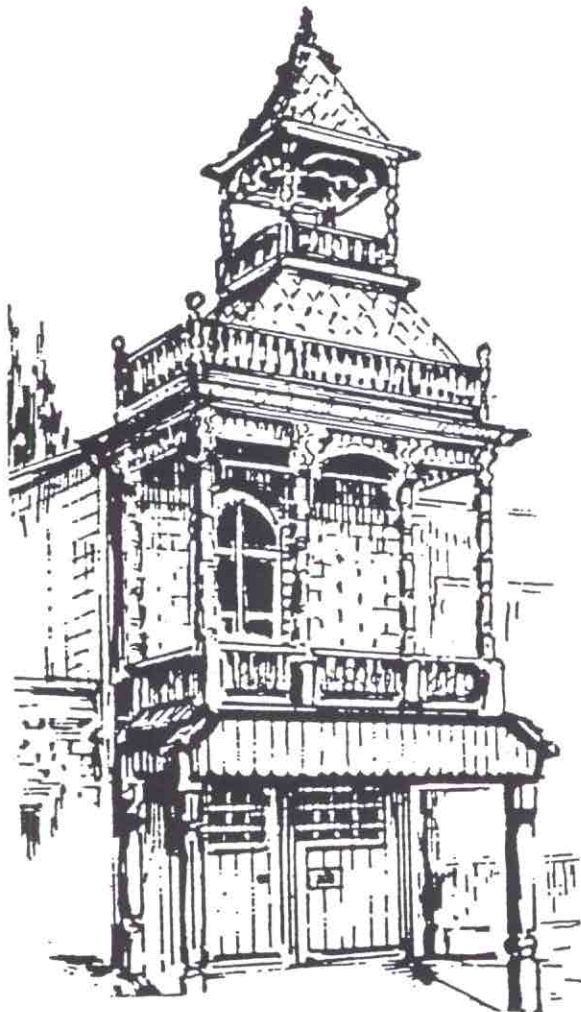


# STRAIGHT TALK



VOLUME 3 NUMBER 3, March 1990

## 1990 NATIONAL CONVENTION



### In This Issue...

"The National"  
"Hidden Color  
Name..."  
Road Tour To  
Yesterday  
...and Much  
More

## Nevada City, California

JULY 23 - JULY 27

\*\*\*\*\*

This letter came in from SACE member Bruce Shaw at Eastward Enterprises, 1624 Dreshertown Road, Dresher, PA 19025. Phone (215) 657-2175.

— Editor

\*\*\*\*\*

Dear Klas and Roy,

After two years, we have finally accomplished what seemed to be the impossible - we have completed the manufacture of the worm and sector for the 1953 - 1962 Corvette steering box.

The production run is 250 matched sets. There will be no more run as the tooling is subject to fatigue after the 250 run.

Two other concerns are trying to purchase the complete run - and we are not sure that this would serve the Corvette cause that we all love.

I was wondering if you or other members of SACE would be interested in purchasing a unit each as a possible spare or whatever? I will sell them to fellow SACE members (only one for each owned car) for \$500 per matched set. I know that when they come on the market, the price will be approximately \$695 with very little dealer discount.

If anyone is interested, all I need is their name, address and phone number (No deposit necessary), and they will be shipped in July. I will give all SACE members until June 1, 1990, to let me know.

Yours truly  
Bruce Shaw



### STRAIGHT TALK

The publication of, by and for members of Straight-Axle Corvette Enthusiasts. Published quarterly

President . . . . . Noland Adams  
Editor . . . . . Roy Braatz  
Treasurer . . . . . Lucy Badenhoop  
Contributing Writers: You, the members of SACE

Please address all letters, articles, etc., to the Editor, 14521 Bears End Dr., Nevada City, CA 95945, (916) 265-5947; or to SACE, P.O. Box 2288, North Highlands, CA 95660. Thank you.

## Memorial Day Nationals

May 25 - 28, 1990  
Schaumburg, Illinois

You can bet on having a good time, with the Greater Chicago Classic Chevy Club as the host. With everyone present you can be assured that Greater Chicago Classic Chevy club will pull off nothing but the best.

This will be the first convention of the season - the first chance to go cruising in your Classic Chevy!

The hotel will be the same as before, the Schaumburg Marriott. Their phone is (708) 240-0100, Fax (708) 240-2388. The hotel's address is 50 N. Martingale, Schaumburg, IL 60173. If you plan on attending, call or write and reserve your room right away! The hotel rate is \$49 for singles, doubles, triples, quads.

The Registration Form "must" be sent to the "HOST CLUB." Please send it A.S.A.P!

This Convention is open to all CLASSIC CHEVYS, and the thousand point judging system will apply to the Show 'n Shine.

#### Sunday's Agenda

- 11:00 a.m. Cruise to Tech Seminar
- 1:00 p.m. Judging Guidelines Meeting by Wendell Snowden & Denny Williams
- 5:30 - 8:30 p.m. Cocktail Hour & Banquet
- 8:00 p.m. Awards Ceremony

### Nationals 'Southern Style'

Norcross, GA

June 8, 9, 10, 1990

The 1990 Southeastern Nationals will be held June 8, 9, 10 in Atlanta, Georgia—The Gateway to the South. Places to go and things to see, plenty of family fun. Come spend your Summer Vacation in action-packed Atlanta. Take the kids to Zoo Atlanta. Spend the day in Underground. Take the whole family to Six Flags for rides, food and entertainment galore. Or sit back and relax in beautiful Stone Mountain for a day of peaceful family fun. Come on downtown and ride the Railroad for a day of action from yesteryear. Or cruise over to see General Lee at Yellow River Wildlife Game Ranch—a day the kids are sure to enjoy!

Marriott Norcross Convention Headquarters has 222 rooms, indoor pool, restaurant. All attractions near or short distance from headquarters. INFO: MARRIOTT (404) 263-8558.

See February, 1990 issue of Classic Chevy World for more details and registration forms.

"Nationals" Originally Printed In February 1990 issue of Classic Chevy World.

# 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

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

## 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)

## 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

## 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

## 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., PDT.

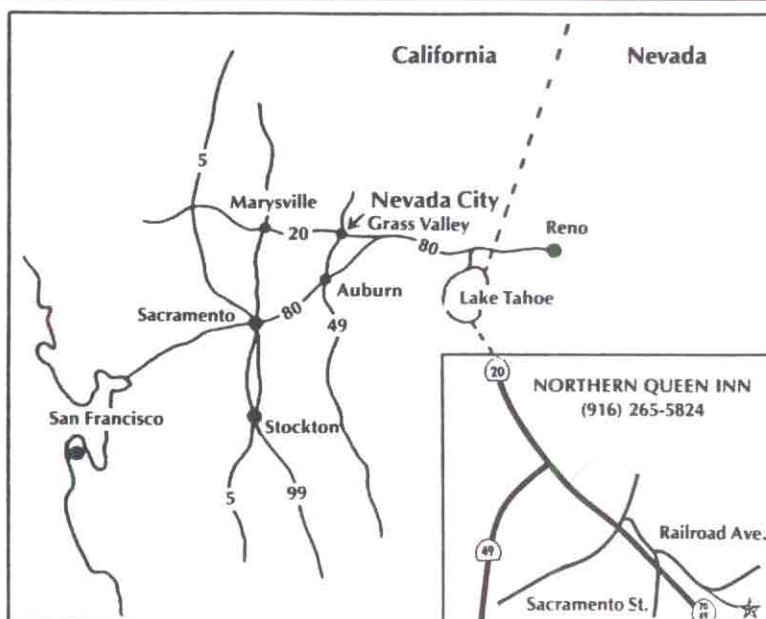
## Lodging:

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!



**Credit Card or First Night's Deposit due 30 days prior to arrival. \$46.44 includes tax. There is a 48 hour cancellation policy at Northern Queen Inn.**

*NQI* inc.

NORTHERN QUEEN INN  
 400 Railroad Avenue  
 Nevada City, CA 95959



## PRESIDENT'S PAGE

By Noland Adams

I'm writing from Chicago, where I attended the Chevy/Vettefest on March 3rd and 4th. This is a huge indoor show for all varieties of Chevrolet's and Corvettes.

There, I sold my books, gave three seminars, sold videos and promoted SACE. I even had a few kind words for NCRS now and then.

At these events, I hand out copies of the original "Hidden Color Name" article to '58-'62 owners. One '62 owner reacted in a most violent manner. He knew that such a color name was not on his car, and I thought I was going to get hammered on. However, when he learned that the article copy was free, and that he could prove or disprove the name to his own satisfaction without me looking over his shoulder, he cooled down and went away. Most folks just don't believe it until they see it, but I've never seen such a response!

The availability of the '57-'59 FI intake manifold adaptor gasket, Part Number 3741316 as a reproduction sure brings back memories. In the early '60's, our family was growing, so I bought a family car. It was a 1953 Bel-Air hardtop with a dead 265 engine and a LaSalle 3-speed floor shift tranny. In 1961, I bought a new '60 block and dropped it in. I found a '58 FI unit and our family car was the fuel-injected '53 Bel-Air for many years. It was a real sleeper.

When it came time to install the FI unit, of course I used all new gaskets. I had worked in a Chevrolet parts department, so I ordered a new 3741316 gasket. Now, this is a single large gasket that hides the whole adaptor. I could have used four of the smaller, individual 3768235 gaskets which were used on 1960 and later units, but I wasn't sure they would work on '59 and older units.

Well, my order for the 3741316 gasket came through with no problem, but there was a surprise! It was a large, flat package in the familiar yellow and black colors. However, the package contained six gaskets, not one!

In the mid '60's, I sold the car, engine, and FI unit separ-

ately. No one even wanted the FI unit at that time!

Every once in awhile, I'm asked what Corvette or part will have an increased value in the future. I'm a poor judge of that, I'm afraid. You see, I kept that yellow and black package with five new 3741316 gaskets until the mid-'70's. During a clean-up, I, knowing that fuel injection units had no value, threw them all away! So much for my visionary powers!

See you in Nevada City... Noland.

## STATE REPRESENTATIVES

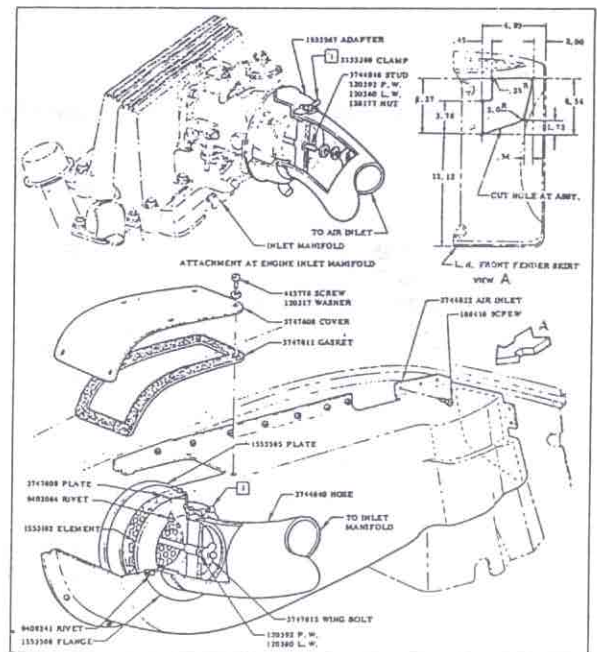
**Pennsylvania:** Klas Anderson, President  
R.D. 3, Box 116  
Towanda, PA 18848

**Washington:** Bill Eldridge, President  
561 Olelo Pt. Rd.  
Port Ludlow, WA 98365

**California:** Carolyn Simpson, President  
1154 Teesdale Rd.  
Yuba City, CA 95991

**Canada:** Jane & Tony Catalano  
15545 Cliff Ave.  
White Rock, British Columbia V4B1B8

**Arizona:** Jeff Reed  
239 West Main  
Mesa, AZ 85201



### CORVETTE TECHNICAL GUIDE

3744832: Only 43 of these fiberglass fresh air intake boxes were produced. They were screwed on the driver's inner fender pannel running forward from the radiator. Clement PN 1553102 mounted inside the box. A 4-inch diameter rubberized duct connected the box to the FI adaptor PN 1553567, which had a single tube and did not extend into the air passage like later adaptors. The intake box cover was fiberglass attached with clutch-head screws.



# EDITOR'S PAGE

— By Roy Braatz

The year was 1987, and after a few years of talking about and thinking of an organization for '53-'62 owners, it all came together. Through the "Straight Talk" magazine, many surprises were brought to the attention of owners and judges. These articles and others were written "first" here in "Straight Talk," with the help of many long-time Corvette enthusiasts:

- V1-2 How to verify body color in '58-'62 cars, and also the correct aluminum thermostat housing.
- V1-3 How to determine the correct Corvette radio from the '56-'57 car.
- V1-4 How to check rear spring location in the '53-'62... How to check an original Dist. 'first-design — second-design' 1955.
- V2-1 Correct design '55 heat riser.
- V2-2 How to check an original Corvette dist. from a dump-truck dist. '53-54... How to check dated manifolds.
- V2-3 '53-'55's didn't use T-3's and that they were a three-piece unit that could rust out.
- V2-4 How you could read the frame number from inside the floor on the driver's side — '58-'62.
- V3-1 Body differences in the '58-'62.
- V3-2 Corvette used only welded wheels — '56-'62.

To continually be "first" in making owners rethink and re-write judging manuals, we need your input. Many of these articles were not in GM's information, but are known to be correct, because over the years we have found them to be

correct. This is proof that not everything has been chiseled in stone, "as I've stated before." However, to continue to be "first" and rethink the Straight Axle Corvette, we need your help. Anyone can tell that I'm not a professional writer (but I try). What I need from you as members are your letters, thoughts, articles, information, experience, knowledge, and what-have-you. Everyone I have ever met knows something that I don't... and that others don't as well.

After repeatedly asking people for articles, I have found that most people tell me that they don't know how to put an article together. So, I thought I would explain the "how-to" in detail. **First:** I'll accept typewritten, hand-written, thumb prints, pictures, phone calls, finger-painting, VCR tapes, post cards... ANYTHING that makes it easy for you to share information. Postcards and drawings are definitely O.K. Don't worry about how you write the information down... I'm not very good at that myself as you know, but I'll help word it. Even the smallest detail can be a large article if nobody else knows it.

I've had people tell me that they feel that something is correct, but the judging manual reads "NO!" or the manual doesn't include it. What I ask owners in this situation is "why do you think they keep re-writing it?" It is because members like you cause them to rethink various items resulting in changes.

Areas of interest to me are '53-'55, '56-'57, '58-'60, and '61-'62. Body changes; early and late changes; wire routing; door post design ('56-'62); front bumper design ('58-'62); door measurements ('58-'62); top fender S/S measurements ('58-'62); seat frame differences ('58-'62); clock face difference ('58-'62); grills ('61-'62); rear body construction and front difference, photos of '58 rear body construction and under front fender steel angle bars; and photographs only, if not a written article about the following items: Starters; generators; generator support arm & logo or part number; floor gas lever and logo; gas senders ('61-'62); shift knob weight and size; color of rear end center section; front springs; transmissions; and drive shaft photo (if part number is still present).

In other words, I'm looking for little things which have been **overlooked** in the past. This is not to say that SACE only wants original 'Vette owners. I would love to have photographs and stories of non-original Corvettes because I feel that most 'Vettes are not completely original.

Most owners who drive early 'Vettes have made changes to improve the handling and comfort of their cars. If those of you who have 'Vettes with these changes would please write to me, I would like to put together an issue dedicated **exclusively** to these Corvettes. So, please take the time and share the information about your Corvettes with us.

I hope my statements have come across in an understanding manner. All replies are always welcome.

—Editor



## TREASURER'S REPORT

— By Lucy Badenhoop

As is my custom in the March issue, I summarize our financial activities for the past year.

<b>Beginning Cash</b>		\$ 657.95
New Members	\$3,649.50	
Renewal Members	6,288.25	
Magazine Sales	1,180.00	
Convention III	3,074.00	
Memorabilia Sales	1,725.30	
Interest	231.86	
Total 1989 Income		\$16,148.91
Total Available		\$16,806.86
<b>Ending Cash</b>		\$ 2,372.08
Printing	\$6,107.65	
Postage/Phone	1,648.63	
Supplies/Equip.	2,261.96	
Convention III	2,302.44	
Memorabilia	18,36.85	
Miscellaneous	277.25	
Total 1989 Expenses		\$14,434.78
Total Used		\$16,806.86

A few notes of explanation are warranted. First, the ending cash was just enough to cover the printing of the December, 1989 issue of "Straight Talk," paid in January, 1990. So, income and expenses were really at a break-even point for 1989.

Second, the club purchased some capital investment items this year for the first time: a computer and printer. These are currently being used by yours truly to draft our technical manuals. Eventually, we hope to do desktop publishing of "Straight Talk" to reduce our printing costs.

Third, this year we also purchased stock of some club logo memorabilia (hats, pins, patches, etc.), which hopefully will generate future income.

These investments in the future are possible because of our continued expansion. Income in 1989 doubled over the prior year because of three major factors: membership growth (currently 493), higher attendance at the National Convention, and memorabilia sales.

**Looking Forward:** 1990 is going to see more emphasis on these same three areas.

Membership growth occurs through exposure to the Corvette community at swap meets, shows, etc. If you have a table or space at these functions, please ask me for SACE materials to pass out. Every time we do this, we get five to ten new members. Roy Braatz and I are going to do it at Bloomington, IL, this year.

The national convention is returning to the West Coast in July of 1990. California alone has over 100 SACE members. If you haven't attended yet, this is a good opportunity, because it will move to Illinois next year.

Memorabilia sales will be expanded as new items are demanded and economical suppliers are found for them. Let me know what additional items you would like to see with our club logo.

One new source of revenue will be sales of the Straight Axle Corvette Technical Guide. Volume I (General), and Volume II (Mechanical), are planned to be available at the July, 1990 convention. Volume III (Interior), and Volume IV (Exterior) are planned for 1991 publication. While it will require a substantial investment in printing up-front, it is something that we need for judging and is anxiously awaited by our membership.



### SACE LOGO ITEMS:

- \$3.00 — Hat Pins
- \$3.00 — Jacket Patches
- \$1.00 Each — Dash Plaques

(All Three Conventions)

### Send check or money order to:

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

# RUNNING CHANGES

—Noland Adams

In response to a couple of inquiries from 1961 owners, we are investigating engine block casting numbers. The accepted casting for 1961's was 3756519 for a long time.

Then, along came an NCRS member named John Dunlap, with a problem. It seems that John's 1961 Corvette engine had an unusual engine block casting number, 3789935. John wrote an article and kept record of the replies, proving that late '61's did have a different casting number.

Now, we'd like to narrow the changeover point as much as possible. Here's what we have:

Up to and including 109354, block 3756519; After and including 109842, block 3789935.

If you have the engine number on 1961 engines from serial numbers 109000 (9,000) to 110500 (10,500), please send them in. We want the entire engine number (right front pad), casting number (left rear corner of the block), and the casting date (middle of the right rear corner of the block).

Are there any other running changes we should be checking out? Please let us know.

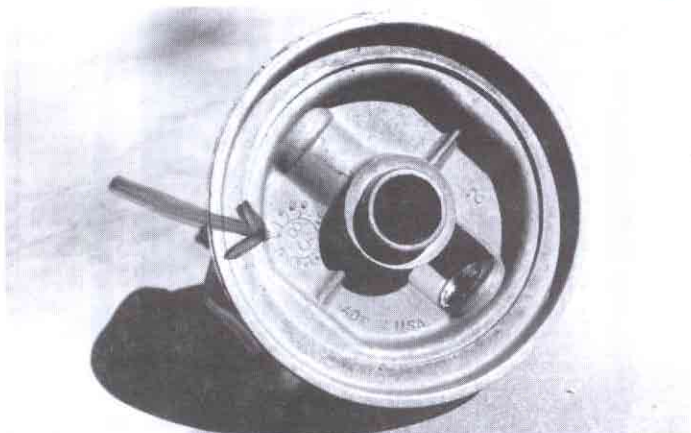
Thanks... Noland Adams

## BETTER AIR FILTERS FOR YOUR 'VETTE

—Harry Cianci

The '60 - '62 'Vettes and the mid-sixties Pontiac GTO's with single four-barrel carburetors both used the same basic air cleaner assembly. However, while the 'Vette used a

(Continued next column)



Many parts manufactured in any given year carried that year stamped or casted into them. Examples of this were fuel filters, H.T. windows, engine parts, etc., even though they are correct in design and function.

## Better Air Filters For Your 'Vette (Continued)

washable foam-type element, the Pontiac used a much superior throw-away paper filter. This paper air filter is available as AC #A350C, and it fits the 'Vettes perfectly.

I'm going to throw this next one at you as a theory only, as I've never tried it. The '54-'55 six-cylinder 'Vettes use two chrome-plated air cleaners which appear to be very similar to the '37-'47 Chevy truck units. These air filters use a chore-girl type steel mesh element that is about as effective a filter as a chain-link fence. I believe that the Harley-Davidson paper element will fit these Corvette air filters if you lengthen the stud slightly. Ask for AC #A72C.

Let me know how this works.

## Hardtop Filler Plate (1956 - 1960)

—Roy Braatz, Jr.

I've gone to many Corvette shows and spent many hours comparing cars against each other. One thing I've noticed with hardtops is this: Some have the filler plate covering the end of the long inside S/S (Fig. #), but most do not.

I didn't give this much thought until I was approached with the question of whether all cars had this plate or not. Well, I researched it and can say that it is my belief that all Corvette hardtops from 1956 - 1960 came with these filler plates installed. The reason that many of them fell out was because they were brazed in with copper. Copper doesn't adhere too well to S/S.

The next time you're at a show, see how many cars have these plates. I've seen quite a few cars with one and the other missing.

It's just another one of those little things that other people might not consider that important, but I made sure that my 1957 'Vette had them both.

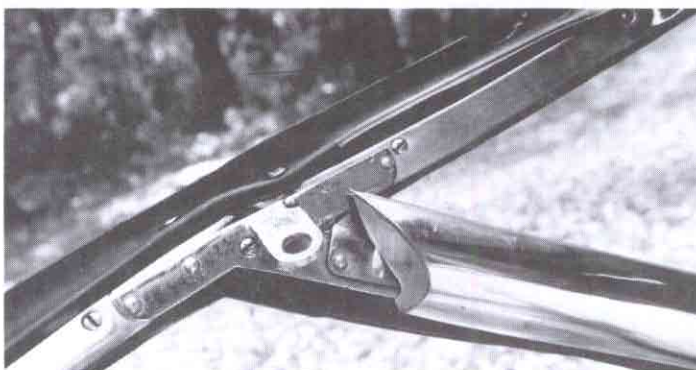


Fig. 1 — Filler Plates

# '53-'55 Gas Sender

—Roy Braatz

If your gauge reads erratically or sometimes not at all, don't throw it away yet! First clean and check the black ground wire going to the clutch head bolts that hold the sender in. If that doesn't correct the problem, then remove the gauge and carefully pry off the side cover, without breaking the tongs.

Inside, you'll notice a curved carbon strip wrapped in a fine wire. You'll also notice a point affair connected to the float arm rod. By using a very fine grade of sandpaper, clean the point and the wires. This will make a good connection and will give you a smooth reading.

Then, with the key on and the sender grounded, move the float arm up and down while looking to see if the gauge is working. To adjust the float, bend the wire float arm so that the brass float is level with the top. (Fig. A). This will be a full tank reading.

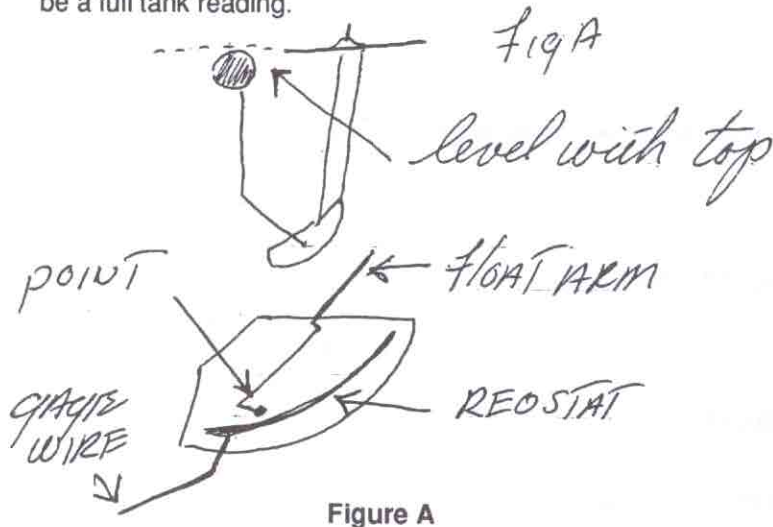


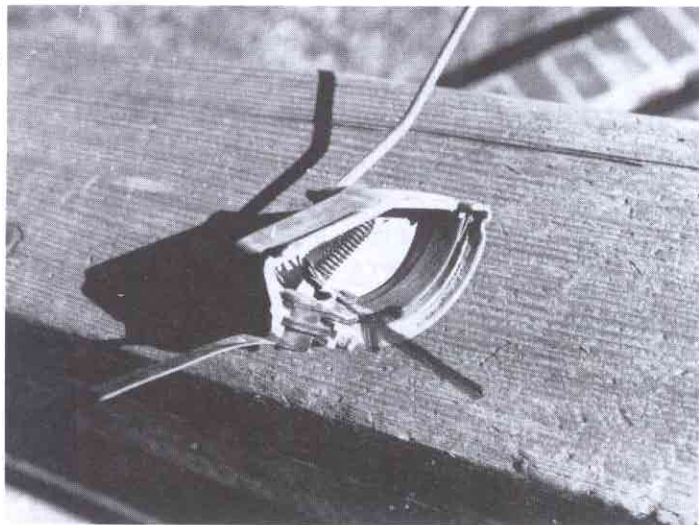
Figure A

Comments: As the float point rides up and down on the reostat, a resistance is sent back to the gauge indicating gas level. It basically works the same as a temperature sender does (I wrote about that in Volume 2, Number 2).

If you're missing the original sender, the sender from the '53-'54 pickup truck is the same as that from the Corvette.



'53-'54-'55 fuel sender on right is for the Corvette. On the left is the '53-'54 pickup truck sender, which is the same as the Corvette.



Inside sender with cover removed. Arrow points to float arm point.



1953-1955 side windows came with the lower rubber water seal cloth covered, only at the front area. Black, or some say gray, material stopped at the lower ventilator support. The reason was to reduce squeaking while driving, caused by the vibration of the door against the window post.

The remaining rubber was not covered because there was no movement in this area. 1955 carried the '54 date code, not the '55 date codes.



CHEVROLET—CENTRAL OFFICE  
DIVISION OF GENERAL MOTORS CORPORATION  
DETROIT 2, MICHIGAN



**TECHNICAL SERVICE BULLETIN**  
Service and Mechanical Department



**SUBJECT:** Corvette Ventilator Window Lock - Tail  
Pipe Extension

**BULLETIN NO.:** TSB #325

**SECTION:** I

**TO:** All Chevrolet Service Personnel

November 24, 1954

SIDE DOOR VENTILATOR LOCK

A Side Door Ventilator Lock to hold the Ventilator in the closed position has been released for production and service.

PARTS DATA

Side Door Ventilator Slide Lock Unit (2 required).

PART NUMBER

3717205

INSTALLATION

Slide Clip along upper corner of ventilator window frame.

Close ventilator window and slide clip as far as possible into locked position.

With clip in locked position drill #47 (.0785) diameter hole through ventilator window frame at forward end of slot.

Carefully press pin in hole till end is flush with side of clip.

TAIL PIPE EXTENSION

A longer tail pipe extension with a baffle to deflect the exhaust gases downward to eliminate staining of the paint has been released.

PARTS DATA

Tail Pipe Extension

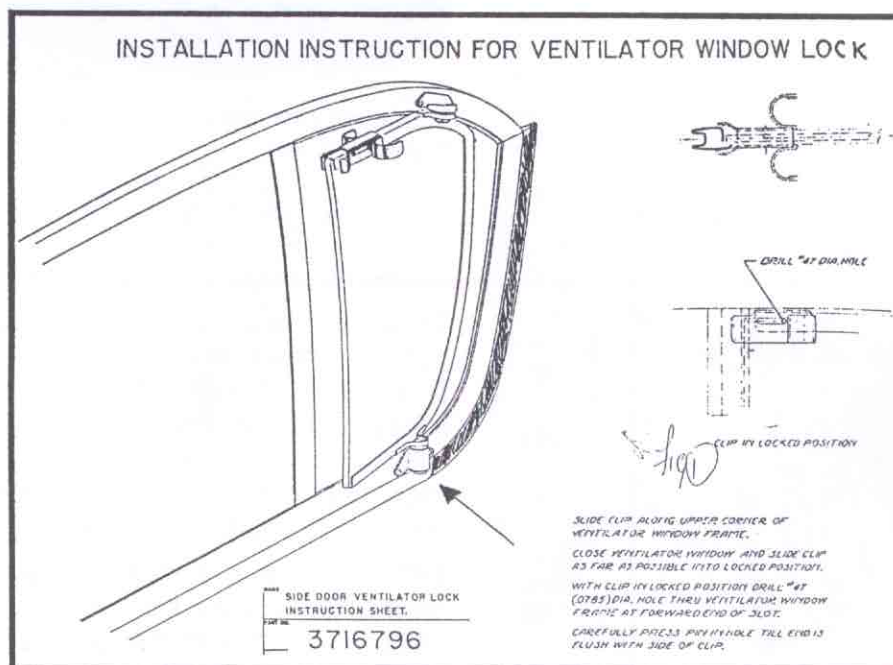
Entered Production 5-18-54 - Serial No. E545 002628.

PART NUMBER

3711147

POLICY

The above items may be installed to handle customer complaints.



# CHEVROLET SERVICE NEWS

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

## SERVICING CORVETTE HEAVY DUTY BRAKES

A Heavy Duty Brake and Suspension option is used on many 1957 Corvettes equipped with the 270 H.P. (dual four-barrel carburetor) or the 283 H.P. (fuel injection) engines. This regular production option includes heavy duty front and rear suspension components, special rear axle units and vented brakes with special lining material.

A Corvette with this equipment may be readily identified by examining the brakes. The drums are wider than standard and have external fins. In addition, the brake flange plates are equipped with air scoops.

### Brakes

The heavy duty brakes utilize ceramic-metallic brake lining, finned drums, vented flange plates, adjustable anchor pins, and air ducts for cooling.

The segmented brake linings are 2-1/2" wide on front wheels and 2" wide on rear wheels. Brake drums are 11" in diameter.

Serviceman must be especially careful to use only specified replacement parts when servicing these brakes. In most cases, standard passenger car service procedures apply with the exception of the minor and major brake adjustments.

### Minor Brake Adjustment

The minor brake adjustment is made in the same manner as with conventional brakes with the exception that the adjusting screw must be backed off 27.32 notches to provide proper running clearance.

*NOTE: Some 1956 Corvette models equipped with conventional flange plate and drum have ceramic-metallic facings of the same width as the original facings. These require an adjustment back-off of 35 notches.*

*CAUTION: The above adjustments will produce a slightly low pedal for normal driving, but must be maintained to give the proper clearance for heavy-duty operation.*

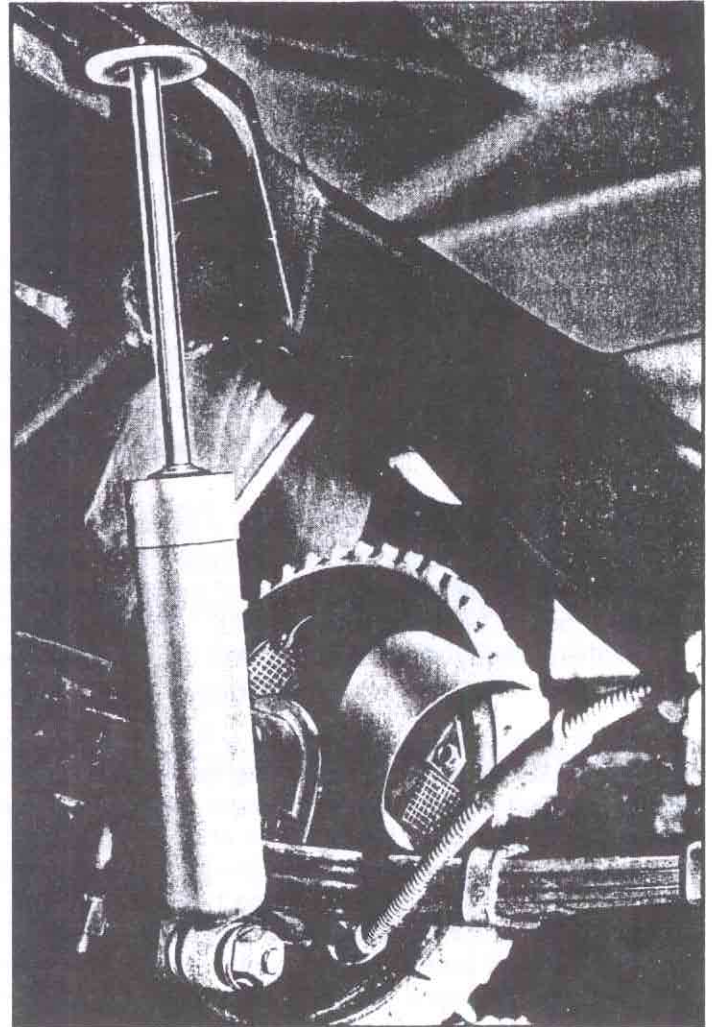
### Major Brake Adjustment

A major brake adjustment, performed on the adjustable anchor pin, is necessary only when an unequal or severe braking condition is present. The procedure is as follows.

1. Loosen anchor pin just enough so that pin can be shifted in anchor plate.

*CAUTION: Do not loosen pin excessively, as the pin may then tilt instead of shift.*

2. Turn brake adjusting screw to expand brake shoes until a heavy drag is felt on the drum.
3. Tap anchor pin and flange plate to allow shoes to center in drum. If the drag on the drum decreases, expand the shoes a few notches and repeat the tapping operation. When the drag remains constant, tighten the anchor pin nut to 60-80 ft. lbs.
4. Adjust brake shoes to a light drag and back off 27 - 32 notches.



**Fig. 54—Rear Suspension and Brakes  
(typical)**

**CAUTION: These adjustments will produce a low pedal for normal driving, but must be maintained to give the proper clearance for heavy-duty operation.**

**Drum Refinishing**

247

# One More Time... Another Fuel Injection Story

—Roy Braatz

In previous issues of Straight Talk, I have attempted to illustrate various features of straight axle Corvettes that have not been previously printed. Now is not the time to change all of that. So, here is another one of those little tidbits that is rarely talked about... and as far as I know, nothing has ever been printed about it, either.

General Motors used a 1/8-inch thick adapter to the intake manifold gasket to keep engine heat from the spider fuel lines between the intake and injection, to eliminate vapor locking of the fuel system. (Fig. #1).

These gaskets were used from 1957, possibly through early 1960. You may have seen them on 1960 through 1962 'Vettes and cars, but they were most likely installed by a mechanic and not G.M. I am not positive on the dates in which G.M. discontinued use of these gaskets, but if anyone knows the answer, please write. They weren't used on 1963 and later cars, because the fuel injection units were redesigned to incorporate larger intake ports. (Fig. #2).

My son's 1957 F.I. causes him to hold a high R.P.M. for a minute or two after starting his car after it is already warmed up. This allows the spider lines to refill with cooler fuel and the car begins to idle smoothly. We recently installed the gasket and are confident that it will correct the problem and do the job it was meant to do.

The judging used by the Classic Chevy World calls for the gasket, because of the fact that passenger cars also used them. Noland Adams' book, *Corvette Restoration and Technical Guide*, Vol. 1, has a picture of a 1958 fuel injection on page 279 in which one can see that the gasket is present. Another picture in the orange 1955 through 1962, *Complete Owner's Handbook*, shows a 1957 fuel injection on page 314 that also shows the gasket. In both of these pictures, you will notice that, because of the gasket, it is impossible to read the intake manifold numbers.

Now, thanks to Jim Davis and Gary Hodges, you can buy a 100% correct intake manifold gasket. These are made of a material that will resist fuel and do the job they were meant to do.

So, the next time you go to a meet and have your car judged, you will be able to show the judges something they have probably never seen before. Now that this information has been printed and more interest will be taken, you can bet that it will be in future judging manuals.

—Roy Braatz

## FOR SALE:

### Exact Quality Reproduction Fuel Injection Gaskets for 1956 to 1965 Corvette and Passenger Cars

57 - 65 Distribution Lower Housing Pump Drive Side Gasket	\$2/ea.
57 - 65 Distributor Cover Plate Gasket	\$2/ea.
57 - 65 Distributor Housing Halves Gasket	\$2/ea.
57 - 65 Distributor to Intake Manifold Mounting Gasket (2/set)	\$3/set
57 - 65 Air Meter to Adapter Gasket	\$3/ea.
57 - 65 Air Meter to Air Cleaner Gasket	\$3/ea.
57 - 59 Adapter to Intake Manifold One-Piece Gasket (The gasket mentioned in the article)	\$35/ea.
60 - 62 Adapter to Intake Manifold Gasket (4/set)	\$10/set
63 - 65 Adapter to Intake Manifold Gasket (4/set)	\$10/set
Complete Set of these Gaskets for 1957 - 1959 Applications	\$45/set
Complete Set of these Gaskets for 1960- 1965 Applications	\$22/set

### NCRS, SACE and CCCI Members — 10% Discount on ALL GASKETS

1957 - 1965 Fuel Injection Gaskets reproduced by:

JIM L. DAVIS (206) 488-8937 Kenmore, WA 98011 NCRS, CCCI & CMCS Member	GARY HODGES (503) 393-5632 Salem, OR 97305 NCRS & SACE Member
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### Also now in stock and for sale: 1957 to 1965 Fuel Injection Air Cleaners and Air Filter Elements:

1957 Pass. Car Fuel Injection Air Filter Element	\$40/ea.
1957 - 1961 Corvette Air Cleaner Assembly (S-Tube & Clamps Included)	\$795/ea.
Air Filter Elements Available	\$50/ea.
1962 Corvette Air Cleaner Assembly	\$795/ea.
1963 - 1965 Corvette Air Cleaner Assembly (S-Tube & Clamps Included)	\$995/ea.
Air Filter Elements Available	INQUIRE

Air cleaners are exact reproductions. Air filter elements are NOS stock or exact reproductions. NOS parts ONLY available when in stock - inquire.

Please contact either of us for your fuel injection needs or questions. You now have a main source for these parts and questions in the Northwest at your convenience. We both have other Fuel injection parts as well, screw kits and information are in stock and available. Gary also does carburetor, FI unit, FI distributor, alternator, generator, engine, transmission, and differential rebuilds and repairs.

Together, we can help you maintain and increase your Corvette investment. We both look forward to meeting, helping and serving you here in the Great Northwest.

Your Satisfaction is guaranteed.

# **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, about an hour from the state capitol of Sacramento.

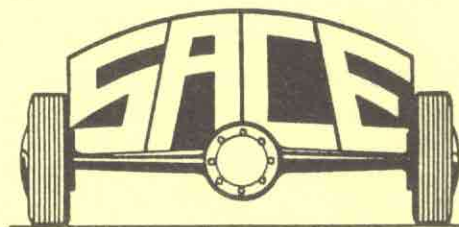
The 1990 convention will feature the thirty-year anniversary of the 1960 Corvette. Also displayed for your inspection will be Rick Mason's SR-2 and the first supercharged Corvette, courtesy of Dave Ferguson. Come see these and other classic cars! Better yet, bring your own 1953 - 1962 Corvette and have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

Learn from the experts at the many technical sessions. Noland Adams will explain how to distinguish 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 nearby Reno, Nevada. The 16th Classic Chevy World will run from July 28 to August 2, 1990 (Call (407) 299-1957 for info). "Hot August Nights" will be held from August 1 to August 7. Call (702) 829-1955 for further information.

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

Separate registration for the SACE National Convention is also required by June 30, 1990 using this flyer or a replica thereof.



# TENTATIVE AGENDA (Subject to change)

## MONDAY, July 23

8:00 a.m. - 10:00 a.m.	Registration & convention packet pickup
10:00 a.m. - — Noon —	Featured 1960 Model: Unique improvements
— Noon — - 1:00 p.m.	Lunch
1:00 p.m. - 3:00 p.m.	Workshop: Carburetors
3:00 p.m. - 5:00 p.m.	Workshop: Fuel injections
5:00 p.m. - 7:00 p.m.	Dinner
7:00 p.m. - 9:00 p.m.	Noland Adams: Open Discussion

## TUESDAY, July 24

9:00 a.m. - — Noon —	Noland Adams: Repro Parts
— Noon — - 1:00 p.m.	Lunch
1:00 p.m. - 3:00 p.m.	Thomas Crockatt: Soft Top Frames
3:00 p.m. - 5:00 p.m.	George Marra: Stainless Steel Repair
5:00 p.m. - 7:00 p.m.	Dinner
7:00 p.m. - 9:00 p.m.	Movies & Slides

## WEDNESDAY, July 25

9:00 a.m. - 10:30 a.m.	Dan Ferguson: #224 1953 Supercharged
10:30 a.m. - — Noon —	Rick Mason: SR-2
— Noon — - 1:00 p.m.	Lunch
1:00 p.m. - 3:00 p.m.	Roy Braatz: Running Changes
3:00 p.m. - 5:00 p.m.	Ken Wiechman: 1957 Body Off & Fit
5:00 p.m. - 7:00 p.m.	Dinner
7:00 p.m. - 9:00 p.m.	Owner's Meeting: Bring proof of insurance Judges Meeting: Instructions & team formations THESE MEETINGS ARE MANDATORY FOR CARS BEING JUDGED.

## THURSDAY, July 26

7:00 a.m. - 9:00 a.m.	Car preparation
9:00 a.m. - 4:00 p.m.	Car show & judging & swap meet
5:00 p.m. - 7:00 p.m.	Barbeque
7:00 p.m. - 9:00 p.m.	Member's Meeting: Elections & Club Business

## FRIDAY, July 27

9:00 a.m. - 5:00 p.m.	Road Tour
6:00 p.m. - 7:00 p.m.	Cocktails
7:00 p.m. - 9:00 p.m.	Dinner & Awards

## 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.

Registration (full payment) and cancellations (full refund) will be accepted with postmarks on or before June 30, 1990. After June 30, cancellations 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.

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## CAR SHOW

*All Corvettes entered in the show must be pre-registered 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.*

**Trailer 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 judged, 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.

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## 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 and 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 modified vehicles and uses a concours-type judging. Beauty of design, execution and cleanliness are emphasized. The cars compete against each other for first, second and third place.

The display class does 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.

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REGISTRATION FORM - SACE 1990 NATIONAL CONVENTION

Name \_\_\_\_\_ Mate \_\_\_\_\_
Address \_\_\_\_\_ Guest \_\_\_\_\_
City \_\_\_\_\_ Guest \_\_\_\_\_
State \_\_\_\_\_ Zip \_\_\_\_\_ Guest \_\_\_\_\_
Phone ( \_\_\_\_\_ ) \_\_\_\_\_ Member No. \_\_\_\_\_

Number who can help: \_\_\_\_\_ judge \_\_\_\_\_ tally scores \_\_\_\_\_ clean-up \_\_\_\_\_ other

Registration (1 or 2 adults) — \$30.00 \$ \_\_\_\_\_
Late fees (postmarked after June 30, 1990) — \$30.00 \$ \_\_\_\_\_
Guest Fees — \$5.00 per person \$ \_\_\_\_\_
Awards Dinner — \$25.00 per person \$ \_\_\_\_\_
Vehicle Judging — \$20.00 each \$ \_\_\_\_\_
Swap Meet Space — \$10.00 each \$ \_\_\_\_\_
TOTAL ENCLOSED (Payable to SACE in U.S. funds) \$ \_\_\_\_\_

Year \_\_\_\_\_ and color \_\_\_\_\_ of vehicle to be displayed or judged.

Vehicle I.D. Number (VIN) \_\_\_\_\_ Trailer (feet) \_\_\_\_\_

Vehicle I.D. Number (VIN) \_\_\_\_\_ Trailer (feet) \_\_\_\_\_

Class: \_\_\_\_\_ trailered \_\_\_\_\_ driven \_\_\_\_\_ contemporary \_\_\_\_\_ custom
\_\_\_\_\_ unrestored \_\_\_\_\_ display (no judging fee required)

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 of 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 \_\_\_\_\_ Expires \_\_\_\_\_

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

MAIL U.S. FUNDS & THIS FORM TO:

SACE
P.O. Box 2288
North Highlands, CA 95660
(916) 729-1165

PROOF OF INSURANCE VERIFIED

BY: \_\_\_\_\_
(SACE OFFICIAL)

DATE \_\_\_\_\_

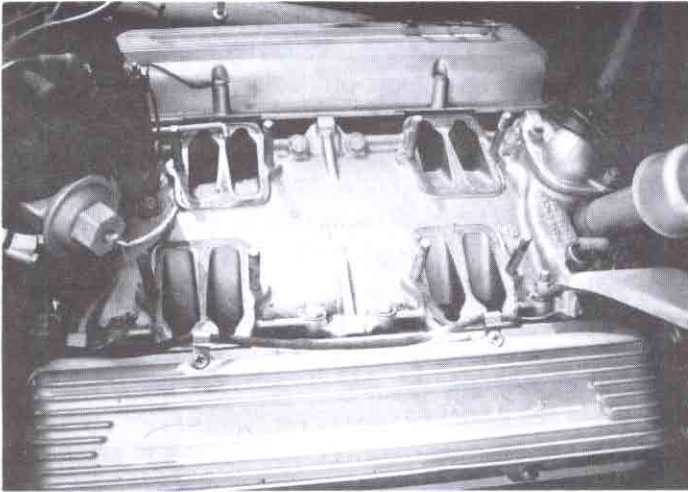


Photo A shows FI intake without 1/8-inch gasket. You can read the 3748947 GM part number. Also shown is the first design original aluminum thermostat housing I wrote about in Volume 1, number 4

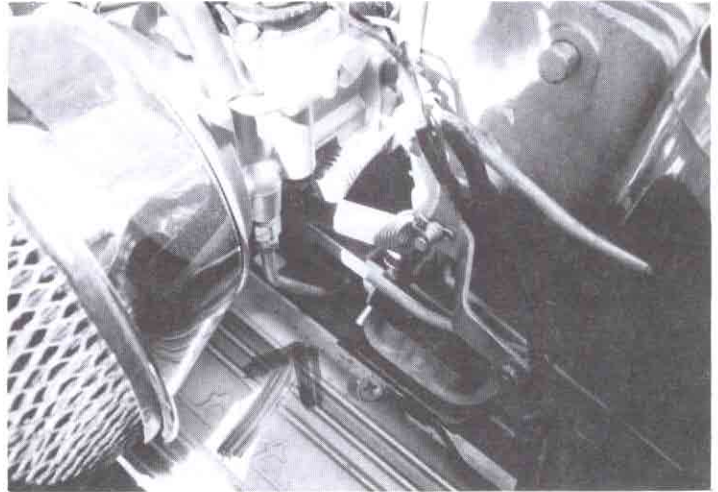


Photo C — What is hard to see in this picture is the FI unit and the 1/8-inch gasket assembled.

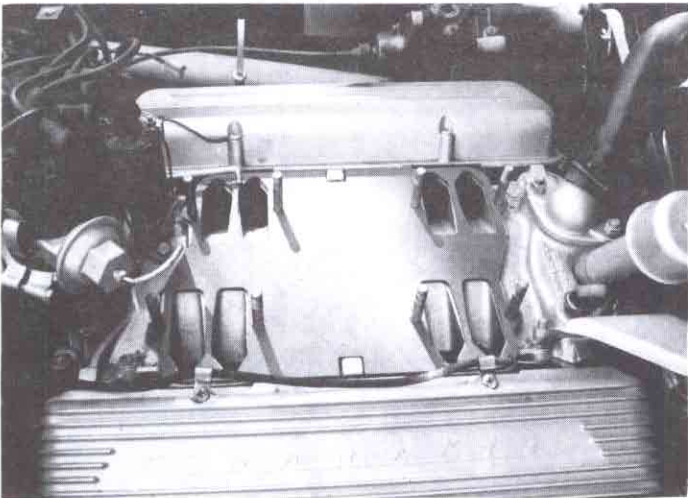


Photo B shows FI intake with 1/8-inch gasket. You can no longer read the part number.

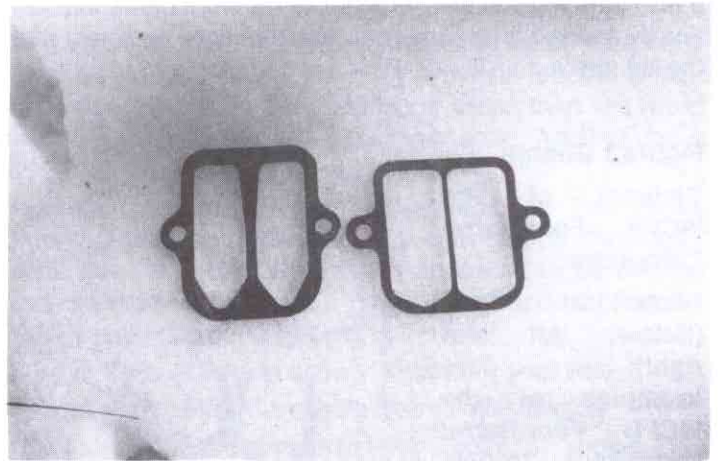
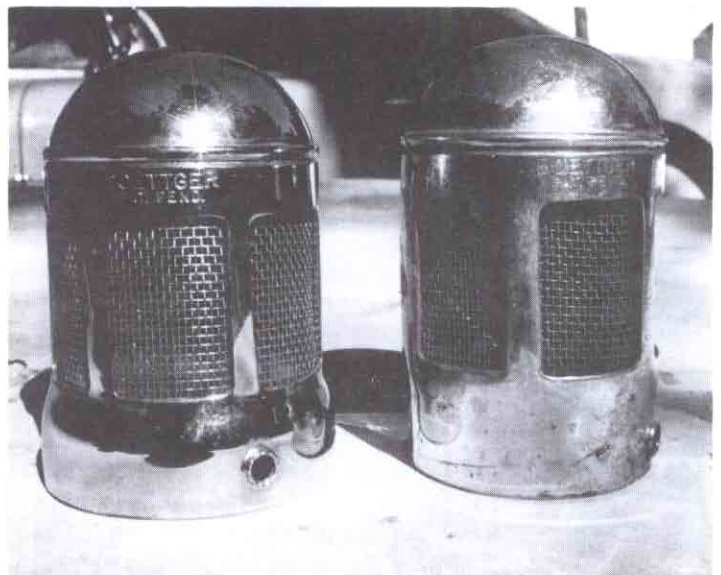


Photo D — Left original second design FI intake gasket used in '60 to '62 'Vettes have a "bolt-to-bolt" measurement of 3-3/8-inches. Right third design FI intake gaskets used on '63-'64 'Vettes have a "bolt-to-bolt" measurement of 4-1/8-inches.

PHOTO, RIGHT: Right — Original BOETTGER '53-'54 Bullet air cleaner that has alignment line to carb alignment line. Left — Aftermarket cleaner used on 3-deuce Fords, motorcycles, ball hitches, and so on. Notice that the lower area is larger (Same manufacturer).





# WCFB - To Know or Not to Know

—Roy Braatz

In the last issue (Vol. 3, No. 2), on the inside dust cover, I gave a list of WCFB's that were used on various makes and years of other cars, to help owners in locating parts to repair or complete their own Corvette carburetors.

In February, I attended the Puyallup Corvette meet in Washington. Bill Eldridge and I signed up 15 new members from the great Northern area and took turns going through the swap meet.

I came across a set of '55-'56 Chrysler Dual Carbs (Fig. 1).

Later, Bill and I discussed the possibility of using the front carb top, "which is the same as Corvette using no choke" (but the numbers are wrong). Also, the center section has the counter weight, but the base is wrong. Rear carb choke assembly and cover are right, as are various little parts. The base is also wrong, like the front carbs, but curiously enough, this carburetor has the large air screw that the '56 has.

Hopefully, in our next issue, I will have a follow-up article explaining how to use various parts from other WCFB's. You could make up a "right-on" looking Corvette dual four unit.

With a real Corvette dual four unit going between \$1,500 and \$3,000, you should know how to determine what you are buying. Bill Hayes did a wonderful article for NCRS in Restorer. If you have it, use it when buying a dual four unit at a swap meet.

I've been asked... if I give out this information, will I encourage a not-so-honest person to copy my information in order to sell a bogus unit. My response is that any person who would sell a bogus unit already knows about this.

I am trying to inform our members about this in an attempt to keep our members from being ripped off. I've had members thanking us for the articles I wrote about, like the Dump Truck Distributor, Car and Corvette Radios, and more. If anyone feels either way about my articles, a response is welcome. I'll print your letter in our next "Straight Talk." **Update:** '57-'58 Plymouth Fury also has Dual Four carbs. This came in from Gary Hodges.

Figure 1 (Right):

Diagram of the WCFB Four-Barrel Carburetor

Photos #1 and 2 (Below, left and right): Two examples of the WCFB Four-Barrel Carburetor. Models which have been originally installed in other vehicles may be adapted for use in straight-axle Corvettes. (See last issue).

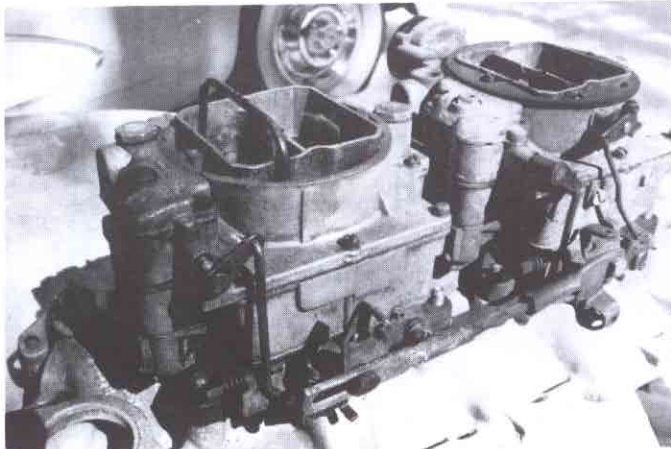
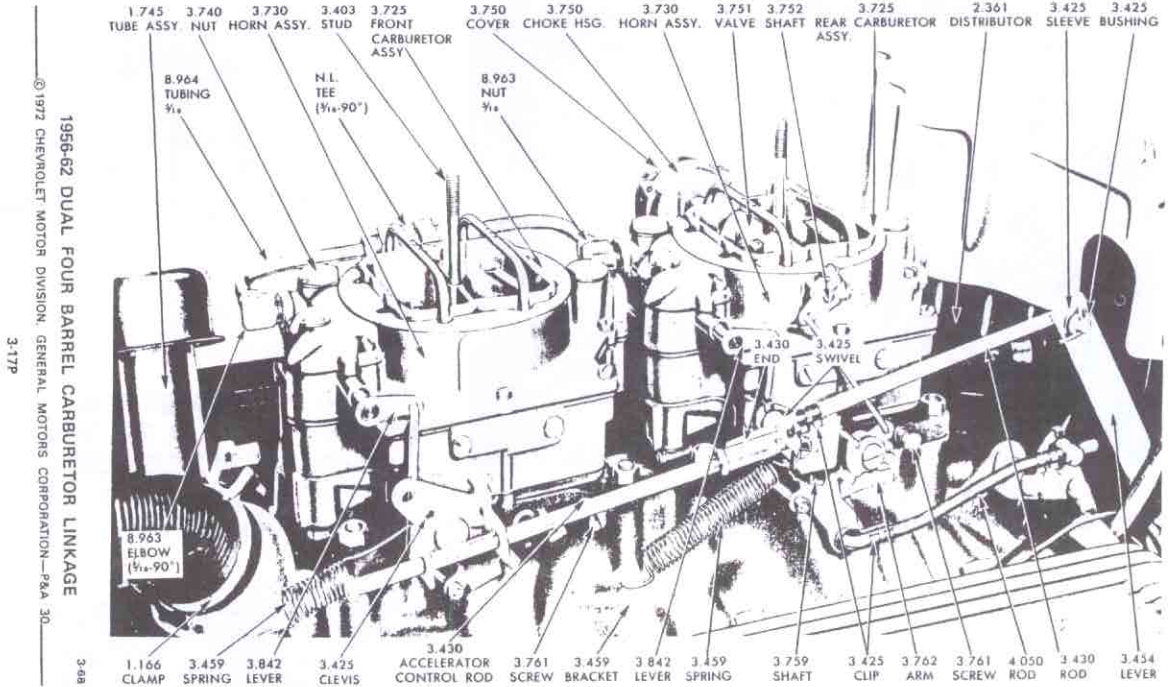


Photo 1

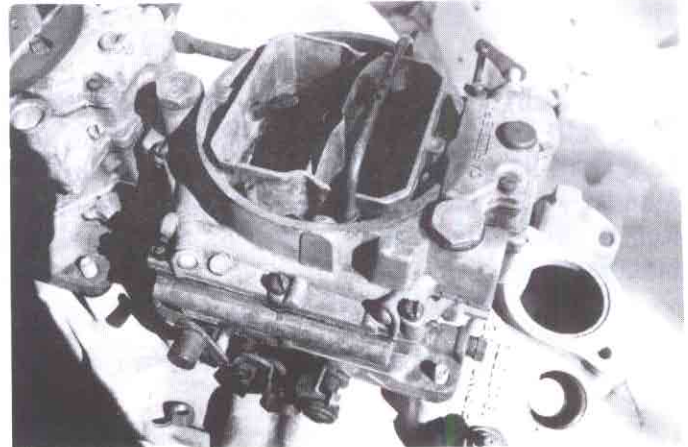


Photo 2

# Exterior Color Hidden Name... Update #3

—Noland Adams

**BACKGROUND:** 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; from 1958 through 1960, the name was written in crayon on the right vertical panel behind the trunk cardboard. On 1961 and '62 models, the color name was written on the slightly angled panel behind the passenger seat back (Look both places on early '61's). 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 large, green letters.

Some colors are obvious: "Black," "Silver," "Red," "Maroon," "Blue," and "Turq." All white or off-white colors (like Classic Cream) are shown as "Ivory."

In the last issue of "Straight Talk," Rick Campbell settled another: Fawn Beige ('61 and '62) is "Fawn," and Almond Beige ('62) is "Beige."

The new stuff: Rick Campbell is back, here's his latest letter:

Hi, Noland:

After writing you about the '61 & '62 Beige colors, I stumbled onto something I hadn't noticed before. I decided to verify the color of a one-owner, 1960 F.I. 2-top car that my dad acquired recently. Instinctively, I went to the panel behind the passenger seat and began scraping. There were some letters in green crayon, but I couldn't make out any words. Then, I remembered that '58-'60's had the color name written in the trunk, and without much trouble, I

uncovered the word "Ivory." But, what are the markings behind the passenger seat?

I've sent more pictures of cars I know are original, and a pattern began to come together.

The 1960 #9181 is the one-owner car I referred to earlier having both tops. The markings appear to be "HTS."

Car #2896 is an early 1961 car with the word "Black" written in the trunk. This car is also a 2-top car and has the markings behind the passenger seat that appear to read "2THT." The job # is 391.

The next two cars are both original hardtop only cars. On my '62 #1550, I rechecked and found the letters "HT" below the word "Beige" on the panel behind the passenger seat.

The next two cars are both soft-top only cars. The 1961 fawn beige car I described in my previous letter is a soft-top only car and has no markings other than the word "Fawn" written behind the passenger seat. Another car, a 1959 soft-top only, has no markings.

I did check several other undocumented cars. Two 1958's that appear to be original soft-top cars had no markings. Also, two 1957 cars which both appeared to be two-top cars showed no markings. This makes me doubt that the 1957's used this code system.

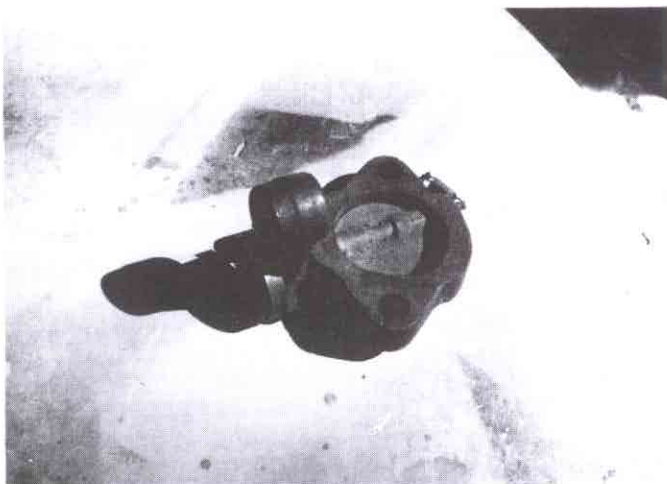
If I find more, I'll let you know. Thanks for your time.

See ya soon... Rick Campbell, Everett Washington

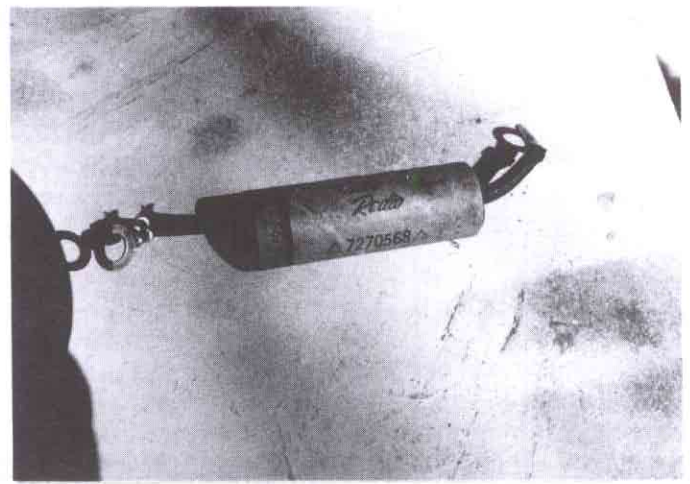
OK, folks, let's solve this mystery. Rick's '61 shows 2T... or is it 29? It could be read either way.

I called Jack Crinnion. His early '61 has "55" and "H%" behind the seat, with the color name in the trunk. His job number is 92, not even close to "55." Frankly, I'm confused... just what are we seeing? Any ideas are welcome.

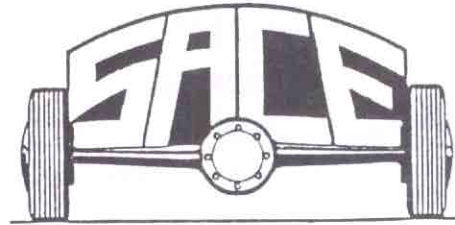
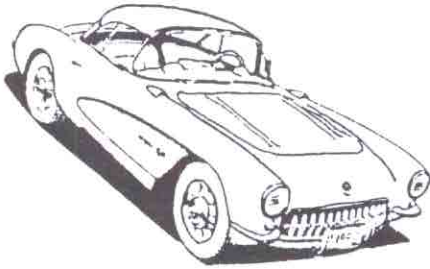
Later... Noland



Above: This is an original heat riser design for a '56 two-bolt early manifold.



This original Delco Radio Condenser #7270568 was used in '56-'62 models having a radio. It was installed behind the dash at the ammeter.



**Northwest Chapter  
Straight-Axle Corvette Enthusiasts  
Second Annual Meet  
August 24 - 26, 1990**

## **WE MEET AGAIN!**

The Northwest Chapter invites all Straight-Axle Corvette Enthusiasts (1953 - 1962) and their families to THE RESORT AT PORT LUDLOW. Special guests will be the founders of S.A.C.E., Roy and Mary Braatz.

THE RESORT AT PORT LUDLOW, site of last year's Western Regional, is located on the beautiful Olympic Peninsula in Washington State. Reservations should be made as soon as possible by calling the Resort at 1-206-437-2222 outside Washington, or 1-800-732-1239 in Washington. Our rooms are blocked until July 20, 1990, so make your reservations now and be sure to mention S.A.C.E.

## **Schedule Of Events**

Thurs., 23	6:00	Barbeque at the Eldridge's
Fri., 24	12:00 - 5:00	Registration
	12:00 - 5:00	Swap Meet
	1:00 - 5:00	Tech Sessions
	5:30 - 6:30	Social Hour
	6:00 - 7:00	Barbeque on the Beach
	7:30 - 8:30	Blind Man's Dinghy Race
Sat., 25	9:00 - ????	Dancing at the Wreck Room
	7:30 - 9:00	Car Wash
	9:00 - 9:30	Judges/Owners Meeting
	9:30 - 1:30	Judging and Tabulating All Classes
	1:45 - 5:30	Road Tour to Hurricane Ridge
	6:30 - 7:30	Social Hour
Sun., 26	7:30 - 9:30	Awards Banquet
	8:30	Wake-Up Breakfast
	9:30	Caravan to Super Chevy Sunday at Seattle International Raceway

**For more information, call Bill or Donna Eldridge at (206) 437-2120.  
Schedule subject to change.**

## "Don't Change Those Numbers..."

...Save the REAL Cars

—Joe Trybulec

As our hobby becomes more sophisticated and we compile more information from the source, we are learning that many cars exist with confusing numbers and that these cars did, in fact, leave the factory with parts from other cars or dated parts that are later than the production date stamped on the car. The following is an excerpt from an interview I did several years ago with a retired official who worked at the St. Louis Corvette plant from September, 1953, until his retirement in 1970.

"Show Jobs"

**OFFICIAL** — We would build 10 - 12 pre-production show jobs and these cars were sent to dealers so they could see what they were going to get. These cars were sent out for promotion and then brought back to the plant, and then they were sold.

However, if Engineering said that we couldn't sell a 'show job' because it had parts that did not meet next year's standards, Engineering would have to go out and okay a part to come in that was up to specifications. If they couldn't come up with the exact part with part numbers, the car was NOT to be sold, but scrapped instead.

And, it was my job to scrap those cars!

I'll never forget the day... I was short on men and they sent me two 'colored boys.' I had a beautiful car that had to be scrapped and I walked these guys over to it and said "I want you to get some wrenches and start taking that car apart and throw it into a big pile over there." One said, "Are you telling us the truth?" I replied "Yes." He kept blinking his eyes, as if he thought I was lying to him, and I said "That's what I want you to do." He said, "Man, you must be crazy!" I said, "No, I'm not crazy. Take that car apart, take every piece off of it, put it in a pile, then come back over and I'll tell you which one to take apart next." This was about 1965!

**JOE** — Were records kept of these cars?

**OFFICIAL** — Oh, sure! The engineers kept records of what went into every car, and if it didn't have what it was supposed to have, it was to be scrapped.

Now, sometimes those parts were re-used. We would pull an engine out that was perfectly all right... and put it in some other Corvette!

**JOE** — What was a normal reason for a car to be scrapped?

**OFFICIAL** — A manufacturer couldn't make the schedule of a newly-designed part. You see, a show job had a date that it had to be completed... on that day. If there was a later frame change or a bracket change that held the motor, or anything like that, and the engineer said that the part was not up to snuff on the show job... it was scrapped.

## More on the 15 x 5K Welded Wheels...

(Written in a letter from Skip Sharpe)

Here is some more information on the 15 x 5K welded wheels. I ordered five welded wheels from that source you told me about in your last issue, and when I received them, lo and behold, there were two different types. Three of them (call them Type "A") were exactly like the one shown in our magazine Vol. 1, #4, Pg. 8, in that from the back, they have "cutouts" on the center section flanges. If you look closely at the picture on page 8, you can see them. The valve stem holes are 5/8" and the hub opening is 2-7/8". These wheels are fairly rough and I'll have to have them beaded to see if I can find some logos and dates. They do, however, have the extra raised portion on the front of the center section and the hubcap dimples. The other two wheels (call them Type "C") look the same from the front (extra raised & dimples) with the exception of a smaller valve stem hole (7/16") and a smaller hub opening (2-3/4").

From the back, the flanges are smooth (no cutouts). These wheels are in much better shape and I found 15 x 5 and Kelsey-Hays logo and dates. One is dated (are you ready?) 4-63 and the other is dated 2-66!

A friend of mine in my hometown in eastern Washington State has an original 80K early '60 (October 1959), and yes, I gave him a membership application. As luck would have it, he has his tires off the wheels for re-painting. I went home to visit my folks, so I dropped by to take a look at his wheels (Call them Type "B"). They are welded, have the extra raised portion, 2-7/8" hub, 5/8" valve, but... the flanges are smooth! His dates are all 9 (6?) '59 with appropriate logos. This makes three distinct welded types!

I'm assuming that the wheel shown on page 8 is the same one shown dates 9-57 (Roy, Jr's car?). If that's the case, then somewhere between '57 and '60, Type "B" was substituted for Type "A". I have no idea where the Type "C" wheel was used. I don't think the Stingers used this wheel, but maybe they did.

Say, maybe we need to do a write-in survey of our readers who have what they consider to be original welded wheels to see if it can be determined which type belongs on what year. Or, should we open that can of worms?

—Skip Sharpe  
Portland, Oregon

P.S. While I was home, I also checked my brother-in-law's bone stock '60 Chevy Biscayne wagon. It has a 283 4-barrel (cast iron intake, but different # from the 'Vette). The most interesting feature of the car was the thermostat housing. It's a first design aluminum #3837223. Out of the goodness of my heart, I generously replaced it for him with a much flashier, shiny, chrome cal-custom unit.

# Project 58

—Max Brockhouse

In this installment of rebuilding our '58 'Vette, I'm shifting gears a little from rebuilding to evaluating reproduction parts.

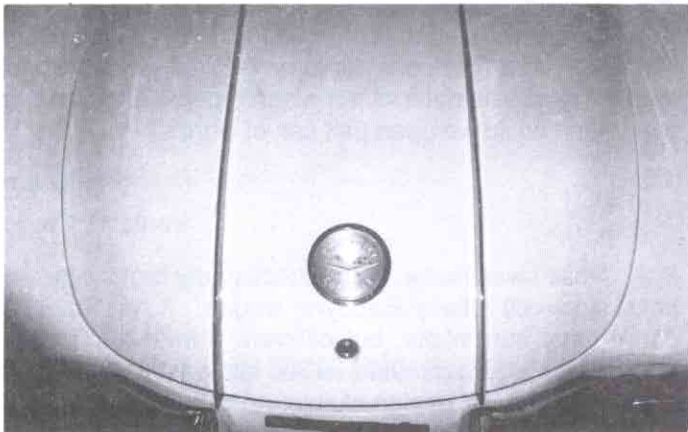
Mary Rae decided that I needed the trunk irons for the 'Vette for Christmas this year. She went through quite a bit to put them under our tree. She found the ad I had circled in 'VETTE VUES for "Buzz Repro" trunk irons. (We had talked about needing them and had discussed the fact that original ones are around \$1,200.00). So, ad in hand, on October 20, she called Buzz... Yes, he had them available - no, they weren't extremely heavy - and yes, he could ship them UPS right away. She decided to hang onto the \$425.00 a while longer, since they seemed to be readily available.

The next week, "Buzz Repro" called her to say he hadn't received her check, could she go ahead and mail it if she really was interested. (She should have guessed then that this was not the thing to do). Anyway, the check dated October 27 was mailed. Thanksgiving came and went... no trunk irons. So, she called (You must call him at night, otherwise you get the pleasure of his female companion, who doesn't know what is going on). Yes, he realized they were a Christmas gift, but the chrome wasn't good, he'd sent them to be rechromed. He'd send them to her soon. To make a long story short, she called weekly and finally pinned him to a mailing date of December 15. They arrived December 21, and were gratefully put under the tree! I don't know who was more disappointed when I opened the box on Christmas Eve... Mary Rae or myself.

The castings are rough and the chrome is really pitted. In my opinion, this product is 3rd rate. Granted, we didn't pay \$1,200.00 for them, but they sure aren't worth \$429.00, either.

Mary Rae wanted to call "Buzz" and ask for a refund to cover the replating that would be necessary.

I am grateful for individuals who take the time and invest their personal money in order to reproduce old car parts to



"Buzz Repro" Trunk Irons

fill a void that exists. However, of all the repro parts I have used, until now they have been identical to original parts, and sometimes even better.

In the case of "Buzz Repro," they are very sub-standard. He includes brass stove bolts to use in mounting them to the trunk lid. I had to cut the heads off to make the studs and install them.

The only plus I can say for this deal is: #1) The studs lined up with the holes already in the lid. #2) The '58 sure looks 100 times better with trunk irons.

If you plan to order trunk irons from Buzz, be aware of the problems we had and don't lose his phone number. I guarantee that you'll need it.

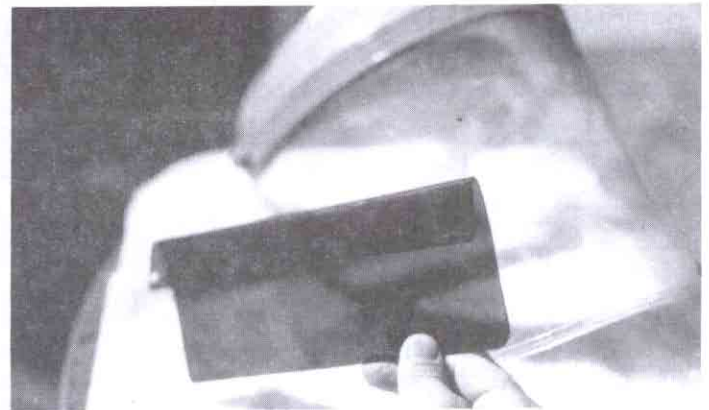
## Night Blindness

—Tony Catalano

On the few occasions that I have driven my '59 Corvette at night, I have found that the lights from the cars behind me really are a dangerous distraction. Their lights glare into the rear-view mirror without any way of dimming the brightness. Our solid axles have no rear-view mirror day/night adjustment.

This has always seemed to be a bigger problem with the solid axles than with standard autos. I am not sure if it's because the car is lower to the ground, or mainly that the back window is clear plastic with no tint, or if it's a combination of the two.

Being determined to solve this problem, I found a relatively easy solution. At the hardware store, I found a tinted, plastic replacement visor, used for light welding or pipe soldering. It is used in the helmet face visor (see background of photo). I cut the tinted plastic sheet to the size of the rear view mirror, allowing enough at the top to be folded over. Folding the plastic sheet over at its top will allow you to hang it over the top of the rear view mirror and have the effect of dimming those lights from behind. The plastic can be cut with a pair of scissors and folded over at the top by the use of a ruler and heating the plastic by way of a hair dryer or lighter.



The visor pictured above may be used in lieu of a day/night adjustment on the rear-view mirror of straight axle Corvettes as described in "Night Blindness."

# Road Tour To Yesterday

Steve Banich

One day last May a group of Corvette enthusiasts gathered in Livermore for a breakfast enlivened with much conversation as a precursor for a road tour to the Rail Museum at Rio Vista, California. As our tour readied to leave this site I discovered the embarrassment of an apparently dead battery in the '60. An impromptu gathering of souls led to the revelation of a corroded positive terminal which was scraped clean with the help of tools from several different cars.

Our colorful parade consisting of a white '55, a black '57, a turquoise '60, a white '61 and two '62's, red and maroon, departed and followed a winding route north through the beautiful bounty of green-gold hills which are just beginning to allude to the fastly approaching summer shades of yellowed grass. Once beyond the hills we meandered past fertile fruit orchards alive with bird song and the humming of bees to the banks of the Sacramento. We traversed the top of the river levee to the delta town of Rio Vista, eastern terminus of the inland journey of Humphrey the misguided humpback whale. Fortunately, our group had a much better sense of direction than the whale, which strayed here over a hundred miles from sea a couple of years ago.

The delta folk seem to be quite friendly: many waved or commented on our cars. But there seems to be a shortage of transportation in the area: people alongside the road or even driving cars the opposite direction were holding their thumbs out as if to hitch a ride.

Once out of Rio Vista we escaped State Highway 12 to the seclusion of country lanes. This was a relief as route 12's signs proclaim the road is patrolled by aircraft. I don't know the penalty for speeding, but I feel it must be heavy as the only aircraft we spotted were a fleet of low flying B-52's. Riding the waves of asphalt on these little traversed backroads we were serenaded by the squeak of aging windmills and the screeching of falcons overhead. The fields in this area pronounced the end of spring, their grasses were bleached golden in apprehension of summer.

The Rail Museum lies in the heart of the gently rolling hills of this area. In the months with less fire danger trains take excursions out along nine miles of track to California Prairie State Reserve, but summer confines rides to the mile and a half of track located on the museum grounds. The museum has over a hundred pieces of operating stock from 19th century electric trolleys to steam and diesel locomotives. For those of us old enough to remember, the trolleys bring back memories of the inter-urban trains between the cities and suburbs of northern California. The museum volunteers have restored equipment from the Peninsular, Santa Rosa and Petaluma, Key system, and many other lines, including cars from Australia and England. The car-barn houses the rolling stock that isn't being used, but most cars can be visited.

Our tour leader, Jim Truffa, had prearranged our visit and we were allowed to park in the shade of the willows or on the lawn next to the picnic tables. Here we enjoyed lunch and conversation with a backdrop of passing street cars filled with wide-eyed youngsters of all ages.

Many of the museum's visitors spent a few minutes looking over our cars. An admiring youngster mentioned to his father he had a model of the '55. He did, in his pocket! It was one of a handful of inch long miniatures. Rich James offered to let the young man have his picture taken in the car. We had a chuckle as the bewildered father searched for a door handle.

After lunch we toured the workshop, carbarn, and cars, rode the trolleys and leafed through the bookstore. As the day rolled on we gathered for final farewells and toured our individual ways homeward.

For information on this year's tours in Northern California (first tour should be in late March) contact: Steve Banich (415) 364-1802 evenings, or Jim Truffa (408) 226-2371 evenings



**ABOVE: Scenes from the 1989 Road Tour to Yesterday (the Railroad Museum in Rio Vista, California).**

# "VIDEOS"

—Max Brockhouse

Today, there is a video for EVERYTHING from A to Z.

Recently, I received two that have car commercials from the '50's and '60's.

Both are produced by Goodtimes Home Video Company. Each provide footage of special interest cars to whet every car nut's appetite for an hour.

Number 8029 is called DREAM CARS of the '50's and '60's. Clips of commercials which would interest SACE members are: '55 Motorama Dream Cars; '55 Chevy Line; '56 Chevy Line; '55 Chevy/'56 Ford Comparison; '54 Chevy/Vette-Dave Garaway (Great!); '63 Vette (color); '60 Vette; '54 Chevy Line/Dinah Shore; '62 Chevy Line; '67 Camaro and 7-Up color commercial with Teen Angel and '57 Chevy.

Number 8074 is titled DREAM CARS of the '50's and '60's II. The commercials of interest in this video are: '55 Chevy; '64 Chevy/RCA TV; '57 Chevy/Dinah Shore; '64 OK Used Cars; '60 Chevy; '61 Chevy Line; '62 Chevy & Vette/Lorne Greene & Parnell Roberts; '63 Chevy/Vette poster, Bonanza Stars, '63 Chevy compared to '63 Ford with 3-2's and '67 Camaro Pace car.

Each of these videos are about \$10.00 at discount department stores.



Above: Videos any Corvette enthusiast will enjoy...

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Silkscreened Sportswear and Graphic Arts

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TEES.....SWEATS.....CAPS.....JACKETS

6 COLOR WORK

Richard and Bonnie Barton, prop.

# We hear from our Members...

EDITOR'S NOTE: This letter is in response to a letter written by Fred Novak and published in "Straight Talk" last year.

\*\*\*\*\*

Dear Fred:

I saw your letter in a back issue of Straight Talk (Vol. 2 #3 - Page 7) inquiring about '62 cove moldings.

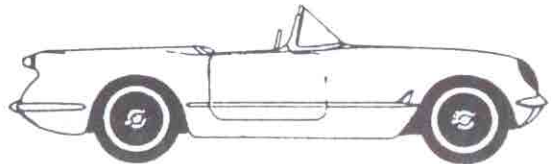
I own several '62's. Three have unpainted rocker moldings. The earliest are #101 and #473. The latest is #6059. None have unpainted cove moldings, however, I have a pair of N.O.S. unpainted coves. Therefore, I can only guess there is no correlation between early cars with unpainted rocker moldings and a car which has unpainted cove moldings. It would seem to me that your coves might have been replaced, but if the car has not been "hit," I don't know why anyone would do so.

I hope this response is of some help to you.

Very truly yours,  
George M. Prescott  
Lincoln, Rhode Island

This member is looking for a '55 Air Cleaner...

*Stan Edmunds*  
**CORVETTE ENTHUSIAST**



990 Kings Hwy.

Lincoln Park, Michigan 48146

313-388-8595

**1962 ENGINE #20867104919** build #F1219RF. Would like to see it reunited with the original vehicle. Please call (707) 426-4829 after 5 P.M. **LANCE**

**BETTENCOURT**, P.O. Box 1302

Travis AFB, CA 94535-0302

**WANTED... Carter Carbs**, 2419S, 2362S, 2627S, 2613S, 2614S, in any condition. Also wanted: FI units 4360, 4520 and 4800. Fair prices, please. Call **JOE**, (314) 831-7841, or (314) 854-3289

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## CARS FOR SALE

FOR SALE: '59 Corvette, red w/white cove & top, a real head-turner and SACE 1st flight car; \$29,500. (916) 273-6688. TERRY

## CARS WANTED

WANTED: 1962 Corvette, F.I. preferred. Originality very important, will consider fully restored car. T.B. STALLWORTH, 425 Ponderosa Ct., Lafayette, CA 94549, \$415) 934-1339.

## PARTS FOR SALE

FOR SALE: Bell Housing '60 Cast 591. Repairable 1: crack, \$95, 1110987 Dist. 2 B6 - \$25. 891 Dist. 8F21 - \$125; 53-7 Grill Bar, 2 teeth missing, Bar bent - \$95; '533-'62 Repro side mirror, nice chrome - \$20, '58-'62 Splash shields - \$45/pair; Voltage reg. 001 OC - \$30; Kick panels - new - \$75/0184; 4 brake drum springs - \$20. ALAN E. WILLMS, 137 w. 40th Avenue, San Mateo, CA 94403. (415) 349-4050.

FOR SALE: FI unit, a mix of '57 and '61 components, believe complete, has distributor. Call for details, \$1,500.00. HARRY CIANCI, P.O. Box 450, Grenada, CA 96038. (916) 436-2561.

FOR SALE: '57-'65 Fuel Injection fuel pump drive shafts, A/C 6409698, \$36.95 Ppd - Also complete flex shaft and housing assy with knurled nut, A/C 6409648, \$87.95 Ppd. RON JONES, Box 351, Botsford, CT., 06404. Phone: (203) 426-2623.

NEW... 1953-57 Steering Column Bezels (where emergency brake light mounts) - \$75 each. AL FIERKE, 7322 So. Archer, Justice, IL 60458. (708) 458-2500.

FOR SALE: Repro '56-'57 Figure 8 coil brkts. - \$35; Repo '56-'57 leaf wh. opening mldgs. - \$18/pr.; Repo '56-'62 heater block off - \$25; Repo '56-'57 st. line radio block off - \$25; Repo '59-'62 brake drum fans \$100 (set of 4); ROGER BROWER, 11520 S. W. Glenwood Ct., Tigard, OR 97223 (503) 620-4918.

FOR SALE - Replacement windshield - 56-62 \$185; Replacement side window - 56-62 - \$35; Top windshield - stainless - '56-'57 (no visor holes) - \$200; Rebuilt starter #N1107664, date 8C11 - \$100; Oil filter canister - PF 141 - '58-'67 - \$35; Convertible top lid molding (left hand) - \$20. ROB, (804) 525-8445 after 6 P.M. EST.

★ NOW AVAILABLE ★

Limited Production!!!

1955 Ignition Shielding, 100% Correct, including correct spot welding, rivets, rolled steel, sticker and fit, or 100% refunded.

\$ 1,095<sup>00</sup>

Call (916) 265-5947 - or write to: ROY BRAATZ - SACE Editor, 14521 Bears End Drive, Nevada City, CA 95959





# PARTS WANTED

WANTED: Transmission tunnel cover for '57 'Vette. HARRY CIANCI, P.O. Box 450, Grenada, CA 96038. (916) 436-2561

PARTS WANTED FOR '60 CORVETTE: RPO 687 Brake Drums; Right rear air scoop and vented, front air scoops; front backing plane covers, RPO 276 Wire wheels; 914 Dist., 1102173 Gen w/4: Pulley; 107 Coil Orig. RH FI Exhaust Manifold; Seamless valve covers; clutch fan (correct); Parking brake alarm; gas cap (non-vented); Original horizontal ignition shielding, NOS. or Original Side Flags; 781 Horn Relay. ALAN E. WILLMS, 137 W. 40th Avenue, San Mateo, CA 94403. (415) 349-4050.

WANTED... Vintage racing accessories: Gas tank quick fill adaptor, Plexiglass wind screens, hood straps, roll bar for 1957, etc. Please call JOE TRYBULEC, (314) 831-7841 (Home) 94 (314) 854-3289 (Work). Plus, any information on Martha Carrillo, who lived in Imperial Beach, CA, during the late '60's.

WANTED: '57-'59 rear finned drums; Early '56 Dist. shield; Pr. '56-'57 htdp. drip rail units; '56-'62 rear backing plate covers; Left side '56 exhaust manifold #3731557; NOS '56-'60 Firestone blackwalls 670 x 15; 411 rear end tag or pattern. ROGER BROWER, 11520 S. W. Glenwood Ct., Tigard, OR 97223. (503) 620-4918.

WANTED: Carter (Aluminum) AFB 4-Barrel carburetors for 1958-65 Chevrolets stamped 2859, 3221, 3012, 3269, 3310, 3345, 3361, 3362, 3460, 3461, 3660, 3720, 3721, 3804. Pay \$100.00 for complete units. AL FIERKE, (708) 458-2558, 7322 South Archer Avenue, Justice, IL 60458.

WANTED: Right hand hood hinge for a '57 Hard Top & Soft Top front latches with SHORT handles for a '57. 3/8" curved water pump fitting for '57. Riveted wide groove harmonic balancer for a '57 enclosed trailer. Call ROB, (804) 525-8445, after 6 P.M. EST.

## PARTS NEEDED!!! All '56-'57 Parts...

Rear exhaust chrome... Any original parts (2 complete sets needed); Grille oval (any original with no repairs); Soft top frame; Gauges (temp/fuel); Tach clocks (2); Heater valve; 997 heads, 1 set for late car (Any date codes considered); Beige steering wheel (a nice one!) 4060 fuel unit or late 4800 unit; 899 distributor (Any date); 908 Distributor (Any condition/date); Mid '58 date posi unit/or just case; '55-'57 Clock (any condition); a real '57 FI Fuel Filter and Bracket; 270 HP Front carb, will buy complete set; Complete 2 x 4 carb setup/any horsepower; 2 x 4 air cleaners... any nice originals (4 needed); '56 double tower 762 heads, any date; 3 speed tailshaft, early '57 date, or a 946... no date; '57 Corvette Wonderbar radio and power pac; 1 taillight replatable... will buy a set; 3 mint or near hubcaps; 1 radiator... leaks OK (no heavy collision damage); 4-speed trans. parts - main case and

tailshaft - any correct '57 dates (or maybe a complete '57 T-10; Power window parts/setup; Xint original hood; 1 hood prop; early or late '57 wiper motors/needng rebuild or not; 4 real rims.

Trying to finish (finally) the '58 & this is all we need... '58 Wonderbar radio; Early '58 4-speed Tailshaft (Oct. or Nov. '57 dated).

Any other extra parts... I want them! I am restoring four '57's and need much! If you are selling a '56 or '57 that is a project, one that needs to be completed, call... I have lots of parts for '56-'57 cars to trade on the above. Call: JEFF REED, 239 W. Main, Mesa, AZ 85201. (602) 833-1012 or (602) 832-7182.

## LIMITED SUPPLY SPECIALTY ITEMS

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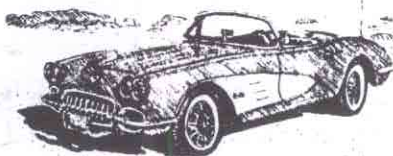
1A



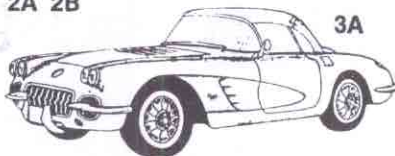
1B



1C



2A 2B



3A

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High quality, white cotton/poly in MED, LG, & XL. Unique original designs available only thru CLASSICS PLUS.

1A Classics - Born in the 50's (4 color)

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PRICE: \$8.00 ea. Reg. \$10.00  
\$15. for 2

Postage: \$1.50, 1-5 shirts, \$3.00, 6 or more

## BEAUTIFUL PEN & INK SKETCHES BY VT. ARTIST

Dual Headlight Series '58 -'59

2A Wall print & black mat for framing (7 x 5)  
REG. \$5. NOW \$4. (post.\$1.00)

2B Ink print on Note Cards 5 x 4, blank inside with matching envelopes (set of 4)  
REG. \$5. NOW \$4. (post.\$1.)  
Colors: lt. blue, lt. grey, gold

## LINE DRAWING WALL PRINT OF '58 CORVETTE

Black mat 11 x 7 for framing  
3A Reg. \$4. NOW \$3. (post.\$1.00)

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# THE CORVETTE TRIPLE TREAT

## ROUTE 66 ROAD TOUR

16-23 June 1991

Leave Santa Monica, CA and arrive Chicago, IL eight days later.

A 2,500 mile trip on the original route of  
the early Interstate highway

Non-Corvettes welcome. Return trip 1-8 July.

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



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## SACE CONVENTION

24-26 June 1991

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.

Max Brockhouse  
R.R. 1, Box 106  
Chapin, IL 62628  
(217) 457-2555



---

## BLOOMINGTON GOLD

27-30 June 1991

The nation's grandest show, auction & swap meet.  
Go for the gold!

This event is on the wish list of every Corvette fan.  
Plan to register early. The 1966 model will be featured.

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# 16th Annual International Convention

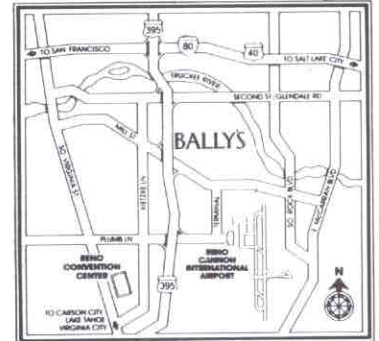
Hosted by Classic Chevy Club of Reno

If it's class that you want, then it's class that you'll get! At Bally's, it's first class all the way! They have it all! Attend this convention and you will experience all the glamour and excitement of Nevada's largest entertainment resort. The CCC of Reno is feverishly working on the best convention ever. They are planning car museum tours, Lake Tahoe tours, Carson City tours and others. We are working on the best-ever workshops and Show 'n Shine that you could hope for.

*For special flight discounts to Reno, see the registration form on the inside back dust cover.*

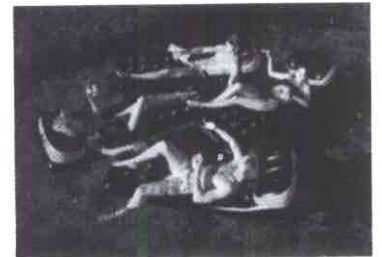


Hosted by...  
**CLASSIC CHEVYS**  
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- **Casino** - 100,000 sq. ft.!
- **Entertainment** - Live entertainment nightly!
- **Dining** - 7 distinctive restaurants!
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- **Convention Center** - 200,000 sq. ft. of meeting space!
- **Shopping Mall** - over 40 exciting shops!

**All this under one roof! You'll never want to leave the complex.**



There are seven restaurants in the resort with reasonable prices at all hours. Other services for the convention include airport shuttle bus, auto rental, baby-sitting service, bowling alley, church services, game center, golf course, Full Living Video Golf Health Clubs, movie theater, old-fashioned ice cream parlor, swimming pool and tennis. There is also on the premises a campground with full service. Campers have full access to the entire hotel facilities. There are over 400 camper spaces but if you plan on camping, reserve your space **now**. That goes for Bally's, also. If you are going to the convention, reserve your room now. You can always cancel later.

**For hotel reservations, phone 1-800-648-5080; for camper reservations 1-800-648-5080. For more information, contact Jim Baldwin of CCC of Reno at 1-702-358-9080.**

Originally published in Classic Chevy World, February 1990 issue. Reprinted courtesy of Classic Chevy World.

**Bally's in Reno, Nevada • July 28 - August 2, 1990**

# 1990 International Convention - Reno, Nevada

## July 28 - August 2, 1990

Here are your reservation forms for the 16th Annual International Convention at Bally's Resort in Reno, Nevada. The hotel rate is \$58 per day for a room with single or 2 double beds. Reservations are accepted on a first come, first served basis. If you know you're attending, fill out this form and mail TODAY with your \$58 one night deposit to Bally's Resort & Casino, 2500 East 2nd Street, Reno, NV 89595 - Attention: Convention Reservations. Their phone number is 1-800-648-5080.

**REGISTER NOW! Send this form to Bally's Resort & Casino,  
2500 East 2nd St., Reno, NV 89595 - Attention: Convention Reservations**

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Reserve  Single  Double  
Thur., 26th  Fri. 27th   
Sat., 28th  Sun. 29th   
Mon., 30th  Tue., 31st   
Wed., 1st  Thur., 2nd   
Fri., 3rd

**16th Annual Classic Chevy Club International Convention**  
**All reservations must be made by the June 28, 1990 cutoff date.**

This is your 1990 Convention Registration Form. This must be mailed to us with your \$30 registration fee no later than July 15, 1990. All Members registering by mail after July 15, and those who register at the convention will be charged a \$35 registration fee. If you find that you cannot attend, refunds will be made after the convention. NOTE NEW POLICY: You may register at the convention to attend *one day only* for a \$5.00 fee. This does not include entrance to the dance.

Name \_\_\_\_\_ Member # \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Spouse's Name \_\_\_\_\_ Children's Names \_\_\_\_\_  
Guests' Names \_\_\_\_\_

Enclosed is my check for:

**Banquet: non-smoking  
(We will have intermissions.)**

**\* Registration Fee includes:  
1 - Convention T-shirt  
1 - Convention Dash Plaque**

\$30 Registration Fee \*\$ \_\_\_\_\_  
\$35 Late Registration Fee (after July 15) \$ \_\_\_\_\_  
\$15 to enter my car in the Show 'n Shine \$ \_\_\_\_\_  
Adult Banquet Tickets @ \$18.00 each \$ \_\_\_\_\_  
Children's Banquet Tickets @ \$9.00 each \$ \_\_\_\_\_  
Swap Meet Space: \$100 for large display (such as motor home) \$ \_\_\_\_\_  
\$25 for 10'x10' space \$ \_\_\_\_\_  
\$10 for table size area for new product/vendors \$ \_\_\_\_\_  
Table-size area for one-time vendors (NO dealers, used only) \$ \_\_\_\_\_ N/C  
(Please circle "No Charge" if you desire one of these spaces)  
\$10 each for guests or \$15 for guest & family \$ \_\_\_\_\_  
Enclosed is \$20 fee to have my car judged because I won't judge. \$ \_\_\_\_\_

**TOTAL ENCLOSED \$ \_\_\_\_\_**

**Send this form and your total fees to: Classic Chevy International  
P.O. Box 607188, Orlando, FL 32860, ATTN: Convention Registrations**

### United Airlines/CCI Special Flight Discounts To Reno

- 5% off of their discounted fares (i.e. Super Savers) or
- 40% off of their full fare coach rates (i.e. no restrictions, no discounts, fully refundable tickets).
- Special Discount is available between July 26 and August 7, 1990.
- Reservations are subject to availability.
- For best fares you should book early, but no later than June 30, 1990.
- To take advantage of either discount, follow these simple steps:
  1. Call 1-800-748-0478.
  2. Refer to CCI's Reno Trip.
  3. Certain restrictions may apply.
  4. These discounts are available only through the toll-free number.

# REQUEST FOR SACE TECHNICAL ADVICE

Requestor \_\_\_\_\_

Street \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Phone \_\_\_\_\_

Vehicle ID No. \_\_\_\_\_

Problem Description \_\_\_\_\_

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Question \_\_\_\_\_

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Answer \_\_\_\_\_

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Ref book and page \_\_\_\_\_

Advisor \_\_\_\_\_