changes to our Corvettes are model year changes. The front headlight rim on a 1957 would not fit a 1958 Corvette (single to dual headlights). So this is clearly a model year change.

In examining running changes, there are two types. Most running changes are modifications or improvements made when they are needed. There is no relationship to model years, so these changes are made anytime. Roy has written about and explained many examples.

The other type of running changes is related to model years. These occur when one might expect parts to be installed on an exact year. However, production from the "old" year was extended, and more parts could not be obtained. Parts from the "new" model year *were* available, and so they were installed rather than produce a vehicle with a missing whatever. The important term Chevrolet's engineers looked for was proper "fit and function". So the part does not look exactly like the original one. The owner would never know unless he or she compared their car with an earlier version of the same year. Years ago we weren't aware of these many changes, so they got by us.

Nowadays, some of us enjoy looking for these details, trying to figure out just what Flint or St. Louis was installing on their cars, and why. If you enjoy tracking down running changes as we do, make a note of them and drop Roy a line. We're learning there are more variations than we ever thought. It looks like we've just begun to list all the possible running changes on 1953 to 1962 Corvettes.

See you in Nevada City... Noland

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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

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

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1715 Frederick Street
Cumberland, MD 21502
(301) 777-0089

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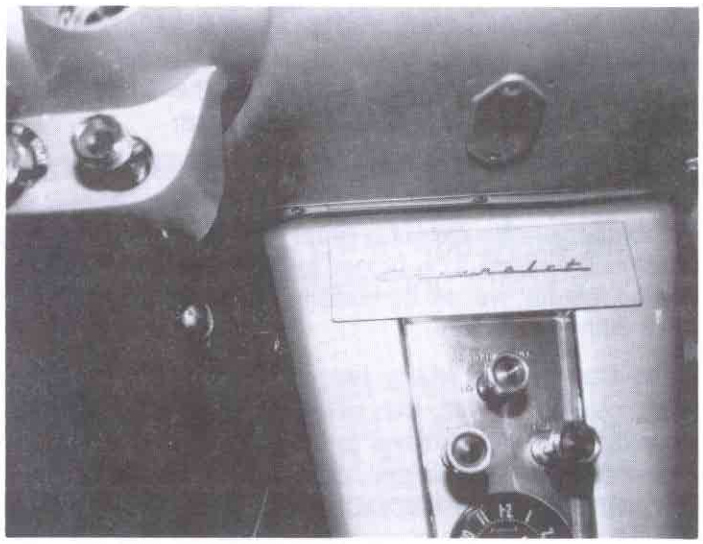
(818) 883-5766

YH Metering Rods

—Roy Braatz

In Volume 2, number 1, page 38, I talked of the function and sizing of metering rods used in four-barrel carburetors, that you must determine the thickness of the rods that fit into the jets to control full flow. But now in YH carbs, the metering rod is of one size only. Owners clean the carbs to correct rich mixture or blame GM for over-carbing the 235 engine. Owners have written to me about the article I wrote in Volume 2, number 2, page 12 on the spring-loaded needle saying it stopped the leaking out the front, but that plugs still foul out. #3 shows the adjustment needed to correct the problem of fuel flow by bending the metering rod "ARM " which controls the positioning of the rod through the jet hole.

This adjustment along with using a neo-tip spring-loaded needle will correct your fuel problems. I also listed other sources where the YH were used and if your local part store doesn't carry an overhaul kit, you could try a boat (marine) parts store.



PICTURED ABOVE: The radio block off plate and courtesy light block off plate, shown on a '59 owned by Bill Eldridge.

Hub Cap Reproductions

Roy Braatz Jr.

The repro. 56-62 Hub Caps are excellent replacements that have been around for years now. But owners that insist on original parts need to know whether they are looking at an original or repro, when buying. To tell whether a Cap is original, look at the inside ridge above the valve stem hole to see a stamping (MADE BLC-USA-PAT PENDING) to know you're holding an original Hub Cap.

SERVICE INSTRUCTIONS

IMPORTANT

1. Timing, spark plugs, ignition points and wiring are as much a part of good engine tune-up as carburetion.

2. An engine cannot operate at peak efficiency if the manifold heat valve is not working properly, or if there are heavy carbon deposits in the engine combustion chamber. Use Rochester X-88 to free up the manifold heat valve; use X-66, as recommended, to remove harmful carbon deposits from combustion chamber.

3. This kit may contain a universal gasket package, therefore, one or more gaskets not required on this job may be found in the kit. In the case of duplicate gaskets or parts, compare with old part or gasket.

DISASSEMBLY

NOTE: Disassembly procedure covers all carburetors of this type. If carburetor does not have part referred to, proceed to the next step.

1. Remove bowl cover screws and bowl cover complete with float, needle and seat assembly, and gasket.
2. Remove fuel strainer and retaining nut.
3. Remove retainer and spring(s) from pump diaphragm stem.
4. Disconnect rod from arm by removing retaining hair pin clip.
5. Remove metering rod and arm.
6. Remove throttle shaft arm and connecting rod.
7. Remove pump lifter link from casting.
8. Remove fuel baffle plate.
9. Remove pump housing and pump assembly from bowl.
10. Remove spring retainer and dismantle pump from cover casting.
11. Remove jet and pump check needle or ball.
12. Dismantle choke by removing cover screws and retainers.
13. Disassemble fast idle link and rod.
14. Remove slide link from choke housing. Further disassembly of the choke is not required unless replacement parts not included in the kit are required.

CLEANING

1. For safety, do not use paint thinner or other inflammable solvent for carburetor cleaning. Use approved cold immersion cleaner. Rochester X-55 is highly recommended.
2. Only metal parts should be immersed in cleaning fluid.
3. Blow out all passages with compressed air.

ASSEMBLY AND ADJUSTMENTS

Adjustments should be made any time carburetor is serviced. Refer to specifications for adjustment dimensions.

1. Assemble carburetor in reverse order to disassembly.

CAUTION: Float hinge pin must be installed with pin shoulder away from carburetor bore.

Fast idle and unloader adjustments must be made before installing choke cover, gasket, and baffle.

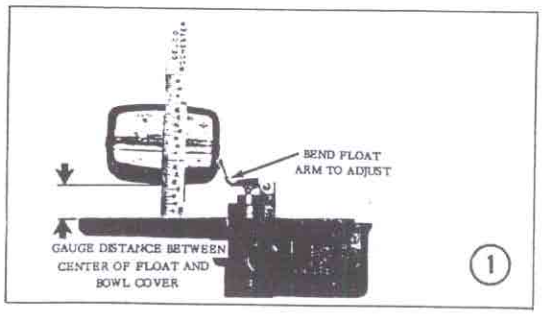
Float Adjustment

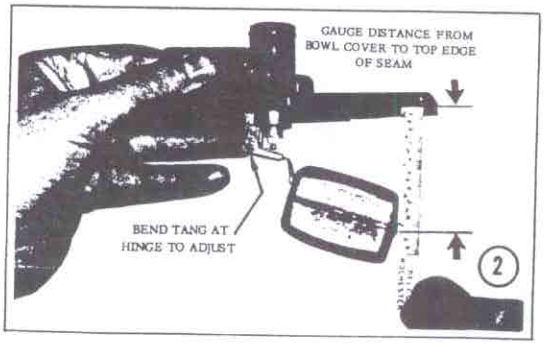
Invert the bowl cover and gauge between the center of the float and the bowl cover gasket surface as shown in Figure 1. To adjust, bend the float lever only.

CAUTION: Do not force Neo-Tip needle into the seat.

Float Drop Adjustment

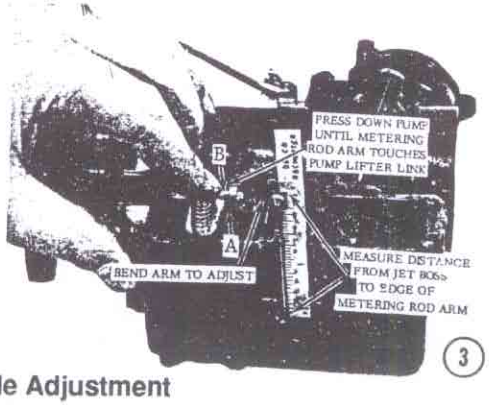
With the bowl cover held upright, gauge the float drop between the bowl cover ad top of seam at free end of the float as shown in Figure 2. Bend the tang on the float lever to adjust.





Metering Rod Adjustment

With throttle valves fully closed, press down on pump diaphragm shaft until metering rod arm (A) touches pump lifter link (B). Bend metering rod arm (A) to obtain specified distance between upper corner of metering rod arm and bowl casting surface around jet, as shown in Figure 3.



Fast Idle Adjustment

Close choke and throttle valve so that fast idle slide link is on the high step of the fast idle cam. Cam is located in the choke housing. With linkage in this position, bend choke rod (Fig. 4), to obtain specified distance between throttle valve and carburetor bore. Dimension is measured at the opposite side from the idle discharge port.

(Continued on page 7)

Rod testing a "STOCK CORVETTE"

by Racer Brown

Originally printed in the October, 1956 issue of Hot Rod Magazine. Reprinted with permission.

The 1956 Chevrolet Corvette V-8 is the only production or semi-production car built in this country that is a genuine triple-purpose machine. It can be raced at the drag strip or on road-racing circuits with a good chance of bagging a trophy, or it can be used to chug to the supermarket to bag the bacon. We were fortunate in obtaining a test car that was well-equipped for racing duties, although it could perform the more mundane functions whenever necessary. The differences in performance and equipment between this car and the "showroom" varieties are considerable and will be pointed out as we go along. It should be realized that this car's performance is indeed outstanding by passenger car standards, therefore this test shows what can be done with optional factory-available equipment and is not intended to slight the performance values of the standard Corvettes or other automobiles. But let's face it, for a stock unmodified car using only factory parts, this thing GOES.

Our test car is the personal property of Mr. Richard G. Jess, Sales-Promotion Manager of Chevrolet's Oakland, California zone. It was originally equipped with the standard, three-speed Corvette close-ration synchromesh gearbox, power windows, power-operated convertible top, transistor radio and Firestone 6.70 x 15 "Super Sports" tires. The radio and power top mechanism have subsequently been removed, and with them went 70 pounds of weight. The engine is the "hottest" of three optional Corvette V-8's and contains dual four-barrel carburetors and intake manifold, an optional racing camshaft and dual exhausts. The rated output of the 3-3/4-inch bore, 3-inch stroke, 265 cubic inch overhead valve V-8 engine is 240 brake horsepower at 5800 rpm and 265 pounds-feet of torque at 4400 rpm. The standard double four-barrel Corvette engine is rated at 225 brake horsepower at 5200 rpm and 270 pounds-feet of torque at 3600 rpm.

The car, without driver or passengers, weighed in at 2910 pounds with a full tank of gasoline, spare wheel and tools. Of this total, 1530 pounds of 52-1/2 percent was displaced on the front wheels and 1380 pounds or 47-1/2 percent on the rear wheels.

The weight distribution, while quite favorable, is partly responsible for an "oversteering" condition; that is, the lighter tail end of the car tends to lose traction and swing out in violent turns before the front end starts to slide. A machine of this type is much more controllable if both front and rear ends start to "drift" at the same time. Fortunately, the Corvette chassis is close enough so that it can become more neutral in this respect. In the process of developing the chassis of our test car for road racing events, it was found that a very satisfactory condition could be attained without any infringement of the stringent rules governing production cars. With the driver fairly close to the rear wheels, he can feel and correct for any lateral motion of the rear end before it gets carried away. But it takes a certain amount of practice to become adept in taking turns in the most expeditious manner, be it "drift," slide, or drive-through. Just pick a nice, wide deserted road to practice on, in case you "lose it."

With one exception, accurate steering of the car is no particular problem; just point it and it goes. The exception is that the overall steering ratio of 16:1 is somewhat "slow" for the immediate response necessary in a road racing machine. When on the "ragged edge" in a race, a more favorable ratio of between 8 and 10 to 1 could save the day, but in the case of the Corvette, the slower ratio usually means a spin-out if any difficulty is encountered. For general city and highway driving, the ratio is good and the steering in general is light and with a very nice "feel" to it. The lock-to-lock travel of the front wheels requires 3-3/4 turns of the steering wheel.

Of all the production cars built in this country, the Corvette is the most road-worthy of the bunch. It is, however, a car that demands a certain amount of "feeling out" before the roadability can be put to best use. It took about two months for me to learn to fully use all that my Corvette had to offer in the handling department, but maybe I'm just slow. Once the lessons are well-learned, the average run of "furrin divils" can be dropped in the dust for all of their highly-touted "superior handling characteristics."

However, one shouldn't get the idea that the Corvette is comparable to a Ferrari in handling and roadability. The car has its faults, like the "slow" steering. There is also too much lateral "lean" and the time consumed in getting the car "set" for a turn is sometimes a disadvantage, as in a series of "s" turns. In general, the standard Corvette suspension is too soft for frantic road activity; in fact, the optional suspension goodies are not much better for the best in race car characteristics, although for more normal driving the suspension is a good compromise.

The Corvette chassis is quite straightforward and conventional in that a box-section frame is used with two cross-members and a large center X-member. The wheelbase is 102 inches, somewhat long for the best in maneuverability but quite satisfactory for the variety of tasks the car can do well. Front tread is 56-3/4 inches and the rear tread is 58-7/8 inches. Front suspension is by unequal length parallel A-arms and coil springs with a Delco double action tubular shock absorber located in each coil. The link-type anti-roll stabilizer is 11/16 of an inch in diameter. Front coil spring rate is 300 pounds per inch. The type of front suspension

(Continued on page 5)

(Continued from page 4)

Rod Testing A "STOCK CORVETTE"

components used in all Corvettes is similar to pre-'55 Chevy passenger cars, ball joints being so far an item for the future.

Perhaps 1957 will see this desirable improvement. The rear end is suspended by a pair of four-leaf semi-elliptic springs and tension shackles with a rate of 115 pounds per inch. The springs absorb acceleration and braking torque transmitted from the Hotchkiss open driveshaft. Double action Delco tubular shocks are mounted at an angle of about 30 degrees from the vertical. Rebound-limiting straps are used beneath the rear axle housing.

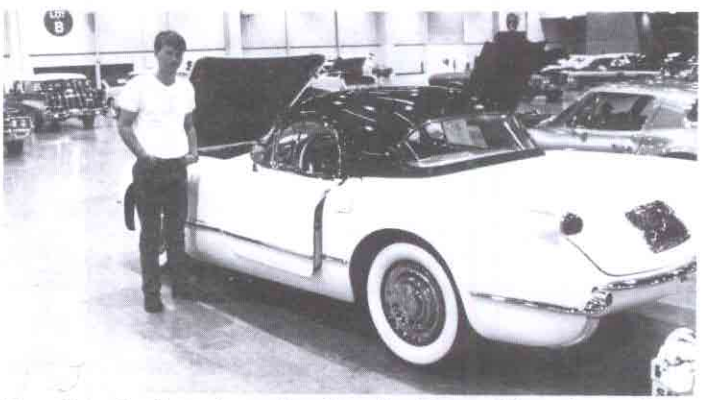
Note: For those desiring stiffer suspension, there is a heavy-duty "kit" that can be ordered from the factory by any Chevy dealer. This consists of a pair of front coil springs, rear semi-elliptic springs, an anti-roll stabilizer and four heavy-duty Delco tubular shocks. Both front and rear springs are 20 percent stiffer, having rates of 360 and 138 pounds per inch, respectively. The 3/4 of an inch diameter stabilizer is 16 percent stiffer and the shocks are about 20 percent stiffer. Our test car was so equipped.

To further improve the chassis within production car rules, our test Corvette had more arch put into the rear springs, which raised the rear end about 1-1/2 inches higher than stock and provided a very slight amount of "rake" to the frame. The only other gimmick was to juggle tire pressures. The most favorable results have been with 27 psi (cold) in all tires. While on the subject of tires, it is worth noting that the optional Firestone "Super Sports" are not at all suitable for relatively "slick" courses. In fact, our test car was thoroughly trounced twice in road races simply because it couldn't get a "bite." In this case, German Engleberts or Italian Pirellis would have solved the problem. Even the softer passenger car Firestones would have been better than the too-hard "Super Sports."

Experiments in stopping the Corvette have led Chevrolet engineers far afield in the realm of brakes. Just about everything has been tried at one time or another, including Halibrand discs and some huge Budd Al-Fin types. The standard 11-inch diameter brakes have a lining area of 158 square inches, which corresponds to a weight-to area ratio of 18.4 pounds per square inch, definitely on the high side for this type of vehicle. However, the brakes are effective but they do fade quite rapidly when the going gets rough. Our test car was equipped with optional metallic linings, which consist of pre-formed rectangular segments of sintered bronze that are brazed directly to the brake shoes. Each segment or pad is 2-1/2-inches long, the width being two inches for the fronts and 1-3/4 inches for the rears. Two pads are used on primary shoes with four pads on the secondaries. Standard composite 11-inch drums are used with cast iron friction surfaces. This arrangement reduces the total lining area to 112.5 square inches or 29 percent, but the advantage lies in the amazing degree of fade resistance; you just stand on 'em and they bring the car down to smooth, straight-line, non-skid stops from high speeds. We tried this with our test car over 20 times in a row without any appreciable fade. In a race, these brake assemblies get extremely hot; in fact, the temperature buildup is sufficient to boil the normal varieties of brake fluid during long races and to turn the brake shoes positively blue. Even the special, heavy-duty brake shoe retraction springs had to be replaced after every race because they become annealed due to the heat. While being a real advantage at high speeds, these special linings are not suitable for everyday driving because they are quite noisy and the rate of drum wear is very high. Our test car had gone through three sets of brake drums and one set of bronze linings in five races. With standard linings, the braking effectiveness is 56 percent front, 44 percent rear, a ratio that permits the rear brakes to "lock" more quickly than the fronts. A persistent rumor says that the '57 Corvettes will have optional disc brakes and quick-change hubs for racing. Could be.

In the driveline department, the three-speed close-ratio gearbox is standard and the Powerglide automatic transmission is the only option. It's interesting to note here that so far this year, the Powerglide holds a 2 to 1 advantage over the standard gearbox. The close-ratio box has a 2.2 low gear, a 1.31 second and a 2.2 reverse. These ratios are indeed close and the only trouble is that there aren' t enough of them. With such favorable ratios, a four-speed box is practically an essential, at least for competition purposes. But as it stands, the low gear is, of course, unsynchronized and as such, is unusable in a race unless one wishes to resort to such time-consuming antics as "double-clutching" and the like. Above speeds of 50 mph or so, it is possible, with practice, to slip it into low without great clashings of gears but this is not always infallible. On some courses, the passenger car gearbox ratios of 2.94 in low and 1.68 in second would be more of an advantage than the close ratios, but unfortunately, these ratios are not optional in the Corvette; consequently, they cannot be used legally in production car races.

(Continued on page 8)



Roy Braatz Jr., at an Auction in Reno, Nevada, selling a '54 that he restored. He got $45,000.

IGNITION SYSTEMS

Ignition Coil

If poor ignition performance is obtained and the coil is suspected, it may be tested on the car or it may be removed for the test.

Ignition coils are often condemned when the trouble is actually in the ignition switch. A completely defective ignition switch will produce an open primary circuit, giving the same indications as if the coil were completely dead. A partly defective ignition switch will cause a weak spark. Both of these conditions are often blamed on the coil.

By cutting the ignition switch out of the circuit, it can easily be determined whether or not the coil is defective or whether fault lies with the ignition switch.

In the case of lock-switch coils, the coil end cover should be removed and a temporary wire connected directly from the battery (or the nearest live battery connection), to the coil terminal that is normally under the coil end cover. In the case of coils without the lock-switch feature, a similar temporary wire should be connected to the terminal of the coil to which the battery wire is normally connected. In either case, this temporary connection jumps the ignition switch. If the trouble is eliminated when the engine is started, it is obvious that the ignition switch was the offender—not the coil.

In the absence of any testing equipment, a simple check of an ignition coil can be made as follows: Turn on ignition switch with breaker points closed. Remove the high tension cable from the center socket of the distributor cap and hold it 1/4" to 3/8" away from a clean spot on the engine. If the coil and other units connected to it are in good condition, a spark should jump from the wire to the engine. If not, use a jumper wire terminal of the distributor to the engine; if the primary is in good condition, a spark will occur.

All ignition coils with metal containers can be tested for grounded windings by placing one test clip on a clean part of the metal container and touching the other clip to the primary and high tension terminals. If the lamp lights or tiny sparks appear at the points of contact, the windings are grounded and the coil should be replaced.

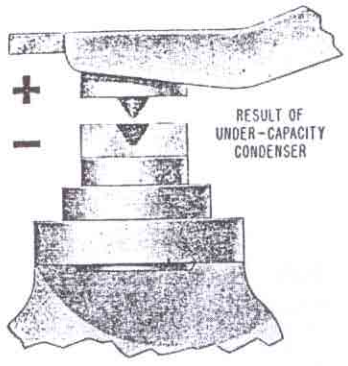


Fig. 24 Mound on positive point

If the mound is on the positive point (Fig. 24), install a condenser of greater capacity; if the mound is on the negative point, (Fig. 25), install a condenser of lesser capacity.

Coil Polarity

The polarity of the high tension terminal of the coil is important, as some car manufacturers specify positive polarity and others negative polarity. A reversal of this polarity when connecting the coil, or when replacing the coil, may affect the performance of the engine (or the radio).

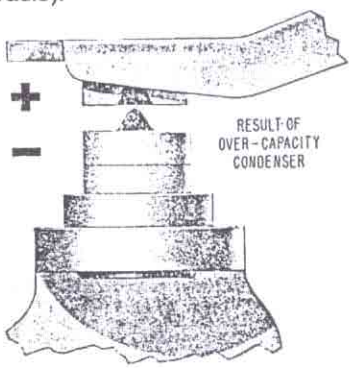


Fig. 25 Mound on negative point

Testing Coil Polarity

Check for reversed coil polarity by holding any high tension wire about 1/4" from its spark plug terminal with the engine running. Insert the point of a wooden lead pencil between the spark plug and wire, Fig. 29. If the spark flares and has a slight orange tinge on the spark plug side of the pencil, polarity is correct. If the spark flares on the cable side, coil connections should be reversed.

When coils have plus or minus markings near the terminals, with a negative grounded system, the negative terminal wire should be connected to the distributor. With a positive-grounded system, the positive terminal wire should be connected to the distributor.

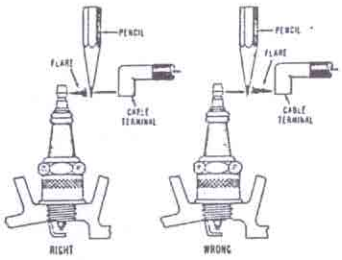


Fig. 29 Checking coil polarity

Checking Resistors

Before installing a new coil to replace one that has burst open, check the external resistor as follows:

1. Connect one terminal of a voltmeter to the battery side of the resistor and the other voltmeter lead to a good ground.
2. Turn on the ignition but don't start the engine.
3. The voltmeter should indicate very close to the battery voltage.
4. Leave voltmeter lead connected to ground and move the other voltmeter lead to the coil side of the resistor.
5. The voltmeter should now read several volts lower than before.
6. If the voltmeter reading is the same or almost the same in both instances, the resistor is short-circuited. Discard it and install a new one.
7. Be sure to install the correct resistor and coil for each system as they have been designed in matching units for maximum performance.

Resistors used with Auto-Lite, Delco-Remy and Ford coils must not be used interchangeably for to do so can result in burned points, overheated coils, misfiring, lower coil output and poor operation.

TREASURER'S REPORT

By Lucy Badenhoop

Last time I started off by thanking a few individuals who had been especially helpful to SACE. One of them, Alan Blay, had the misfortune to be the victim of misspelling (Billay). Our apologies, and again, thanks.

We also owe Mr. Blay congratulations for forming the "Long Island" SACE Chapter. If you want to join, want more information or can offer to help, send a self-addressed, stamped envelope to P. O. Box 206, Merrick, NY, 11566.

We have another new chapter just formed called "Chesapeake" SACE. It's for Delaware, Maryland, Virginia, and the District of Columbia. These states border the Chesapeake Bay. They have planned their first event for early May 1990 in Annapolis, MD. The chapter coordinator is Cynthia Keese, 7111 Deer Valley Road, Highland MD 20777.

Membership continues to grow steadily, we're up to 467 as of Thanksgiving. I hope you all had a nice one. It snowed six inches in the Washington, DC area the night before, so I had to shovel snow to go get the few trimmings I still needed for dinner.

Work is progressing slowly on our technical guide. As usual, it turned out to be a bigger job than expected. It will have four volumes: general, mechanical, interior, and exterior. Each volume will cover all ten years of straight-axle Corvettes. We'll have the general and mechanical volumes ready for the national convention in August 1990. The interior and exterior volumes will follow as soon as possible.

One thing that will help speed things up is the acquisition of our new $1700 computer in October 1989.

This saves me running into the office and lugging reference books back and forth. You will remember that the membership approved a maximum $2000 for this purpose at the last national meeting, provided funds were available. Thanks to our continued growth, the budget is in sound shape.

For those of you interested in the details, the specifications are:

286 AT (IBM Clone)
6-12 mhz turbo switch
1 MB RAM (can expand to 4)
40 MB floppy (can add one)
1.2 MB floppy (can add one)
14 inch VGA monitor & card
5 empty card expansion slots
220 W power supply
Alps Alegro 24 pin printer

Since the system can expand, we shouldn't outgrow it for a long time. I think we got our money's worth. I've been using it about a month and really like it, except for having to learn MS DOS to talk to it. This'll turn me into a "nerd" and my kids will refuse to be seen with me in public ever again.

(Continued from page 3)

Unloader Adjustment

With throttle valve fully open, adjust choke unloader arm (inside choke housing) until there is the specified clearance between lower edge of choke valve and wall of air horn (Fig. 5).

Choke Adjustment

Set choke cover to specified mark.

Can anyone name this woman? She deals in straight axle 'Vettes only.

Notes from our Readers...

Dear Roy;

I received the new SACE Straight Talk Volume 3 Number 1 recently and really enjoyed reading it from cover to cover, since I am helping a friend restore a '58. However, in the section "Requests for SACE Technical Advice," there are a few glowing errors in the advice given to a Mr. Walter LiPuma of Bayport, New York. I felt that I had to write so that you might inform Mr. LiPuma of the errors regarding his engine block.

1. The #3782870 cast into the block is correct, as is the 1/2-inch size. This is the correct 327 block for his '62. The answer states that this is "wrong for your Corvette."

2. Engine Front Pad Stamping - This explanation and description contains many errors. Mr. LiPuma has a '62 Fuel Injected, manual transmission car. In the example given 2106618 F012 RE, the serial number portion is correct. The rest of the code is totally wrong and/or explained incorrectly. The F for Flint is OK. The assembly date 012 is totally wrong and is interpreted as January 12, which would be 0112. If this "012" date was meant to show January 2, it should be stamped "0102." But now to the biggest problem, the RE suffix. The RE suffix is for 340 HP, manual transmission. Fuel-injected cars use the RF suffix (manual transmission 360 HP).

I think that you might want to inform Mr. LiPuma before he goes out and buys maybe an incorrect block, and armed with the wrong dates and engine suffixes, has it stamped incorrectly.

Thank you for your help (via the phone) with my starting problems. Your trick with the ground straps worked!!!

Sincerely,
Charles M. Gongloff
Bel Air, MD

Roy,

I have just been reading my "STRAIGHT TALK" and felt that I owe this letter to the Driving, Smiling, and Active members of SACE. I am one of the charter members of SACE but have been more active in NCRS because I was Flight Judging my later model while restoring my straight axle. I have had a few too many situations in the past year in NCRS that have made me feel like I had signed up to play softball but now the only game is polo! I'm tired of people with more money than social concern changing the standards of judging, calling straight-axle 'Vettes "tractors," and only talking to "Big-Block" owners. I have sold my "Top Flight" Love, and have bought a non-matching number straight-axle so that I can enjoy 'Vettes the way most average lovers of the car want to — on the road. Maybe others feel the way that I do and that is why the number of SACE members is growing. Keep the faith and the WAVE!

Sincerely,
—A CHARTER MEMBER

EDITOR'S PAGE

—Roy Braatz

The 1990 Convention will feature a Swap Meet all week, a local Road Tour through the Gold Country, and Tech Sessions—including Parts Identification by the editor. There will also be workshops covering transmission overhaul, soft top frames by Tom Crockatt, plus soft top installation by Al Knoch's people. They will also have a new interior products display and they will be selling their goods.

Many original makers of various repro parts will be present to explain their products (We'll cover this more in the next issue.). Dave Ferguson's 1953 #24 Supercharged Corvette will be on display and we'll have a talk about it. Rick Mason's '69 big brake Corvette will be there, along with his SR-2. There will also be a slide presentation. Chuck Yeager's Indy 500 Yellow Corvette will be there, and there will be much more to be announced later.

Following our Convention will be the Classic Chevy World Convention in Reno, Nevada from July 28 through August 2, 1990. It's their 16th Annual Convention. Their membership is 83,930, and their goals are the preservation and restoration of all series and models of '55-'56 and '57 Chevrolets, including Corvettes and trucks.

I met Wendell Snowden in Victoria, British Columbia, Canada, in July of 1989, and we discussed our schedules to run one after the other so that owners could take part in both events. Believe me, it's worth your while to take in both because so many mechanical areas are a cross-over to Corvettes and they're great people, with the same love of their cars as we have of our own.

Rounding out an experience to remember is Hot August Nights in Reno. That has brought 40,000-plus car enthusiasts from all over the Western country for a week-long swap combined with show, drags, dance, etc. More about this in the next issue.

So... make your plans for the best, fun-filled time out West that you will always remember in 1990.

Exterior Color Hidden Name — Update

—Noland Adams

Two carloads of SACE members left Roy Braatz's house in Nevada City for a fun trip to a Corvette wrecking yard during the first SACE Convention in 1987. None of us knew we were about to discover an important detail which would help owners of 1958 to 1962 Corvettes everywhere.

Through the courtesy of the yard's owner, Lanny Johnson, we were allowed to examine many old Corvette bodies, where we discovered the hidden color names. Early '58's had none, in 1958 through '60, the name was written in crayon on the right upright panel behind the trunk cardboard. On 1961's and '62's, the color name was written on the slightly-angled panel behind the passenger seat back (early '61's may be in both places). There will be overspray over the paint name; scraping the area with the edge of a quarter causes the paint to flake away over the paint name, leaving the name in green crayon.

Some were easy to decipher, like "BLACK," "SILVER," "MAROON," "BLUE," "RED," and "TURQ." . Yet, we found none with "White," instead we were seeing "IVORY." Now, much later, thanks to the help of many SACE members, we know that ivory represented white. I know we do not think of our Corvettes as being painted ivory, but that is indeed the color name the factory used. We still had trouble with two colors, which had eluded us until now. The color name "BEIGE" was seen on a few '62's, but was this meant to represent Fawn Beige or Almond Beige? Out of 14,531 '62's, only 1,851 were painted Fawn Beige, while only 820 were painted Almond Beige.

With so few cars to check, we were at a loss until now. Would they show as Fawn and Almond or Beige, or just what?

Ah, but here comes Rick Campbell, SACE Member #102, from Everett, Washington, to our rescue. (This club would be in a lot of trouble without folks like Rick!) Rick and his father are in the envious position of owning both a Fawn Beige 1961 and an Almond Beige 1962 Corvette. (There were only 358 1961's painted Fawn Beige with White coves like Rick's!)

The panel in the Fawn Beige '61 shows "FAWN." The panel in the Almond Beige '62 shows "BEIGE." Since Fawn was introduced in '61, it was natural to use "FAWN," or so it seems to me. So, along comes Almond Beige in 1962. The painter probably walked over to the guy wielding the crayon and told him to use "BEIGE."

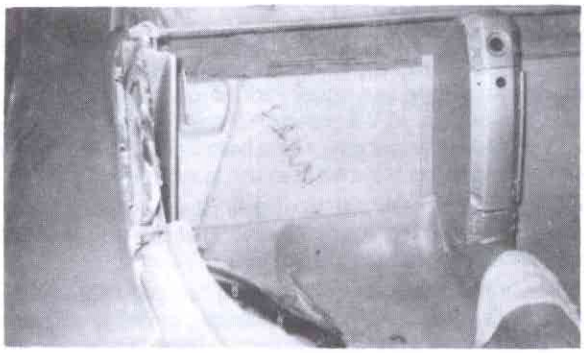
Of course, my little scenario of how it happened is a pure guess. But, I visited the St. Louis assembly line a couple of times, and from my personal observations, it could have been exactly like that. What we do know for sure now is that "FAWN" means Fawn Beige (obviously), and that "BEIGE" means Almond Beige (not so obvious).

The old color name location article has helped so many early Corvette owners. A late '58 owner who "knew" his car was black called Roy late one evening to tell him the car had the color name "BLACK" on the panel. (Editor's Note: Some other organization had told him that black was not used in '58, so he was pleased to prove them wrong after reading Straight Talk, causing a change in their judging books).

Many others have discovered their original color, although some were not so delighted. Those folks will probably paint their cars a proper color for the year, if not for their car. With their panels and/or seats back in place, who will know?

Don't forget to wave, that's how we save the wave.

Later... Noland

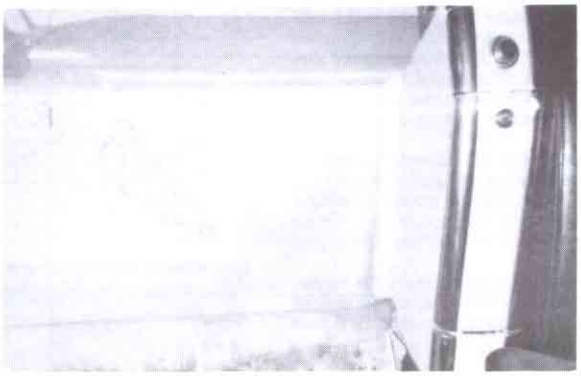


Above: Fawn Beige '61 Corvette #6791, owned by Rick Campbell and his father. The word "FAWN" is written on the panel in back of the passenger seat in green crayon.

Below, left: Almond Beige '62 Corvette #001550, with the word "BEIGE" also written on the panel.

Below, right: Scraping of Frost Blue '59 Corvette #2998 owned by Bill Eldridge.

More examples on page 20...



Spark Plug Wires — Corvette 1955-62

—Courtesy of Lectric Limited and Ken Hanna

Spark plug wires perform a unique function under extreme conditions and only a few original sets have survived the rigors of daily use. Very little is known about the actual appearance and specifications of the original sets of ignition wires. Due to this fact, they are one item which most enthusiasts and restorers overlook. In the mid- to late seventies, while I was restoring my '57 Corvette, I touched on this specific area quite briefly and found that no one had any information on what the correct wires looked like. I finally did what most restorers did and are probably still doing: I purchased a set of current AC Delco wires. My car was shown at most of the shows, where every detail was scrutinized and low and behold, no points were deducted. All was fine and I slept very well in the years to come until one day, my friend San Robbins purchased a 2,500 mile (That's right—2,500 miles) '56 Corvette.

As an avid '56-'57 enthusiast, I couldn't wait to crawl all over this car. There under the hood were the original spark plug wires. now you wouldn't think that they would jump out at you but this was a no-radio car without ignition shielding covering the wires. I found that this '56 Corvette used bright orange 90 degree silicone spark plug boots of a different design than I had ever seen. Needless to say, my curiosity got the best of me. I had to know more. So began the saga of my research into the history and development of the spark plug wires used on '55-'70 Chevrolets and Corvettes.

Details of the research tend to be rather complex. For purposes of simplicity, I have only included data on '55-'62 Corvettes.

1955: In 1955, the spark plug wires used on Corvettes were shielded with metallic braiding, much like the later ignition wires used on '65-'74 Big Block Corvettes. The spark plug boot was of 70-degree configuration and was identified with the part #2962019. The terminals used with the spark plug boot was part #2962018. (See Figure 1).

One item of interest about both of these components is that while I have several Packard component catalogs which were used between '55 and '62, this boot and terminal are not listed as a regular Packard component. This boot and terminal was also used on all V-8 powered '55 and "first design" '56 passenger cars, so it did have extensive use. I have been told that it may have been an AC Delco component, but I have not been able to confirm this.

It should also be mentioned that 180-degree (straight) terminals and nipples were used on the distributor end of the wires. The coil wire also had 180 degree terminals and nipples at both ends.

1956-1968: In 1956, the 90-degree spark plug boot part #2962928 (Figures 2 and 4), made its appearance. It was constructed of orange silicone rubber. This was probably one of the first applications to utilize this new silicone rubber compound. It was used for this hi-performance application due to its ability to withstand higher temperatures. It was also more expensive which probably led to its being discontinued for production use at the end of 1958. The original samples I have obtained attest to their resiliency. They all look and feel like new. This boot was used in conjunction with spark plug terminal number 2962929.

During the '56-'58 time frame, all ignition sets used the 180-degree straight configuration (Figure 2), at the distributor end with the exception of those equipped with fuel injection which used 90-degree boots and terminals at the distributor end (Figure 3). The coil wire also used a 90-degree boot and terminal at both ends on the FI cars while the carburetor cars used a 180 degree nipple and terminal at both ends.

1959-1962: In 1959, Chevrolet switched from the 90-degree orange silicone boot number 2962928 to the less expensive black hypalon boot number 2962927. These boots are identical in configuration (Figure 4), with the only difference being the color and rubber compound used. The spark plug terminal used was still number 2962929.

In 1958, Chevrolet changed the routing of the spark plug wires further away from the exhaust manifolds and by 1959, the engineers apparently felt that the more expensive orange silicone boot which could withstand the higher temperatures was no longer necessary. I can only guess that they continued with the orange boot in '58 to use up existing inventory or perhaps did catch the extra cost for a year. The elimination of the crescent-shaped spark plug shield which was used behind the exhaust manifold in 1957 also helped to cut costs.

Another item of interest is the fact that there were no special wires used on the FI cars from '59-'62. Since the FI ignition top shield did not change significantly between 1957 and 1959, the only apparent reason for the change was to cut costs. The 90-degree terminal and boot is costly to both produce and install. Perhaps in 1958, they were using up existing inventory of 1957 FI wire sets as well.

When I restored my '57 Corvette, which was equipped with Fuel Injection, I mistakenly used a wire set with 180 degree (straight) terminals and nipples at the distributor end and had very little trouble installing the ignition top shield over the distributor. Chevrolet may have made the same discovery.

All Corvettes used the 180 degree nipple and terminal at the distributor end from 1959-1962. The 90-degree distributor boot did not appear again until 1963 when it was again used only on FI cars and continued on until the end of the FI option in 1965. The coil wire used on all Corvettes from 1959-62 had 180-degree nipples and terminals at both ends.

SPARK PLUG WIRE

The specification for the wire on all of the drawings I have gathered reads as follows: Cable: 7 MM Black H.T. spec. 58404R

The specifications for this wire are shown below and on the facing page and is drawn directly from a Packard catalog. The specifications were the same from 1955 through January of 1960, beyond that I have no data.

SUPPRESSOR IGNITION CABLE — "T.V.R.S. Type"

Packard T.V.R.S. (Television-Radio Suppressor) cable is insulated in the same manner as "Four-forty" type cable. However, a special non-metallic conductor developed by packard is used to minimize electrical interference created by the ignition system. T.V.R.S. cable minimizes ignition interference with the reception of television sets, radios, airport electronic equipment and mobile two-way communication systems on vehicles and boats.

Some systems provide suppression at only one point—usually at the spark plug or distributor.

T.V.R.S. cable, however, provides suppression throughout most of the length of the ignition circuit, thereby giving more complete and thorough suppression.

Since terminals cannot be attached to the non-metallic conductor in the usual manner, terminals are attached by special process at the Packard Electric factory.

TABLE 52

CORE	PACKARD PART NO.	APPROX. RESISTANCE PER FT.	FINISHED CABLE O.D.	FINISH	PRINTING
Non-Metallic	58404R	4000 OHMS	.270 to .290	BLACK	RADIO T.V.R.S. G.M.

Available on Packard-made cable assemblies.

D-7

packard electric
LIVE WIRE division of general motors warren, ohio

AUTOMOTIVE AIRCRAFT APPLIANCE RADIO ORDNANCE

One point of special interest is the printing on the wire. This specification calls for it to be RADIO T.V.R.S. G.M., however, all of the early wire I have examined appears to be printed with RADIO G.M. TVRS. Beyond 1960, I have secured photos of wire with different printing. I also must mention that in 1961 and perhaps earlier, Packard began quarterly dating of wires. This appeared for example as 2Q61 for the second quarter of 1961. I should also mention that this dating took place when the wire was manufactured and not when it was terminated into a spark plug wire assembly.

I am reasonably certain that dating did not appear before 1961, but I need more information on this and would also like to see any original sample wires that anyone has beginning with 1958. Anyone wishing to contribute information to this project please feel free to forward them to Ken Hanna, c/o Lectric Limited, 7322 S. Archer Road, Justice, IL 60458, or phone (312) 563-0400.

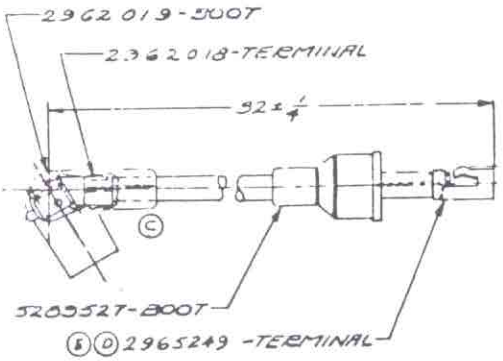


Figure 1 — '55 Corvette

G. M. PART NUMBER	MATERIAL
2962927	BLACK HYPALON
2962928	ORANGE SILICONE

Figure 4

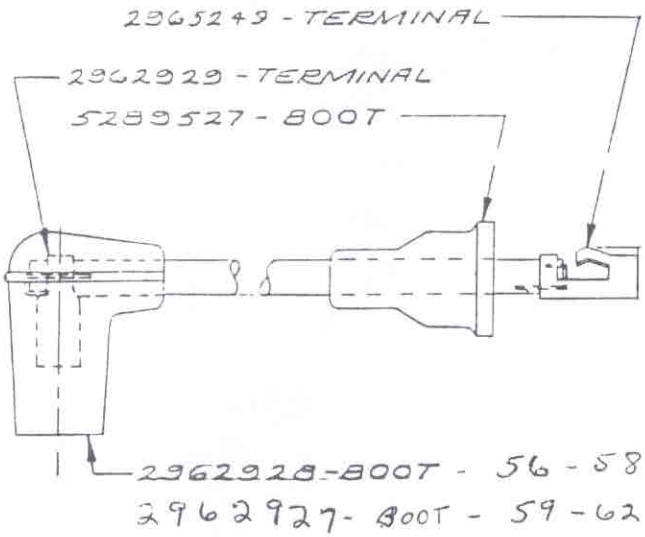
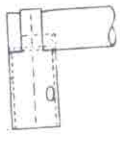
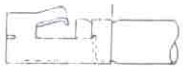


Figure 2 - '56-'62 Corvette (All Excluding FI)



G. M. PART NUMBER
2962929*

Figure 4 — 90-degree Spark Plug Terminal



G. M. PART NUMBER
2965249

180-degree Distributor Terminal

G. M. PART NUMBER
2962993

90-degree Distributor Terminal

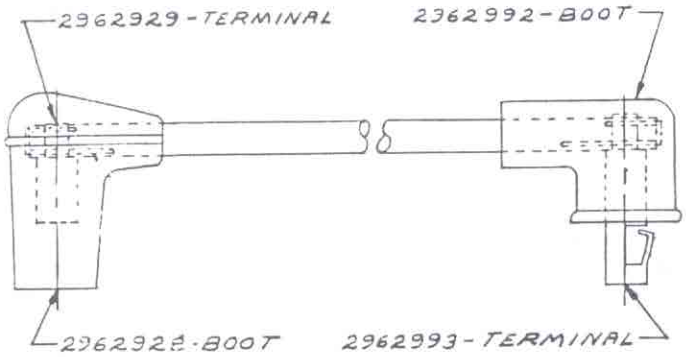


Figure 3 - '56-'62 Corvette (All Excluding FI)

CORVETTE V8 ENGINE SMALL BLOCK ONLY		
Application	Spark Plug Boot	Distributor
55 V8 - All	70 Black	180 Nipple
56-58 Carb	90 Orange	180 Nipple
57-58 FI	90 Orange	90 Boot
59-70 Carb All Sm Block	90 Black	180 Nipple
63-65 FI	90 Black	90 Boot

SACE TECHNICAL ADVICE

Requestor: Pat Jones, Lenexa, Kansas 66215

Vehicle ID No: J595100433

Problem Description: I recently purchased this car and it is a total mess. I want to do a total frame off restoration. Since I have never attempted such a complete restoration I would like to know where to begin. Are there any books you could recommend? Are there any suppliers you can recommend or stay away from? Any information would be of great help. I have Noland's Book already.

Answer: First be prepared to spend $12,000-$20,000 for a complete restoration if you do most of the work ($12,000 + paint + body work) plus 1,000-1,500 hours.) That's what my last Top Flight '60 ran. I can't recommend who to deal with, but I have ordered parts from all of the major suppliers & have always gotten my parts or service. I recommend ordering & purchasing with a Master Card. Any problems will be resolved. Bloomington is a good place to try but it can be expensive. I like Carlisle, PA on weekend before labor day. Join NCRS if you haven't & use part restorer articles. There is an index at the end of many of them. I use 'Vette Shows Magazine & Hemmings for parts. You must have an Assembly Manual for reference as well as Noland's Vol. 1. If you work 3 nights & 1 weekend day per week it takes 1 1/2 to 2 years. Be patient and do not cut corners on originality. You will end up doing it twice if you do it wrong. I also recommend judging NCRS. Get a judging manual for '58-'60. Keep a diary with sketches, time and money spent. It will add significantly to the value & it will help you know what you did 6 months later. Be careful, many reproduction parts are incorrect, i.e., ignition shields, bolts, tach drive, carbs, generators, radiators, screws, hardware, etc. Good luck. Call me on evenings if you need help.

Advisor: Dwight Farmer

Requestor: Tom Lucius, Toledo, Oh. 43615

Vehicle ID No. 008675110084

Problem Description: Trunk mat & board. Is it to be straight type or bubbled type for PWP. top? Late serial #10,084th car. Car is non-power top.

Answer: After approx. serial #4700 ('60) non-power top cars had a straight cardboard divider. The mat should have "slots" for lug wrench & jack handle. "US" & "60" is embossed on each side of number of mat, depending on color. (See NCRS Judging Manual '58-'60 page 7 & Noland's Vol. 1, page 254.) Also cardboard panel should have a "W" or "FP" stamped in upper left corner. Contrary to Noland's Vol. 1, I have a '54 with an old original turquoise mat with slots for lug wrench & handle. He said it should not!

Advisor: Dwight Farmer 7/17/89

P.S. Please note instructions to include stamped self-addressed envelope. Thanks.

Pulled-Through Screws In Fiberglass

—Max Brockhouse

After 25+ years of use and abuse, our straight-axle Corvettes have lots of scars. One of the easiest to correct is pulled-out screw holes.

There are four ways that I have corrected this problem.

If it isn't too bad, the next size (oversize) screw can be used to secure parts in several places (Photo #1).

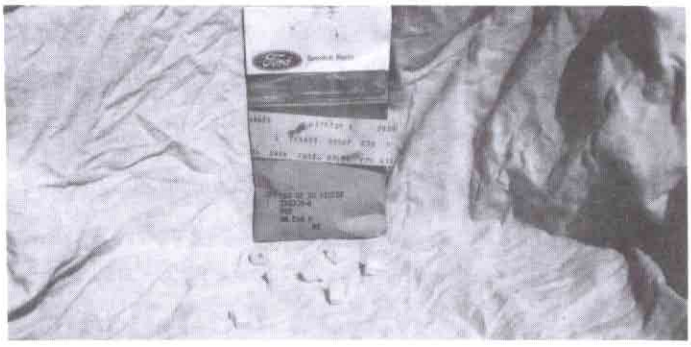
If the damage is greater than Item 1, the next easiest is to epoxy a scrap of fiberglass or small nut behind the damaged area (Photo #2).

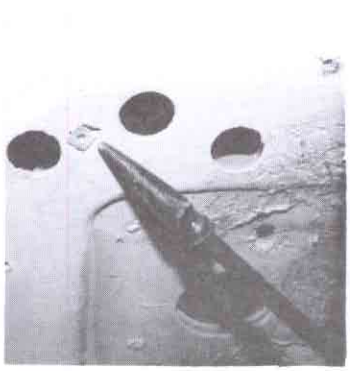
If the area isn't severely damaged, then a mixture of resin and tiger hair (shredded fiberglass) may be used to fill the holes.

The easiest method is to use a FOMOCO part #376309-S (Photo #3). Ford uses them as headlight rim nuts. They come in packages of 30 and measure 1/4" x 1/4".

To use, file the hole out until it is more square than round, and push in the plastic nut. (Photos #4 and #5).

When a screw is inserted, it spreads the nut and will hold securely. The beauty of this is that it can be used repeatedly and not strip through.





The '53 Mystery, Number 86

By Bill Eldridge

While attending the first SACE Convention in 1987, I was one of the members who had the opportunity of exploring over the remnants of Lanny Johnson's 25-year-old Corvette wrecking yard. The story of our adventure appeared in the second SACE Magazine, and Vette Vues carried Noland's story on the hidden paint codes for the 1958 thru 1962 Corvettes we discovered that day. I was part of this exciting find as I aided Noland in the infamous Quarter scraping. I was completely caught up in the excitement as we went from body to body searching for the green crayon markings in the trunks and behind passenger seats. Our search ended with the final available body.

I then began to look for some parts that I needed to complete my '59. I was looking specifically for a correct master cylinder cap (my cap was lost by Stainless Steel Brake Corp., when I sent my complete assembly in as they requested for rebuilding), when I came upon a tilt front end off a '53, '54, or '55. A short time later, I found the rest of this custom from the past. I pointed my find out to the rest of the group and we all commented on the quality of workmanship that had gone into this car. Roy Braatz asked Lanny "What year was it?" Lanny said "It was a 1953 serial number 86!" He then went on to say that he had sold the chassis and running gear, along with a 1954 body, to a man from Canada 15 years or more ago.

On May 31, 1988, I was visiting Victoria, B.C., Canada, with my wife Donna, our two children Malone and Billy, Donna's Aunt Charlotte, her sisters Judy and Sandy, and Sandy's husband, Kenny. While returning from the Buchart Gardens, I spotted two Corvettes on the showroom floor of a Classic Car Dealership from the top seat of one of those old double-decker buses. The next day, Kenny and I set out to see if we could find the showroom with the Corvettes. Using the "Bird Dog" instinct I had learned from Noland, I soon found the dealership. Kenny and I entered... he stopped at the Pearl Pink Seventy-something with the blower sticking out of the hood. I zeroed in on the Polo White one, which I assumed would be a 1954. There were three men looking at a book and going over the car. The hood was up, and as I got closer I could see an air cleaner on the middle of the engine. A '55, I thought to myself. Closer inspection revealed a V-8 with staggered Corvette finned aluminum valve covers. I looked for some date codes to see if this was a '55. The three men continued to talk about the car. One of them opened the driver's side door and I tried to get a peek at the serial number plate. He leaned inside to look at the dash, and as he did so I was able to see the two screw holes, but no plate. I continued my date code check and discovered many parts missing: the fan shroud was gone, and so was the ignition shielding. There was a chrome lever that pushed down to open the trunk, however the intake manifold was dated #55, the radiator tag was E55, and the block was stamped F55FG.

One of the men turned to me and asked me if I knew anything about Corvettes. I told him that I "knew a little!" One of the men suggested that that they should look at his Corvette and compare the two cars. As I continued to look at this car, I became aware that one of the three was very interested in buying this car, but knew very little about Corvettes. I was about to check on Kenny and the Corvette with the blower, when one of the three asked me if I knew anything about Corvettes. I repeated that I knew a little and he asked me what I thought about this '55? I said that I doubted the value of any car without the VIN plate! The owner of the dealership came over and asked if he could answer any questions. I asked him if he knew the serial number of this car. He said that the car was on consignment and he would go check. While he was gone I began talking with the others.

One of them, named Gary, said he had a 1953 Corvette. Well, you can all guess my next question... it's the same one that will be asked first every time you meet a '53 owner: "What's the Serial Number?" He replied "Number 86!" "Oh, how long have you owned the car?" I asked. "I've owned it for years," he replied. "How many?" "Fifteen or sixteen!" "Where did you buy it?" "Oh, I bought it from a man who tried to bring it into Canada without paying duty and got caught!" "Where did he get the car?" "He said he brought it up from California!"

"I know where your body is!" I said. "I just saw it in a Corvette wrecking yard. It had a tilt front end, filled-in trunk lid, racing-type gas filler neck through the deck lid, molded dash, and custom grill area." "No, it can't be mine!" he said. "Give me your name and address and I will send you some pictures of it!" "No, that's okay, it's not my car's body!" he meekly replied. "Yeah, you're probably right."

The owner of the dealership returned and announced that the serial number of the '55 is number 1333, and that the owner wants $30,000.00 (Canadian). I thought to myself as I approached Kenny, who was still looking over the seventy-something with the flames and chrome engine, that the price would be within reason if the VIN tag was on the car, and not... your guess is as good as mine on this one!

As a lot of you know and others have found out first-hand, things may not always be what they seem. If your Corvette gives you happiness and joy, then it's doing what the people at GM intended these cars for in the first place. Enjoy it all you can because some day you may have someone tell you a far-fetched story about your car once being a totally radical custom from California.

Editor's Note: *Bill's right about the body being a custom. I bought it from Lanny for $50, that's right, $50, but only the body... just to show people, and I have since given it away.*

PROJECT RESTORATION

Noland Adams

BEWARE: 1953 - 1960 Corvette Owners!

This month, we're going to depart from our normal question and answer format to address a serious problem. If you own—or may someday own—an early Corvette, this is for you. Serious (translation: costly) problems may be avoided by heeding the advice within.

This past summer, I had a couple of very interesting discussions about early Corvette problems. These involved the legalities of the serial number plate, later called the Vehicle Identification Number (VIN) plate.

As you may know, the serial number plates of all 1953 to early 1960 Corvettes were held in place by two phillips head screws. On the 1953 to 1955 model, it was mounted on the side of the windshield mount called the "dogleg." In 1956, the serial number plate moved forward and down about one foot, and rotated 90 degrees to the front of the driver's door post. In early 1960, the serial plate was moved to an underhood position, where it was spot-welded to the steering column.

Since the mid-1965 model year, all Corvette serial number (or VIN) plates have been retained by rosette (scalloped head) rivets. The problem is that the average police officer rarely has the chance to see an old Corvette serial number plate. Apparently, training prepares police officers to accept a serial number (VIN) plate held in place with rosette rivets, and they are not aware that such plates were ever retained by common screws.

Within the last year, two early Corvettes were involved in serial plate mounting problems. Although one was in California and the other was in the state of Washington, their problems were similar. Both cars were stopped for incidental checks. Apparently following standard procedure, the registration and serial number (VIN) plates were checked. In both cases, the police officer was surprised to see the plate retained by screws, and both cars were impounded on the spot!

Here, the stories divide. After a while (a couple of days, as I recall), one Corvette was determined to be original and the car was released.

But the second car really got into hot water. Local authorities were convinced that the original, screwed-in-place serial plate was a counterfeit! Their solution was to remove the original plate and destroy it! Then, they planned to assign a state-issued serial plate BEARING THE ORIGINAL NUMBER and rivet it in place in a new location with their own rivets.

It took this owner several days of arguing to convince the authorities that the screwed-in-place serial plate—complete with the phillips head screws—was, indeed, original. With frazzled nerves, he was able to retrieve the Corvette with its original serial plate intact.

Both the stories above are real. This did happen, and it will happen again. The owners of 1953 to early 1960 Corvettes are advised to keep this article in their car whenever it is on the road.

I'd like to hear from 1953 to early 1960 owners with a serial number plate problem. Plus, if the article above needs clarification or further details, please write me c/o Keepin' Track, P.O. Box 48, Spring Valley, NY 10977.

Later... Noland

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The Marysville Corvette Club under the SR-71 secret spy plane at Beale Air Force Base in California. They were the only organization ever to have this opportunity. MP's holding machine guns and guarding the plane were off to the right and out of the picture.

Photographer for SACE is Roy Braatz Jr., the Editor's son, standing in front of the B-1 Bomber.

Project 58

—Max Brockhouse

Part Two

One of the many surprises I discovered with the restoration of my "Project Car" was the lack of an emergency brake lever and strut in the rear brake drums. (Part numbers 12 and 14 in Illustration #1.).

I thought this would be easy enough to solve. Right? Wrong!!! The parts have just been discontinued by General Motors. The parts man at the counter was not sure what years were the same as the ones I needed, either.

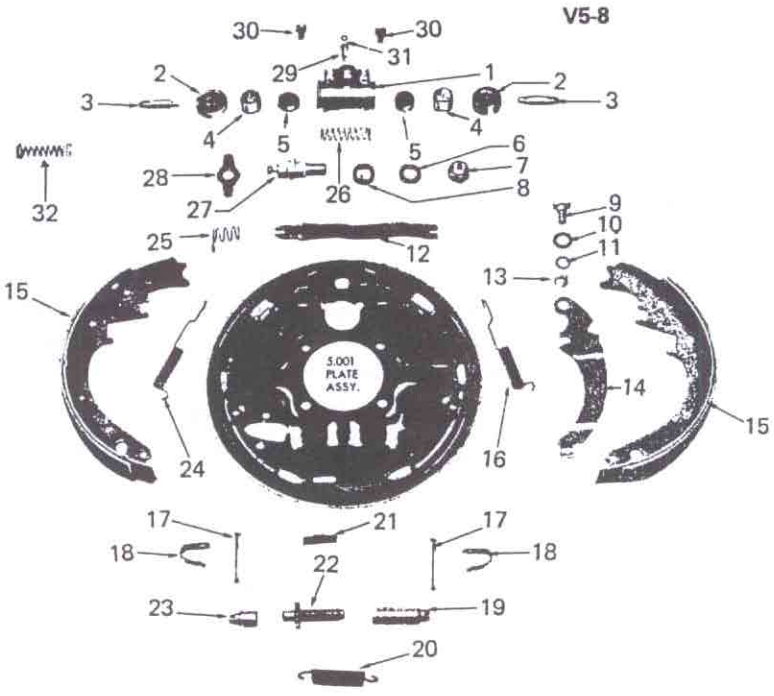
No problem. I just called Vette and Chevy friends. "What interchanges with a '58 'Vette?" Their replies ranged from both sides of the fence to... no one knows for sure.

Next, I checked some of the vendor catalogs to see if the parts were listed. Great! One had it listed and they also deal with used parts. Plus, they had a toll-free number.

Upon hearing my question, there was a slight chuckle on the other end of the line. It seems that I was the second person to ask about emergency brake parts that day. They were out of stock, and they, too, were not sure what would interchange with a '58.

At least I wasn't the only person looking for standard brake parts for a 'Vette!

I felt that surely the '56 - '57 Chevys would be the same. So, I asked another friend who has a hill-side full of 1956 through 1964 cars rusting away if I could check for brake parts.



Lo and behold, I found that the '53 - '62 Chevy cars are the same. The later years have a minor change in the bolt assembly (Part #9 in Illustration #1). The early style used a bolt and nut, later it was changed to a pin with a snap ring.

In 1963, the automatic self-adjusting brakes were introduced. They use an entirely different emergency brake system, which would not be correct for our straight-axle Corvettes.

I ended up using the lever and strut from a '56 Chevy to solve my emergency brake problem.

New spring kits may be ordered from Chevrolet. Each package will contain various sizes of pins, caps and springs. One kit will do one side, or wheel. Have the parts man order the kit to fix your needs.

1953 - 62 BENDIX REAR BRAKE PARTS (DUO SERVO)

1.	**BODY,** Part of 4.665 CYLINDER ASM	N.S.
2.	**BOOT**	4.670
3.	**ROD**	4.675
4.	**PISTON,** Part of 4.665 Kit	N.S.
5.	**CUP**	4.667
6.	**WASHER,** Lock	8.931
7.	**NUT**	8.915
8.	**WASHER**	5.056
9.	**BOLT**	5.158
10.	**WASHER**	5.158
11.	**WASHER**	8.932
12.	**STRUT**	5.150
13.	**NUT**	8.915
14.	**LEVER**	5.149
15.	**SHOE**	5.017
16.	**SPRING**	5.026
17.	**PIN,** Part of 5.043 PIN UNIT	N.S.
18.	**SPRING,** Part of 5.043 PIN UNIT	N.S.
19.	**NUT**	5.111
20.	**SPRING**	5.111
21.	**COVER**	5.117
22.	**SCREW**	5.110
23.	**SOCKET**	5.111
24.	**SPRING**	5.026
25.	**SPRING**	5.151
26.	**SPRING**	4.669
27.	**PIN**	5.055
28.	**PLATE**	5.045
29.	**VALVE**	4.666
30.	**BOLT**	8.900
31.	**WASHER**	8.931
32.	**Use 4.669 Spring W/expander on 1956 thru 1962**	N.S.

CHEVROLET SERVICE NEWS

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

October, 1957

1953-54 Powerglide Clutch

Due to limited stock conditions, a point of interference is possible when using a service replacement clutch drum or clutch assembly in 1953 - 54 Powerglide transmissions. The difficulty is caused by a ledge incorporated on the front face of a service replacement clutch drum, which can contact an embossed area on the valve body casting.

This interference can only be occasioned when using the following parts for replacement:

3740045	Clutch Drum Assembly
3742454	Clutch Assembly
3743840	Clutch Assembly
3748702	Clutch Assembly

Where clutch drum-valve body interference is noted when installing one of the above assemblies, the valve body must be reworked to obtain drum operating clearance, as shown in Figure 2.

CHEVROLET SERVICE NEWS

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

September, 1956

Repositioning Corvette Tail Pipe Supports

Cases have been reported of 1956 Corvette tail pipe U-bolts striking the rear axle or brake pipe during severe bounce conditions due to improper installation of the tail pipe supports.

Corvettes in for service can be checked for this condition by placing a ruler against the rear edge of the axle housing. In all cases, the tail pipe U-bolts should be even with or rearward of this side of the axle, otherwise reposition the supports by loosening the U-bolts and bolt securing the support to bracket, then slide U-bolts as far rearward as possible. Retighten U-bolts and bracket bolt.

If it was necessary to make this correction on a Corvette already in use, be especially careful to check the brake pipe for bends or cracks and repair as required.

CHEVROLET SERVICE NEWS

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

Corvette Transmission Control Lever Seal

A new larger transmission control lever seal, Part No. 3733482, which permits more freedom of movement, is currently available for 1956 Corvettes equipped with either a Powerglide or 3-speed transmission.

This seal was introduced because the replaced seal, 3728550, caused a binding condition when the shift lever was moved into the "Park" position on Powerglide models and would at times cause the shift lever to jump from "3rd" position into "Neutral" on 3-speed transmission equipped cars.

CHEVROLET SERVICE NEWS

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

Exhaust Manifold Bolt Locks

Service personnel are cautioned that the tab-type locks used on the exhaust manifold bolts must be replaced in service. Due to the extra time required to reinstall the locks, some mechanics have adopted the malpractice of replacing the locks with lock washers.

Tests conducted by Chevrolet Engineering concerning the attachment of the exhaust manifolds resulted in the adoption of the tab locks because the manifold bolts loosened when secured by lock washers.

For a good job, take the slight extra time required to reinstall the locks. After all, that is what the customer is paying for.

CHEVROLET SERVICE NEWS

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

October, 1959

Fuel Injection Engines

The optional fuel injection engines are equipped with aluminum cylinder heads. Aluminum has inherent advantages in its light weight and superior heat conductivity.

Special rocker arm studs are used that screw into the head and have a lock nut to hold them in place. Steel valve spring seats are used between the valve springs and the head, and it is important that they always be used in service operations. Cylinder head bolts are installed at the same torque as used on cast iron heads, but special, cadmium-plated, hardened steel washers 1/10" thick are used under the bolt heads, and must always be used in service.

Special spark plugs are used with this new head, and are of the same design as the spark plugs used in the Corvair engines. The spark plug supplied in production is a 44 FF, and the spark plug suggested for extreme duty operation is a 42 FF.

CHEVROLET SERVICE NEWS

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

Use 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 degrees 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., Brooklyn, N.Y.

1956 Corvette Paint Chart

The following chart lists the Duco stock numbers required to order refinish material for the 1956 Corvette paint combinations.

Color	Duco Stock No.	Combination No.
Onyx Black	44	704
Polo White	1783-H	718
Arctic Blue Metallic	2413	713, 720
Aztec Copper Metallic	2414	709
Venetian Red	2415-H	714 & Interior
Cascade Green	2416	712
Shoreline Beige	1783-H	Interior Only

Corvettes finished in Onyx Black, Polo White, and Venetian Red carry Venetian Red as the interior color. Shoreline Beige is the interior color on models finished with Aztec Copper Metallic and Cascade Green. Cars with the Arctic Blue Metallic exterior can be purchased with either a Shoreline Beige or Venetian Red interior; those with the beige interior are identified by combination number 713 while the red interior combination number is 720.

CHEVROLET SERVICE NEWS

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

OCTOBER 1956

New Corvette Weatherstrips

Two door and two header weatherstrips, all of new design, are released for service use to alleviate 1956 Corvette weathersealing conditions.

The new door weatherstrips include new door side weatherstrips 3736269-70 for the left and right doors respectively and side door glass-to-post seat 3736167.

Side door weatherstrips 3736269-70 replace weatherstrips 3725139-40 and are completely interchangeable with the former parts. This seal extends from the top of the door rear edge, across the door bottom, up its leading edge and to completion at the top forward edge of the door window post.

The side door glass-to-post seal 3736167 is new. This seal is riveted between the door post and the window front run assembly at the top of the door post. To install, remove rivets attaching run assembly, install seal so that 90-degree angle is over top of glass run, and re-rivet.

Folding top header weatherstrip 3736171 replaces current header weatherstrip 3716384 and also roof rail weatherstrips 3716219-20 which are screwed onto the folding top framework.

Two weatherstrips, 3739397-8 are released for use with the optional hard top at the roof rail header location. The weatherseals replaced are 3726395-6.

CHEVROLET SERVICE NEWS

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

December, 1957 — Page 8

1958 Powerglide Shift Points

In response to field requests for shift point specifications on the 1958 Powerglide transmission, the following chart is provided.

		Downshift	Upshift
CLOSED THROTTLE	V-8	10 — 13	12 — 15
	L-6	10 — 13	12 — 15
	Corvette	10 — 14	12 — 15
DETENT TOUCH		13 — 17	37 — 50
		13 — 17	27 — 44
		13 — 17	36 — 52
FULL DETENT		47 — 53	50 — 56
		41 — 48	44 — 49
		50 — 58	54 — 60

PARTS WANTED

WANTED... THESE CARTER CARBURETORS, Z419S, Z362S, Z627S, Z613S, Z614S, in any condition. Also wanted: Fuel Injection Units 4360, 4520, and 4800. FAIR PRICES PLEASE. JOE, (314) 831-7841 or (314) 854-3289.

DOES ANYONE HAVE OR KNOW if there is such a thing as a repro '57 F.I. air box? I have installed a modified F.I. unit on my '56 and I need a cold air intake. I do not wish to purchase a high $$ original air box. I just want a nice, functional air box like the one used on RPO 579E cars in '57. TOM PARSONS, Oklahoma City, OK 73135. Phone (405) 672-4602.

WANTED FOR 1960: Turquoise trunk mat #3777518; radiator cap AC-362-1316S. (508) 432-8007. John Van Weel.

WANTED: '53-'62 Leaf Springs. Just need second leaf but will buy two complete used springs if necessary. Also need hubcaps and miscellaneous parts for an early '54 car. Also interested in purchasing a '53-'55 basket case/project car for restoration as a driver.
Please contect: Mike Demyar, 20808 Clare Avenue, Maple Heights, Ohio 44137. Phone: (216) 587-2119.

PARTS WANTED;
(1) 394 6-volt coil
(2) Set of six solid cast iron intake and exhaust hold down clamps (Bolt to cylinder head).
(3) Set of original or repro (?) spark plug wires and boots - or info on how to make up a "correct" set.
(5) Swap my original '54 distributor dated 4F01 for one dated 4A or B or maybe 3L or M.

CALL Chuck Gongloff, (301) 879-8606

MISC. WANTED

WANTED NEAR SANTA MONICA, CA.: A volunteer to organize a Route 66 Road Tour to Chicago, IL, in mid-June of 1991. SACE is joining other Route 66 fans (TV show or scenic highway types) to caravan to the Bloomington Gold and SACE National Conventions. We need a SACE representative to work with these groups now!!! Write to: LUCY BADENHOOP at P.O. Box 2288, North Highlands, CA 95660, or call (703) 780-3210.

WANTED: Info on 1957 Corvette #4353 purchased 1959 in Cleveland, Ohio, by William A. Barton II. The car is black/silver with red interior. Please call JOE at (314) 831-7841 or (314) 854-3289.

CARS FOR SALE

FOR SALE: '59 Corvette, red w/white cover & top, a real head-turner and SACE 1st flight car; $29,500. (916) 273-6668, Tony.

PARTS FOR SALE

FOR SALE: 1960 Convertible Top Frame. Complete - $1,675.00. Call (713) 540-9622.

FOR SALE: Nos. 1957 front shocks; Nos. 1953-57 grill oval
(1) 548 1957 Corvette block 270 HP Dated f 12 7 stamped f 702 EG.
(1) 1960 frame, tag, title serial no. 107681 and CS block for same frame, has quick steering and 5 leaf springs.
7664 starters dated 7 C1, 7 K1, 9B16, and 9L18.
3856284 water pumps, dated A266, B126, H166, J276, C135, D197 and E227.
3731398 Intake dated B217, C157 and I196
3736109 Intake dated L205 E256
3844459 Intake dated A278
3799349 Intake Dated J281
4657 Fuel Pumps
(1) 519 1959 Corvette Block 290 HP dated f 10 9 Stamped F 703CS
Flywheels for 1956 - 61
Power top units and parts
1962 Hard top
Or will sell many more parts and 3 cars for package price.
Jay Williams, RR1, Box 23, Cleveland, North Dakota, 58424
Phone (701) 7633-6345 after 8 P.M. CST — Member #256

1958-61 Fender Upper Side Stainless Molding

—Tony Catalano

This stainless molding as a reproduction is one that could use some retooling by the manufacturer. I am reluctant to totally criticize this piece because, as one friend pointed out, "We should be grateful that many of these parts are available at all." Well, I guess there is some truth to this, and yes, I am grateful, but some of these parts just do not fit well, such as the upper fender stainless molding. This part has been manufactured poorly for so long that many people don't realize it. I have overheard conversations pointing out how these parts were originally "ill fitting from the factory" and "they're supposed to fit that way." The part has been wrong for so long that people think that it's correct. Well, it's not correct!

The problem with this piece is at the front where the part curves around the edge of the wheel well. Instead of following the curvature around the well, it sticks out too far to the front of the fender. This creates a gap between the molding and the wheel well. I've seen some individuals that have tried to bend the piece back to where it's supposed to fit—only to bend a little too hard and kink the molding. At that point you have to start over by getting a new molding.

When replacing my own molding, I bent it as much as I dared as well as twisting it. I also tried adjusting the piece back and forth front to back. Some pieces fit better than others. This, I feel, depends on how recently the part was made. The more recent the manufacture, the poorer the fit.

I found where the front of the molding is lined up at the front of the wheel well at the point where it's supposed to be, that the back end of the molding will stick out too far past the door. I solved my problem by aligning the front of the molding with the wheel well the way it should and then cut off the back end of the molding at the appropriate place at the door. I used a very fine metal saw blade to cut the molding and finished the job by curling over the cut edge as it is with a correctly finished piece. I used an old dented molding that I was replacing as a practice trial piece. It worked just fine and the fit that I ended up with was almost perfect. As can be seen from the picture, I used a large piece of masking tape over the top of the molding on the fender itself. This tape kept my fingernails from scratching the new paint job. Even the shortest of nails will scratch the paint after intense fitting and refitting of the molding. I also took a great deal of the sticking power out of the tape by first sticking the tape to a towel three or four times. This was done so the tape itself would not damage the paint.

Good Luck!

—Tony

LEFT: Top and bottom view of the molding as installed.

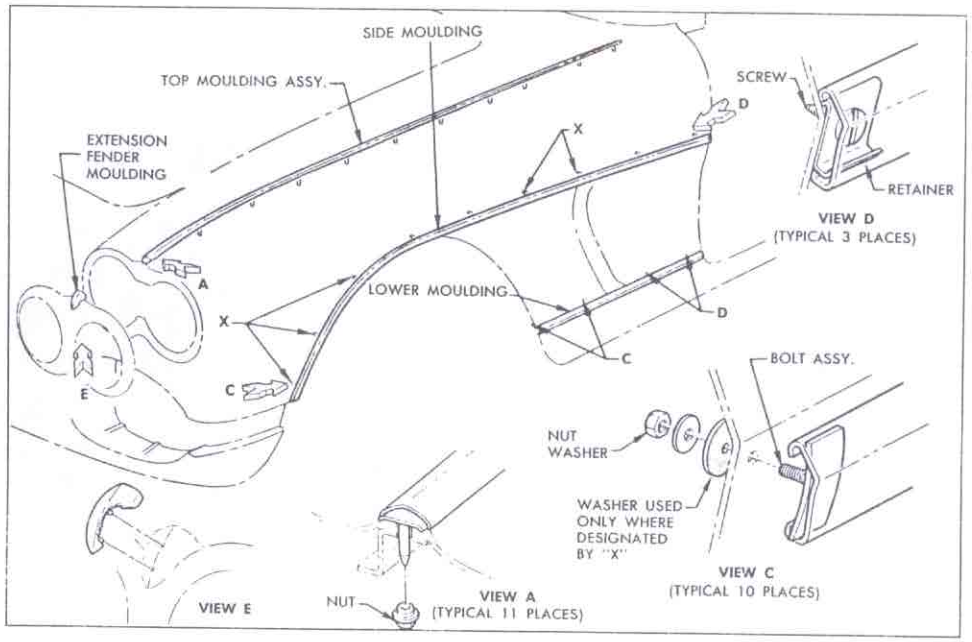


Figure 15 — Front End Moldings and Fender Emblems

Update - 15 x 5K Kelly Hays Wheels

—Roy Braatz

Two welded wheel designs are known to be used on Corvettes.

In one, the center section has slots near the spot welding and the valve stem hole is large. In the other, the center section is smooth near the spot welding and the valve stem hole is small.

Both have the raised area around the outside where a small hubcap would be used and both used rubber dust fillers. In Volume 1, Number 4, page 8, I mentioned that "most" Corvette wheels were welded and that '55-'56 cars were riveted. I will take the heat and now say that "all" Corvettes from '56 up are truly welded. Owners may think otherwise because in the sixties, it was "in" to replace them using "mags" or S.S. wheels and hubcaps.

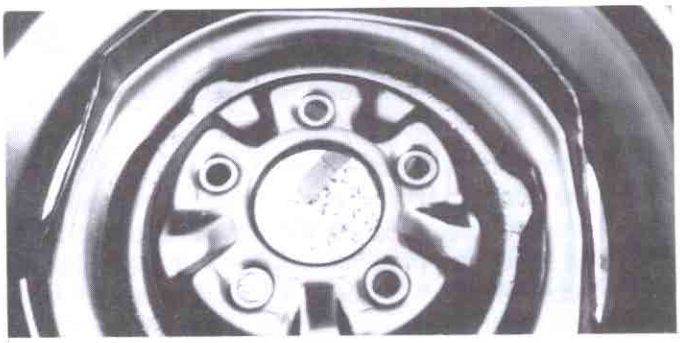
Remember that in 1956, the tubeless tire came out, causing the need to change from a riveted wheel to welded for a better, airtight construction.

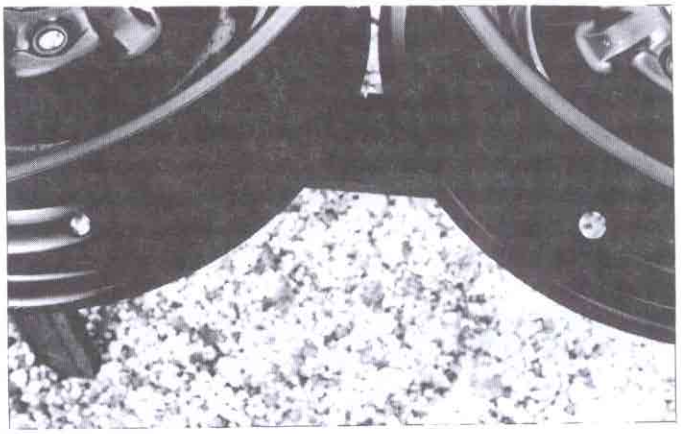
Even now, cars are using welded wheels because of this, and the change to14-inch is now standard on cars.

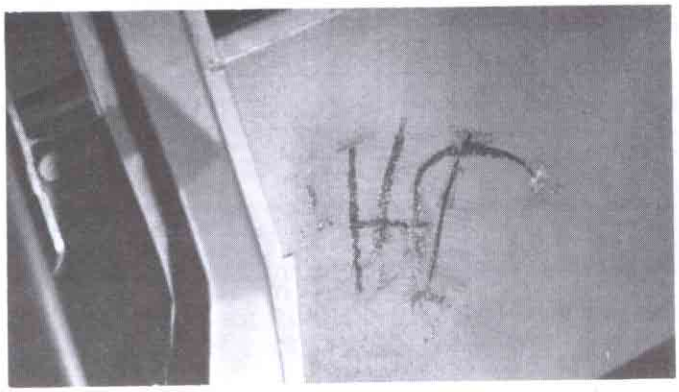
Today, owners are going original-looking for 15-inch wheels having the four bumps to hold the original hubcaps. Millions of '55-'56 cars were, and are still around, so what do you think many Corvettes use today? (Finding Corvette wheels around is like finding power windows).

I know people will say that G.M. continued a 15-inch riveted wheel, but as I mentioned before it was used on police cars because they felt that high speed chases involving cornering, potholes, etc., might cause the tubeless tire to lose its seal if abused. So, they may have thought that it was safer to continue using a stronger, riveted wheel, backed up with a tube in a tubeless tire to ensure a tight seal against the wheel. (See photos #1, 2 and 3).

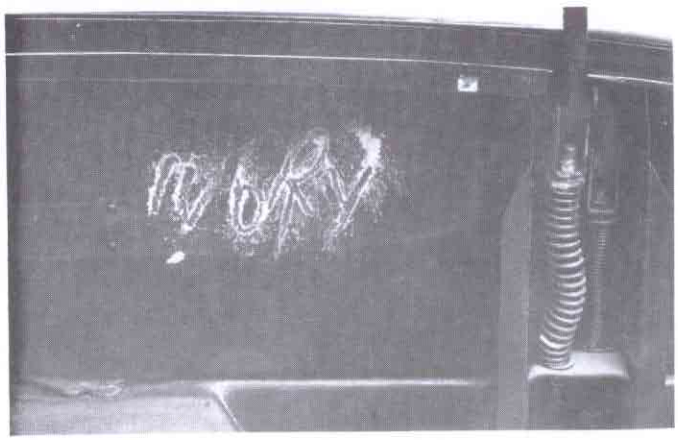
All comments are welcome... Editor







HT found by scraping off paint over green crayon markings behind passenger seat on hard top ('59 only). Owned by Bill Eldridge.



Scraping of red 1960 #2628 owned by Bill Lepeman.

THE CORVETTE TRIPLE TREAT

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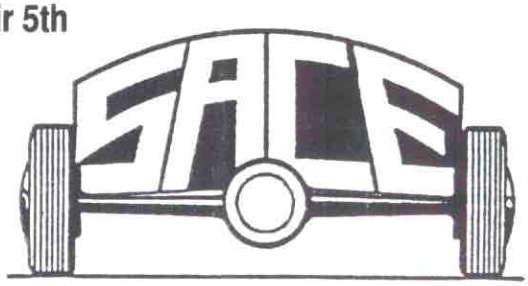
The Straight-Axle Corvette Enthusiasts will hold their 5th National Convention in Springfield, IL.

SACE promotes the preservation of 1953 through 1962 Corvettes. The 1961 model will be featured.



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1990 SACE Convention Schedule

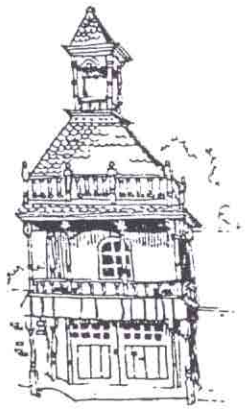
(Schedule subject to changes)

Monday, July 23

9 A.M. - 12 Noon	Registration
12 Noon - 2 P.M.	Get-Acquainted Party (National Hotel. FREE Trolley Car transportation to and from hotel)
3 P.M. - 6 P.M.	FREE TIME
6:30 P.M. - ???	Editor — OPEN DISCUSSION

Tuesday, July 24

9 A.M. - 12 Noon	Registration
9 A.M. - Ongoing	SWAP MEET
12 Noon - 3 P.M.	Judging School
4 P.M. - 5 P.M.	Judging Meeting
7 P.M. - 8 P.M.	Chapter Officer's Meeting
8 P.M. - 10 P.M.	Soft Top Frames Session (Thomas Crockatt)



Wednesday, July 25

9 A.M. - 12 Noon	Registration
9 A.M. - Ongoing	SWAP MEET
9 A.M. - 10 A.M.	Workshop to be announced
10 A.M. - 11 A.M.	Workshop to be announced — Al Knoch - Tops
11 A.M. - 12 Noon	Workshop to be announced — Dan Ferguson #24 1953 Supercharged
12 Noon - 1 P.M.	Lunch
1 P.M. - 3 P.M.	Tech Sessions — Repros
3 P.M. - 5 P.M.	Workshop — Rick Mason SR-2
5 P.M. - 7 P.M.	Workshop
7 P.M. - 8 P.M.	Literature Swap
8 P.M. - 10 P.M.	Open Discussion - Editor - Noland

Thursday, July 26

9 A.M. - 12 Noon	Registration
7 A.M. - 8 A.M.	JUDGES' BREAKFAST
8 A.M. - 9 A.M.	Owners' Meeting
10 A.M. - ???	Ladies Shopping Tour of Nevada City
9 A.M. - 4 P.M.	Judging to take place
6 P.M. - 8 P.M.	Barbeque
8 P.M. - ???	Movies and Slides

Friday, July 27

9 A.M. - Noon	Swap Meet Wraps Up
Noon - 4 P.M.	ROAD TOUR
6 P.M.	Cocktails (National Hotel)
7 P.M.	Dinner
8 P.M.	Awards (Noland)

For further information, call Roy Braatz at (916) 265-5947 after 5:00 P.M., Pacific Time.

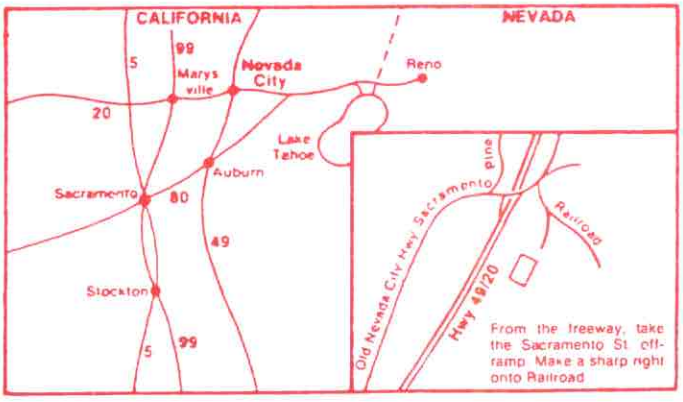
Lodging:

The Headquarters hotel will be the Northern Queen, located at 400 Railroad Avenue one minute from downtown Nevada City. Nevada City is off of Highway 49/20 (20 minutes from Interstate 80; 59 miles from Sacramento; 60 miles west of Reno). Nevada City has a spectacular view of the Sierra Nevada mountain range, with lakes, rivers, etc., and is 2,700 feet above sea level.

Register before June 21. Rooms for SACE will be held until then. Mention SACE when you call (916) 265-5824.

The convention will feature a swap meet, local road tour through the Gold Country, games and more!

All in all, one fun-filled SACE Fourth National Convention is planned for 1990. Your enthusiastic participation in our fourth convention will make this the best straight axle car gathering ever!



NEW RELEASE!
"How To Buy A Corvette" With Noland Adams

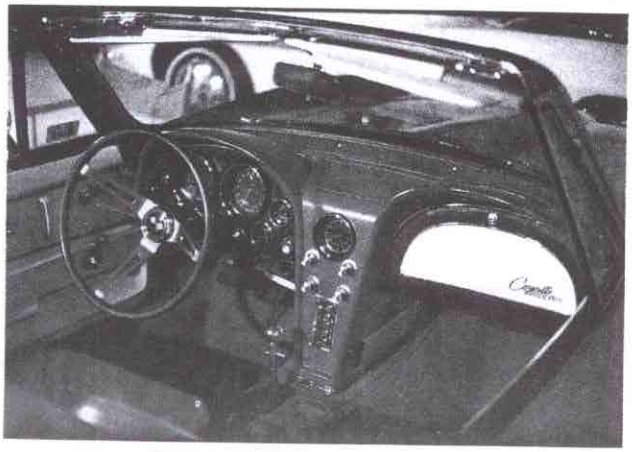
First in a series of exciting instructional video programs for Corvette enthusiasts, The Noland Adams Corvette Video Series, this program features the world's foremost authority on Corvette restoration: Mr. Noland Adams. Mr. Adams has written the two most comprehensive books on Corvette restoration and now brings his expertise and experience to home video.

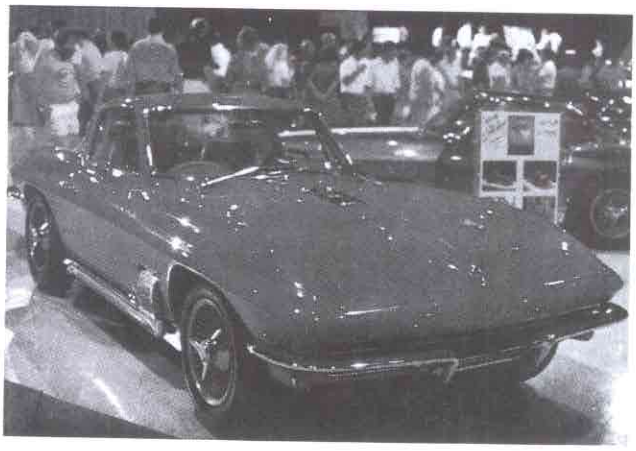
In "How To Buy A Corvette!", Mr. Adams covers such topics as matching numbers, painting, custom Vettes, body condition, Corvette literature and publications, and judging. Along with Mr. Adams's informative views, we will show you a number of unique photographs of the Corvette assembly and painting process as the cars were produced at the St. Louis plant.

Noland Adams is a noted author and Corvette historian. Mr. Adams was a founding member of the Straight Axle Corvette Enthusiasts, has instructed at Bloomington Gold Workshops, and has written numerous magazine articles about Corvette restoration in addition to two highly acclaimed books covering the Corvette model years 1953 to 1967. He is a long-time member of NCRS, NCCB, and SACE. Mr. Adams lives with his wife, Mary, in Albany, California.

Reg. Price: $39.95

Running Time: 53 minutes
Available in VHS-HQ or SUPER BETA





NEW RELEASE!
"Bloomington Gold '89"

The 1989 Official Video

Once again, the camera crews of Tim Campbell Films, have travelled to Bloomington, Illinois in order to capture on videotape the Greatest Gathering of Corvettes in the World!

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