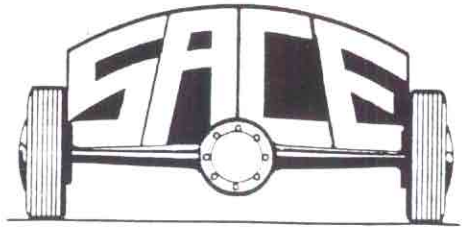


# STRAIGHT TALK

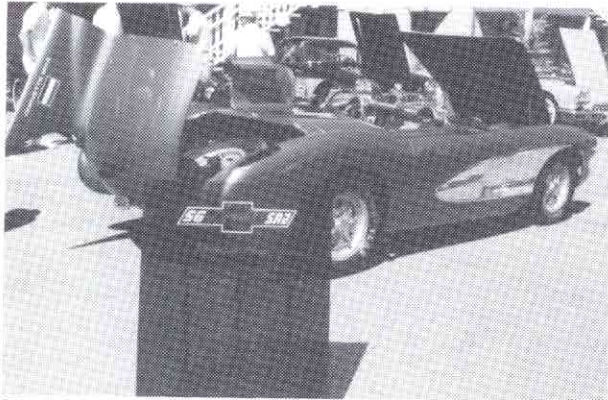


VOLUME 4, NUMBER 1

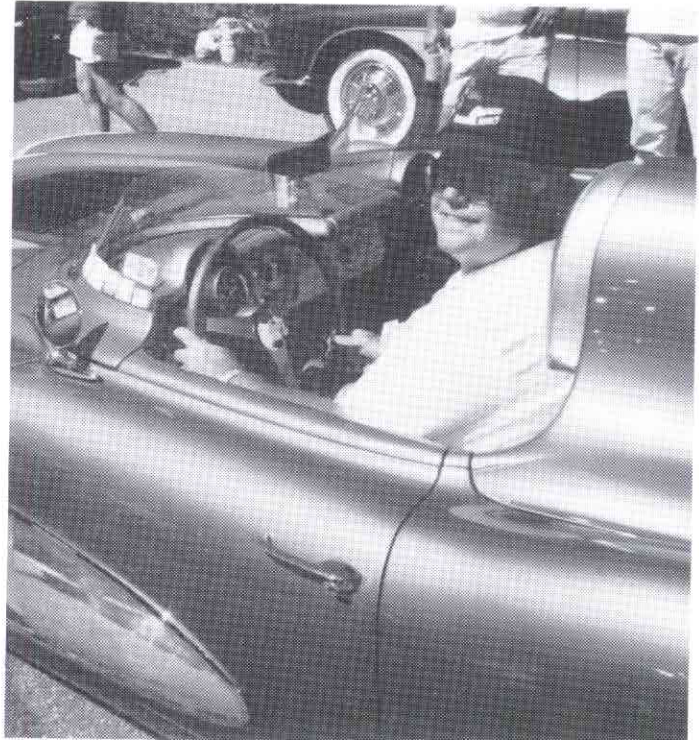
September 1990



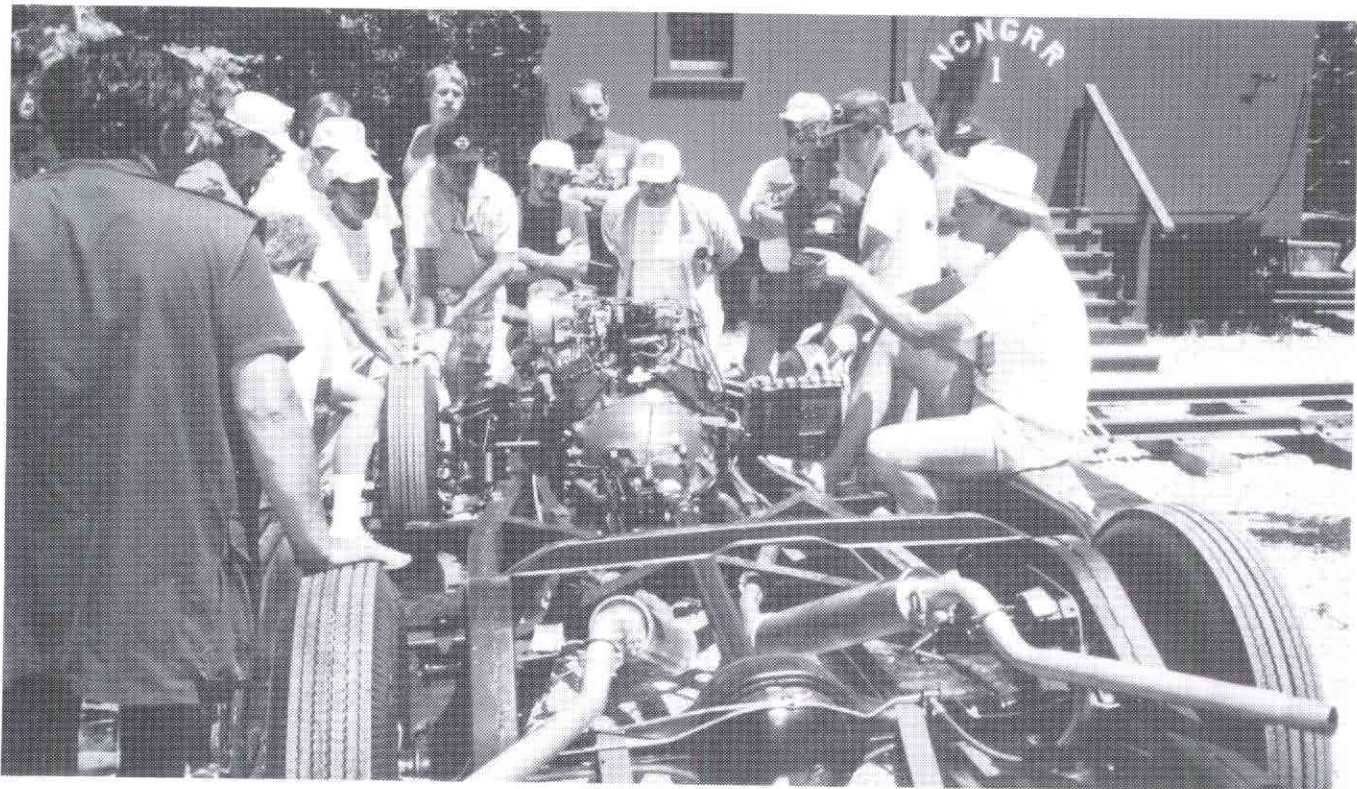
Wilson showing us how he closes his hood.



The SR2 also has a trunk.



Rick Mason driving his SR-I.





# ROUTE 66 ROAD TOUR

## Santa Monica CA - Chicago IL

Ever dreamed of driving your Corvette on Route 66?  
Here's your chance to be part of a limited group in the  
first ever Route 66 Road Tour.

Sixty-six Corvettes will leave from Santa Monica CA on  
15 June 1991 and arrive in Chicago IL on 23 June, nine  
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miles) of the old "Mother Road" through eight states.

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and for site seeing points of interest along the way:

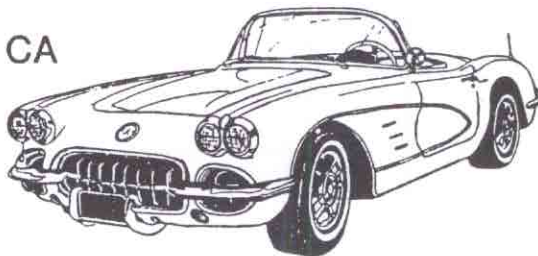
AZ mining town	NM indian pueblo ruins
The Grand Canyon	OK cattle town
Petrified Forest	Will Rogers or Davis Gun Museums
Painted Desert	St Louis MO Corvette Plant

Arrival is timed for two other national Corvette events:  
Straight-Axle Corvette Enthusiasts (SACE) fifth annual  
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Don't miss the Corvette Triple Treat!

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To reserve a place, send \$100 (refunds until 1 May 91):

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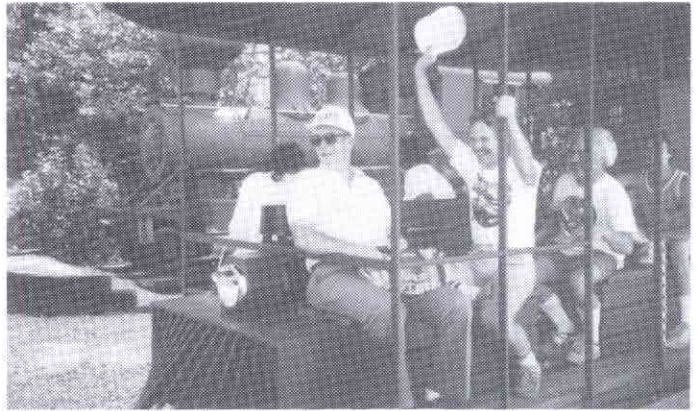
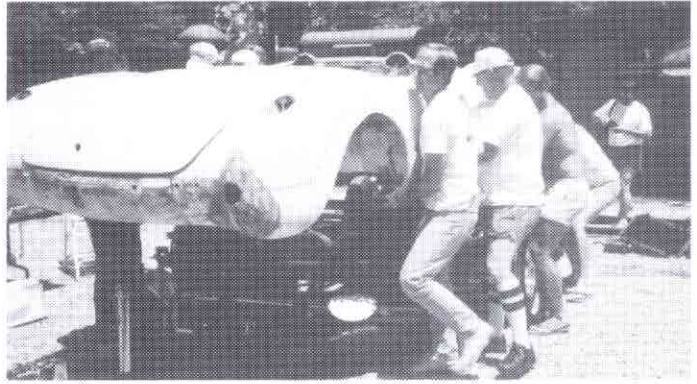
♪ "GET  
♪ YOUR KICKS  
♪ ON ROUTE 66"







Max Brockhouse drove with us in our 56 Chevy on the road tour.



SACE members at Downieville, where they hung people.





# TREASURER'S REPORT

BY LUCY BADENHOOP

This year's convention was another fun filled success. Like all the others before. It took a lot of hard work to make it happen. Our thanks to those who gave generously of their time and energy.

## Registration and Sales

Julie Braatz, Vickie Jorgensen, and Alice Richter.

## Workshops

George Marra, Rich Mason, Gordy Stroud, Wilson Swilley, and Ken Weichman.

## Car Show

Larry Richter for acting as chief judge and the many SACE members who helped in the judging. And, of course, the dedicated owners who put so much effort into preparing the cars.

## Display

EX-87 .....	Gordy Stroud
SR-2 .....	Rich Mason
1954 .....	Rich LaValley
1955 .....	Roy Braatz
1957 .....	Roy Braatz, Jr.
1957 .....	Frank Kodl
1957 .....	Ron Smith
1958 .....	Lucy Badenhoop
1958 .....	Bill Harm
1960 .....	Wilson Swilley
1962 .....	Ken Koehn

## Custom

2nd 1959 .....	Rick Lang
1st 1961 .....	Ed Britton

## Contemporary

1st 1956 .....	George Marra
3rd 1957 .....	Harry Cianci
2nd 1958 .....	Ed Britton
2nd 1958 .....	M. & V. Jorgenson
1st 1961 .....	Bert Brown
1st 1961 .....	Jack Crinion
2nd 1962 .....	J.B. Russell

## Driven

2nd 1957 .....	Jack Alter
1st 1968 .....	A. & S. Banich
1st 1960 .....	Jim Lockwood

## Trailered

1st 1956 .....	L. & A. Richter
----------------	-----------------

## Unrestored

1st 1960 .....	Hugh McManus
----------------	--------------

The annual membership meeting resulted in some significant changes to the way SACE will be conducting its shows in the future.

It seems that adopting the NCRS method of evaluating the cars doesn't quite fit the intent of SACE. The competitiveness of "judging" and awarding ribbons detracts from our avowed policy of enjoying the cars and helping each other preserve them.

Beginning 1991, we will abandon the concept of judging and adopt one of "inspection!" Inspectors (not judges) will help the owner determine how close the car is to its desired condition. Instead of ribbons, the reward will be annotated inspection

sheets accompanied by a certificate showing the percent of completion.

Concurrent with this change, SACE will begin using its own "Straight-Axle Corvette Technical Guide" as the SACE Inspection Manual. This guide was announced in the last issue of Straight Talk.

It will consist of four volumes: General, Mechanical, Interior and Exterior. Each volume will cover all 10 years of the straight-axle Corvettes. The first two volumes (General & Mechanical) are being readied for January 1991 publication. You can order the first two now by sending \$25 (total cost) to:

SACE • P.O. Box 2288 • N. Highlands, CA 95660

# EDITOR'S CORNER

BY ROY BRAATZ

Noland and I brought up a new idea at the western convention about judging. Classifying owners as third, second or first in awards we feel needs to be changed in a hobby that was meant to be fun and informing.

We should all win, and that is why SACE has decided to incorporate an all new approach to showing our corvettes. This change will eliminate 1st, 2nd, and 3rd place awards. Instead SACE will give CERTIFICATES indicating points received by INSPECTIONS as to how correct their corvette is to factory and as before DEALER OPTIONS are excepted.

Certificates will indicate the class entered, and the points received. For example, you have a 68, 78 or 98 score, then that is what is printed on your certificate and its class. Custom class is the only one that will have a 1st, 2nd or 3rd certificate (originality points are not used in this class).

All members attending the western meet agreed with this change when they understood that this would be a step ahead from showing their vett to learning about their vett. I always felt that I was learning how to correct my car or how correct my car was, than to be classified as 1st, 2nd and 3rd.

That is SACE's goal to provide information to owners about parts and corrections if a member needs to know. These changes will be used at the 1991 convention. I would like SACE to be known as a schooling club and not a judging club. All comments are always welcome.

How many people would like to see articles showing how to rebuild, modify, etc. about our vetts?

- Basic tune-ups using your eyes and ears
- Old fashion tire balancing
- Trouble shooting noises by sound
- Body fit that was done by GM not using the book
- How to sell your vett and buy a FORD
- Transmission PG repair, sticks are too easy
- What can I do for you? Drop me a line!



## 58-62 HOODS

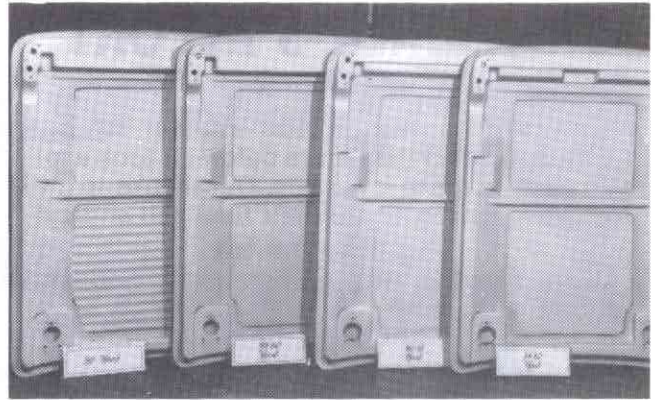
BY SKIP SHARPE

The time finally came in my restoration process to start looking for a correct hood for my late (Aug.) '60 (sure hated to give up that 427 scoop). I checked out various swap meets and classified ads and soon discovered that good used hoods were scarce and usually very expensive. As for reproduction 'glas, all I could find locally was "one side smooth." I mentioned my dilemma to Ed Mechum, a fellow SACE N.W. chapter member, at the February swap meet in Puyallup. He gave me the name of a man who, according to Ed, makes injection moulded panels and bonding strips exactly like original G.M. units. The best part was the fact that this guy lived in the Columbia River Gorge area, only 75 miles up-river from my home in Portland. I phoned the man and set up an appointment to see his work.

Roger Dickenson (Tern Manufacturing) lives so far up in the hills above Lyle, WA (doesn't another 'Vetter live in Lyle?) that I started getting a nose bleed before I got to his house. He told me on the phone to keep going until I started seeing Elk droppings on the road, and then start looking for his mailbox. Seems Roger lived in the Auburn, (Tacoma/Seattle) WA area for umpteem years, finally got fed up with big city life, packed it all up and moved to the mountains, where he continues to manufacture fiberglass and engage in various bucolic endeavors. Anyway, I proceeded up a driveway that I could only assume was correct, deftly dodging geese and a spirited pack of hounds. I came to a 2-story farm house best described as "rustic" along with several out-buildings. A full-bearded gent stepped out of a door in what looked like a barn and waved me forward. After he shooed a cow and a couple of chickens out of the way, I got out and we introduced ourselves.

I told him I needed a complete hood for a 1960 Corvette. He asked "Early or Late?" "Wait a minute," I said, "you mean two different hoods were used in '60?" "Yep" he said. "In fact there were four different hoods used from '58 to '62." We then walked into the "Barn" which turned out to be a modern, well lit and equipped shop. He showed me a picture of four different hoods standing in a row. The one on the left, he said was '58 only. This was obvious because of the fake "louvers." The next one was used on '59's and some early '60's. The third one was produced for the '60's with the top tank aluminum radiator. Notice that the front was re-designed for more clearance. He said this hood was also used on some early '61's. Later in '61, due to a newly designed radiator top brace, there were some more clearance problems. This led to the "notch" in the hood on the right which was used the remainder of '61 and all of '62.

While at the SACE Western Regional in Port Ludlow, I had the chance to examine various hoods. I found an early '60 with a '59 style and an early '61 with a '60 style hood. This seems to confirm Roger's theory.



I took a look at some samples of his 'glas work and was very impressed. I ordered a hood and was told to come back in two weeks and he would have it ready.

Two weeks dragged by and I was finally negotiating the switch-backs up to Roger's house. (The bread-crumbs I dropped on the way down were long-gone). The hood was perfect and I carefully loaded it into my station wagon. Roger makes his own exact duplicate stainless steel internal mounting hardware that he uses on all his hoods, so there should never be any rust problems.

Roger currently makes G.M. correct (i.e. one piece hood surrounds that go under the windshield and from the top of the dash) front end components for '56-'62 'vettes, including all the bonding strips. He does trunk lids and some interior 'glas, but isn't doing rear fenders (yet). His prices are very reasonable. If you need some correct 'glas, check him out. His phone no. is (509) 365-3647.

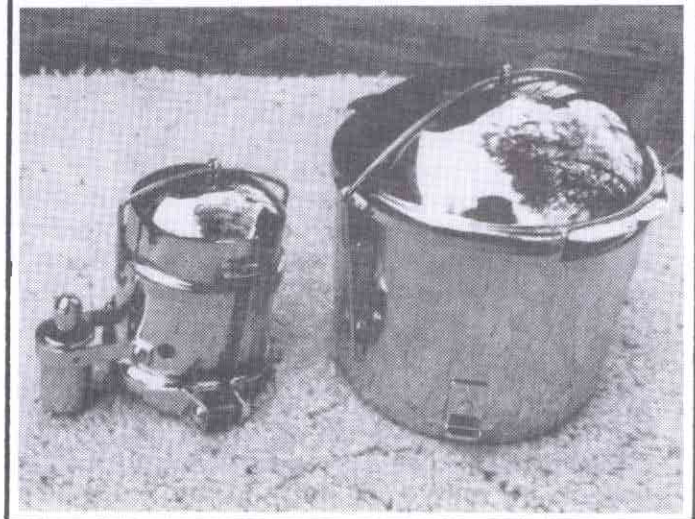
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## FUEL FILTER ELEMENTS ONE LAST TIME

An old issue of this magazine reported that replacement elements for glass bowl fuel filters were all but impossible to find. Not so, in fact they are as easy to find as a dealer that sells Fram filters.

Fram still makes their part number CG3 the "old fashioned" way, using a felt or cotton material formed similar to a bowl shape. This is the same type of manufacturing method used by AC filters when our cars were new. The only difference between the current Fram element and a N.O.S. AC element is the color. The Fram uses a purple hue to color their material while AC did not. However, when you consider that Fram is the only one to continue this bowl style when all the other manufacturers have changed to a pleated paper style, then you can understand the wrong color of the Fram element is really not such a big deal! In other words, Fram is about the only game in town if you are concerned about originality. Oh sure, you might lose a small amount in judging because of the purple color but that is better than losing a lot if you use the pleated paper element.

Just one word of warning, while this Fram part number is currently available (not discontinued as previously reported) it probably will not be on the shelf at every Fram dealer. Since this element only fits 50's vintage applications I suggest you seek out a Fram dealer that specializes in industrial or heavy truck customers. If you have a real problem locating this item on your local shelves, then let me know and I will get them for you, but first please try to find them yourself.

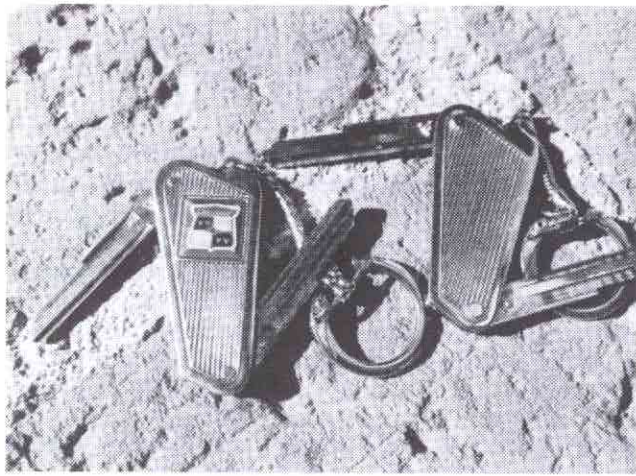
Greg Ellis

10704 Wooddale Lane S.W.  
Tacoma, WA 98498



## HOLLYWOOD NECKER KNOB —FLIPAWAY

AAAAAWWWW the 50's when only the wealthy middle age guy could afford a caddy with power steering. Guys like me drove older \$50 cars until either the tires got bald or the engine gave out, then we would find another \$50 car. BUT — I ALWAYS took my necker with me to reinstall in the next prize I bought. You older guys know what I mean! To drive down the boulevards with your arm around your girl, her pony tail rubbing against your cheek, while having full control of that machine (that was usually a 6 banger) your left hand sweating and straining against the sheer power the machine is putting out (maybe 100 horsepower). Turns, no problem, if you had a stick shift, no problem, your girl would shift it for you when you said shift! NEED a cigg. she would get it out and light it for you. OK if you're too young FIG 1 is what I am talking about, and if you still don't know, ask an older guy or your mother. If they or you have a story to tell write me, someone else may want to know what this thing is — Roy



Back side original on left repro on right.

## DEALER KEY GIVEAWAY 53 TO 55

Many years ago when I started Vintage Corvettes of Southern California, 20 years to the day, a friend gave me a key chain for my 54 that I bought for \$75.00 and I always kept it. Then while at a swap meet I saw another one, but the colors were different and the Chevy logo was missing. I asked the guy if he knew anything about the difference? He happened to work as a dealer back east in the 50's and told me that this one was an after market one and because of this they can't use the Chevy logo and changed the color. Two keys were used, one for the ignition and one for the trunk. So I thought I would throw that at you, so that maybe if you saw one you might like to have one, Fig. 1 is the original with black at the top and red at the bottom, also the Chevy logo on the back, the repro or after market with red at the top and black at the bottom and no logo.

— Roy

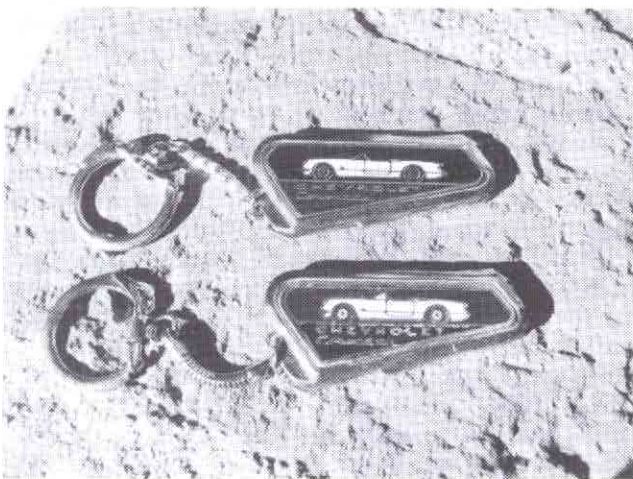


Fig. #1, top original, bottom repro.



## REAR AXLE BEARINGS

**53** to 55 used bearings 111119 which are the same as 38 to 54 car.

56 used bearing 900700 which are the same as 55 to 56 car.

57 used bearing 907071 which are the same as 57 to 58 passenger early or 58 to 64 taxi.

58 to 62 used bearing 7451415 having a posi rear which are the same as 63 to 64 police car. 58 to 62 used bearing 907294 having NO posi rear which are the same as late 58 to 64 passenger car.

Some of these bearing numbers are no longer good at GM but any bearing company WILL have them using these numbers. Many owners believe that all rear axles from 56 to 62 use the same bearing. As you see that's not true. 56 and 57 units must use the right bearing, or the axle will not go in properly to seal oil fluid.

—Roy



Fig. 6—Installing Bearing Cup

## BRAKE DRUM—REPLACEMENT

The brake drum is held to the hub by three rivets which must be removed to replace the brake drum.

1. Cut heads from three rivets which retain drum to hub. Drilling through upset end of rivet will permit cutting them without distorting holes. A sharp cold chisel should be used in this operation and care exercised to avoid distorting rivet holes. Drive rivets from drum and hub using punch and remove drum from hub bolts.
2. Remove brake drum gasket from hub and clean gasket surface on hub thoroughly.
3. Install new brake drum gasket and brake drum over hub bolts and insert three new rivets through rivet holes in hub, gasket and drum.
4. Support heads of rivets and peen ends securely.

## REPRODUCTION FI SPIDER ASSEMBLIES AND NOZZLES

While I was in Bloomington I met Bill Krynen of Canada who reproduces the spider and nozzles for our FI's. He supplies dealers with his products and loaned me the parts to show at the West Convention. I found them to be right on. The small nuts at each end of each fuel line was exact on the early FI unit. (You use your center part).

Later FI's are a complete spider assembly that is also right on, he also makes the 3/16 fuel line and the bypass line correctly. What I found to be needed by 57 to 58 owners was that he also makes the FI drive cable nuts, thin and thick. Thick is 5/8, thin is 1/2. But I also informed him that there was a thinner one of 5/16 that was used on very early units vett and car! (He mentioned he would check it out). Both cap nuts are also made by him for the distributor, early and late. Now comes the neat part, he makes the nozzles complete with screen and disk, he mentioned he used to sell a nozzle assembly one at a time but due to the fact that some units bought at a swap meet are a mix and match he no longer does it. If you want a complete set of 8 with screen and disk, he will calibrate them for you. As I find or see reproduction parts that are correct, by the person that makes them I'll always let our members know of it and if you know of someone that makes a part for our vetts, let me or him know of us.

P.O. Box 210  
1079 Parkinson Road  
Woodstock Ontario N4S7W8 Canada  
(519) 539-4891

## FRONT WHEEL BEARINGS

Bearing assembly front wheel inner is 909052 for 53 to 62 vett, same bearing is used in 38 to 54 car.

Bearing assembly, front wheel outer is 909067 for 53 to 62 vett, same bearing is used in 38 to 60 car.

Front wheel hub assembly is 3775686 for 53 to 62 vett, same hub is used in 51 to 54 car. These hubs were factory riveted to the drum, only if the drum was replaced on a brake job will the two pieces not be. In cases where the hub is not riveted is where you have a case of wheel balance problems. The reason is that the original riveted unit was balanced at the factory, which in turn prolonged bearing life. But if the drum was replaced (cheaper you know) and not the complete assembly, you can get a out of balance or untrue alignment and though you balance the wheel right you may still have a vibration at high speeds. Finding a riveted assembly today will be a challenge. Taper bearings by Rick Lang, Vol 1 No. 2 from Allied Bearing, L.A. Cal 909001, outer 909052 inner will work in 46-54 car, 46-59 truck, 53-62 vett. I use them and they remove road wandering, they're great.

—Roy



## SACE TECHNICAL PANEL

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

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

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

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

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

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

Mike McCagh (53-55)  
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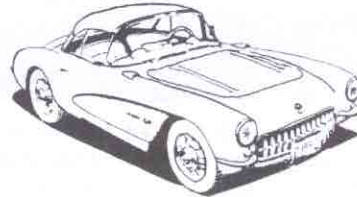
Chip Werstein (61-62)  
23317 Schoenborn St.  
West Hills, CA 91304  
(818) 883-5766

## SACE IS AT WORK

Noland has shown me the original prints the assemblers used at the engine plant while assembling engines. All correct part numbers are listed for each year and for each option. They are very large prints taking up my whole floor area, but this will put to rest questions about what was used on what engine option from 55 to 62. This will be the most complete listing anyone has ever seen. We went over this at our last convention this year and Noland proved that my article about the aluminum housing used on aluminum intakes (car or vett) first design was used from 56 to beyond 62.

To me the most interesting part will address the problem of early and late applications on each vett. Did an early vett carry over parts from the previous year or did late vetts incorporate the newer part of the next year. Persons owning vetts like these have always had a problem when showing the vett, of what was and isn't correct. So look for Straight Talk to cover this subject in the coming issues.

— Editor



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15545 Cliff Ave.  
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- Arizona:** Jeff Reed  
239 West Main  
Mesa, AZ 85201
-



## COMMENT

BY TONY CATALANO

I would like to make further comment on the "President's Page." See Volume 3, Number 1 of Straight Talk. Nolan Adams was pointing out that people from around the world were investing in early U.S. cars, including the Corvette. He said that as the age of a car becomes greater the duties and taxes for importing cars into foreign countries are lowered or dropped. While being located here on the Pacific Rim I have been seeing this happen. As a case in point I mention a British Columbia S.A.C.E. member, Daral Lecterman and his car. Daral's car was a very thoroughly restored 1959 230 H.P. car. Last year Daral sold his car to a Japanese interest for \$45,000. The buyer never saw the car. It was purchased through an agent and flown back to Japan in a air cargo container.



Although Daral's car is one of the nicer detailed restorations, the selling price, at the time anyway, seemed high for a low optioned car. But what seems high today many times looks like a bargain tomorrow.

This past spring another local car from my area, a 1957, said si-an-ar-a and also went to Japan. It is bewildering to see these cars leave, probably forever. The cars have become so valuable they have joined the ranks of coin collecting and art work. For some it's getting scary; it's like taking your Rembrandt out for a drive. This, of course, in one way is unfortunate; some of the driving enjoyment is compromised by the added responsibility. It does appear to be a continuing trend. Remember to wave.

—Tony



## WIPERS TRICO RAINBOW



While my family and I attended the Washington regional meet in Port Ludlow, in 90, we decided to go to Port Townsend and do some shopping at antique stores. And I found an antique auto store which nowadays seems to be more of, in little towns. You can find treasures in these places if you look long and hard. I came across Trico blade assembly and refills for \$4.00 a piece. Fig. 1, that were made originally in Buffalo, New York. The filler came with the rubber tip at one end, and a loose rubber tip in a bag to add on after you installed the filler in the blade #RB10-11. The blade is #RB-11 and the box says (minimum arm pressure is 7 oz.). They call the rubber tip a (patented skid post). Neat stuff I think.

## DOOR LOCK STRIKER

The door lock striker is secured to the body pillar with three screws. Serrations on the back surface of the striker plate and the upper and lower striker adjusting plates "A", which are inserted between the striker and pillar, help secure the striker in position (fig. 32).

The teeth at the lower end of the striker engage with the door lock rotary bolt. As the door closes, the teeth on the striker indicated at "B" causes the lock bolt to rotate until it becomes firmly engaged and the door is completely closed. The sliding shoe "C", at the upper end of the striker opening, prevents excessive up and down movement of the lock bolt within the striker when the door is closed.

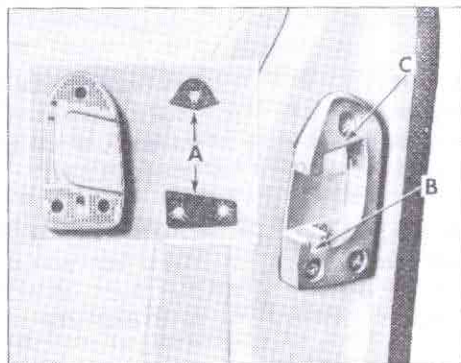


Fig. 32—Door Lock Striker



# SIDE TRIM RETAINERS—ONE MORE TIME

BY TONY CATALANO

This topic has been touched on in restoration and servicing guides. Even so it never fails to come up at technical sessions time and time again. I believe it's worth touching on one more time.

The topic regards the side trim molding S clip retainers on 1956 to 1961 cars. The side trim is held in place by two different types of retainers. The first type is a fastener with a T bolt assembly. The T bolt clip slides behind the molding; the end with the bolts fits through a hole in the fender. The bolt is secured from the inside of the fender by a washer and nut. The second fastener is a S clip retainer and is the fastener that is always in question.

This S clip retainer is used to secure the back end of the side fender molding's, top and bottom. It is necessary to use a different type of fastener at these points because there is no access behind this area of the fender to secure nuts to the T bolt style of fasteners.

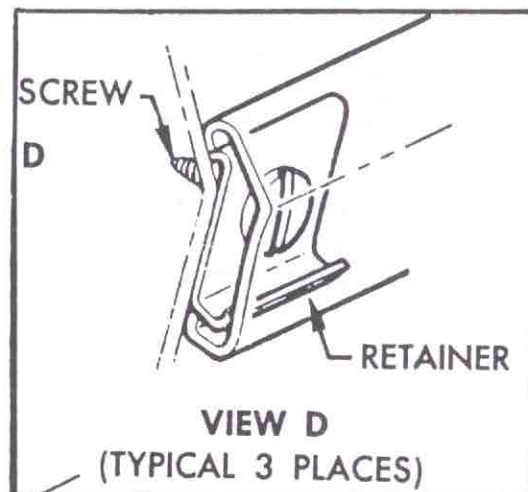
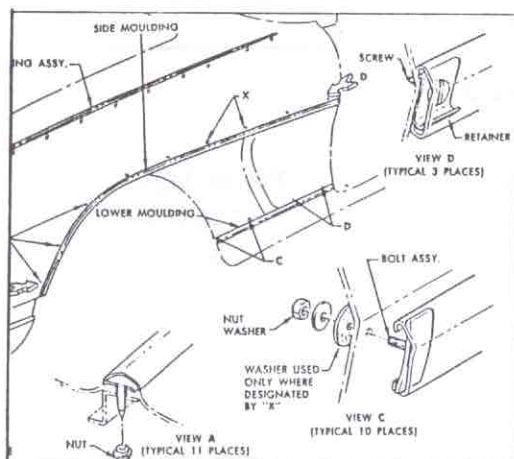
The S clip is a much different type of clip. It is a small piece of bent metal with a hole in it, and is secured in place with a slotted screw with a totally flat profile head. The screws for this clip, screw right into the fiberglass, securing the clip retainer tightly to the body. The side molding then snaps directly on over the clip by hooking the top part of the molding on to the top part of the retainer and snapping the bottom part of the molding over the bottom part of the retainer. Be sure to screw the clip retainer to the body in the correct position, refer to the sketch drawing view D. The top molding utilizes one of these S snap clips at the first position at the back positions.

The clips are still available over the G.M. counter and also from Eckler's. They run about a dollar each. You will need six clips in total, three

for each side of the car. The G.M. description is a "Retainer." The G.M. part number as of 1989 was still 3730268. I did have a problem when trying to find the proper fitting screws that are used to hold the clips to the fiberglass. The screws that have to be used must have a completely flat surface and must have a low enough profile to fit totally flush, with the surface of the clip. This is necessary for the fender molding to seat properly over the clip without hitting the top of a large screw. My problem was trying to find such a screw. I did a great deal of looking but could not find the correct fitting screws. I solved the problem by using a tapered screw and grinding the head flat until it fit flush inside the clip. I finished the job by cutting a screw driver slot back into the screw with a hack saw. The S clips work perfectly as they were intended.

As mentioned previously, the S clip retainer has been described before in several publications. Acquiring a good Corvette library is essential, it enhances your enjoyment of your car and your hobby.

There is a saying in the coin collecting hobby "buy the book before the coin." The saying could do for many hobbies. I remember the first Corvette I bought, it was advertised as being 95% complete. After six years and more than a few dollars later the car was near 95% complete. The first thing that I bought was the car the second thing I bought was Nolan Adam's Corvette Restoration and Technical Guide, I wish it had been the other way around. Over the years, it has proven to be of most valuable assistance in the restoration of my cars. Buy the book before the part and start your Corvette library.





# DOOR POSTS

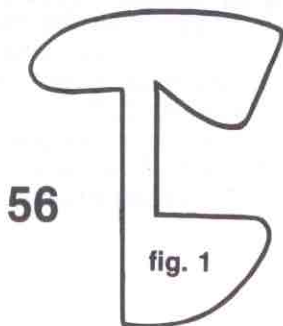
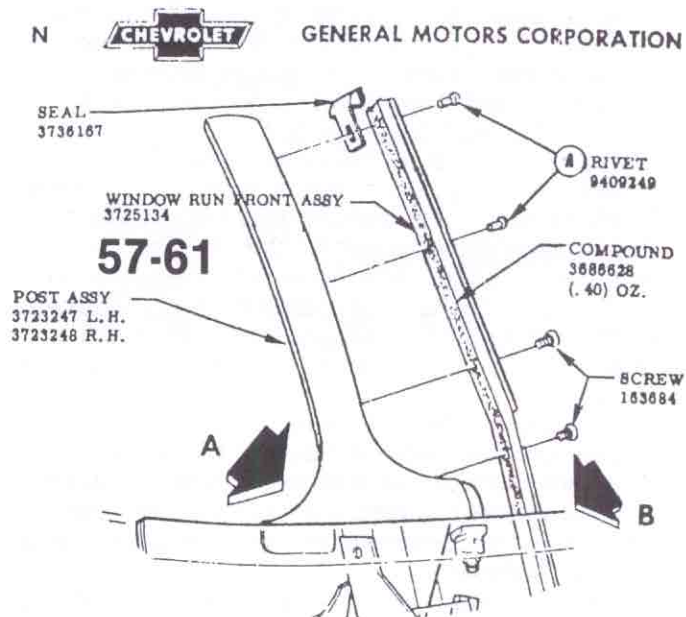
There are three types of door posts, from 56 to 62. 56 is the first design, do to the fact that it doesn't use the filler stop at the top of the post area. Resulting in a physical shape difference at the top area fig. 1.

57 to 60 now incorporate the filler stop at the top area causing the second design post. (56 to 60 post are also noticeable by having lines or grooves on the inside area where the rubber weather-stripping is). fig. 2.

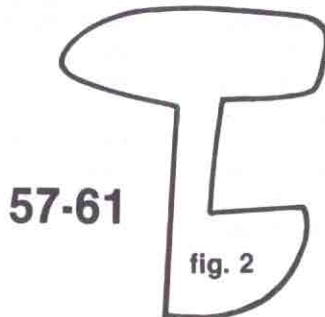
61 to 62 third design, has been changed again do to the fact that the weather-stripping has been at the post top area. (The inside post area now has no lines or grooves). fig. 3.

The reason for this article is to help owners by not using the wrong post on there car: very few sellers or buyers know which is right because all three use the same part number.

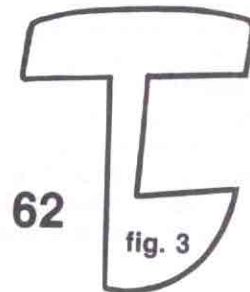
—Ray Braatz



**THICK TOP**  
3754011L  
3754012R



**THICK TOP**  
3754011L  
3754012R



**THIN TOP**  
3754011L  
3754012R



## WIPER BLADES

**Q**uestion, are 53 to 55 wiper blades used on any other Chevy?

**A**nswer, blades 373355 (12" long Trico) is the same as the 56 to 57 car using the electric wiper motor unit. All wiper blades for straight axles had rubber guard tips to protect the window glass, if the blade lost its rubber, fig. A

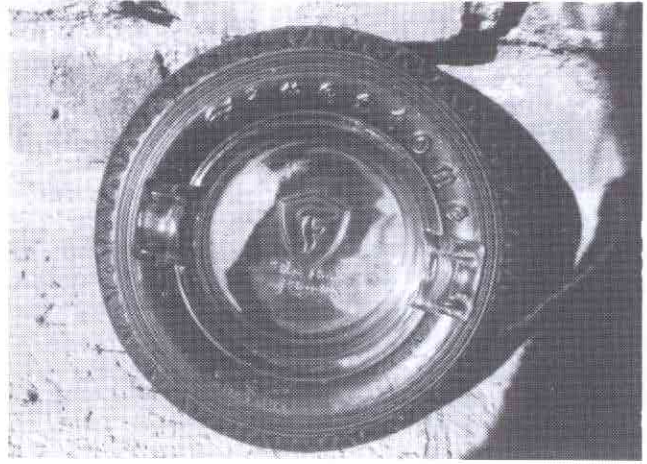
**Q**uestion, are Chevy outside door handles the same as vett?

**A**nswer, 4156542R & 3L are the same as 55 to 57 car but only on the two door models. (Larry, who owns a 57 knows that now! Right Larry.) Many suppliers that sell and owners that use them usually find out from guys like me. If the other 416542R & 3L are used, the handle is winged up because the bottom area is thicker, fig. B. By the way, the car button is the same also except the rod is longer and if you break off the rod at the depression you will have the right distance. Also the car rubber gaskets are the same and door lock assembly.

**Q**uestion, you mentioned that all two, four and FI used the first design aluminum thermostat housing, what about the car?

**A**nswer, all cars using the same H.P. option used the same aluminum housing as corvette. When it comes to two fours or FI vett, the cars are nearly completely the same on most items as corvette. That's why I mention going to your local Chevy swap meets many times in the past.

**E**ditor — When it comes to mechanical, try Chevy meets, besides it can be less expensive.

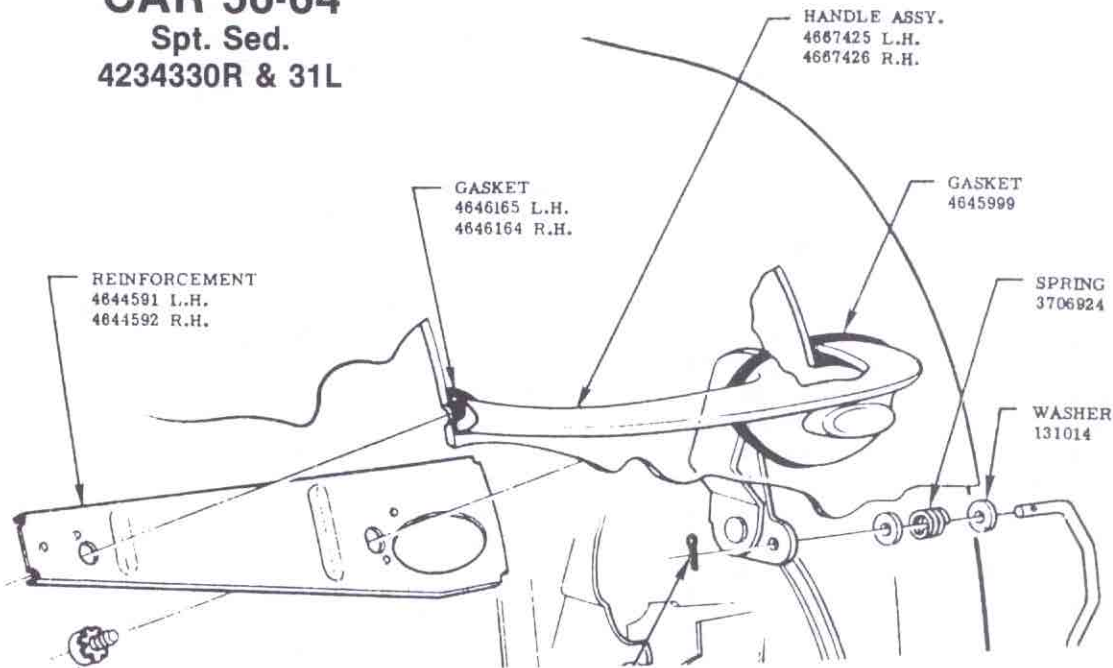


**P**hoto shows a Firestone Tire ash tray that I found in a antique store. It reads on the tire (6.00-18, gum-dipped, high speed balloon, heavy duty, made in U.S.A.). The glass area reads (The Mark of Quality). I think its neat because our vetts also used a Firestone Tire too.

**I**f you think you would want one for yourself, look at the photo to remember and see if you can find one next time out.

— Editor

## CAR 56-64 Spt. Sed. 4234330R & 31L





# QUESTIONS & ANSWERS

SUPPLIED BY DALE PEARSON

**Q.** Is there an incorrect center grille bar being sold as an accurate reproduction?

**A.** Yes. The incorrect grille bar does not have a "V" notch (or is it knotch?) on the underside or bottom of the bar. (G.M. Guard Assembly 3779661.) This bar bolts onto the two captive studs at either end of the bar and is secured by two each hex nuts, flare base, (G.M. 273802).

**Q.** What's the difference in front bumpers between 1958-60 and 1961-62?

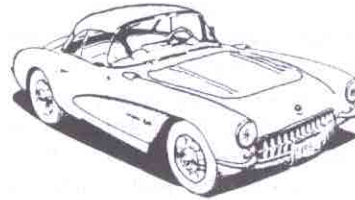
**A.** Remember that 1958-60 Corvettes used grille teeth. 58 and 60 are even numbers and the ends of the captive studs in the bumpers that hold the horizontal grille bar are EVEN with the rearward edge of the bumpers. 1961 and 62 bumpers have studs whose ends are more forward in the bumpers rather than even with the rear edge. (Thanks to the Fabers of Arizona for teaching a way to remember this difference.)

**Q.** Were steering wheels rough in texture when new; like a leather look?

**A.** The "competition" type stock steering wheel for 1961-62 used a color impregnated molded plastic rim with a leather embossed grain. This grain disappears with age and use. The color matches the interior trim color. Its hub, riveted to the center section or spyder, contains two roll pins for canceling the turn signal cam and is painted gloss interior trim color. An exception exists with original red interiors in that the hubs were painted orange and do not match the rest of the interior trim color. Red hubs which match the instrument cluster or steering column are incorrect.

Most steering wheels crack in two places on all three spokes near the end of the stainless spyder or beginning of the plastic material. The cracking is caused by the continual expansion and contraction of the stainless. A stress riser develops over time. These defects, as well as other nicks and cracks in the plastic, can be repaired by notching out or opening up a large "V" with hand files or a Dremel tool and then filing with an epoxy such as PC-7. Some restorers choose Bondo or other materials but I prefer PC-7. Body filler type polyester primer such as Feather Fill or Morton's Eliminator (water sandable) will have to be used over the epoxy to take care of the air bubbles. Careful shaping and sanding to original dimensions with progressively decreasing abrasive grit, (increasing numbers) will allow primer and finish color paint to be applied. A 25 percent gloss on the finish coat followed by 1200 grit color sanding and rubbing compound will bring out the beauty of the color. Lacquer is a forgiving finish but the two-part enamels will be more durable. Several people offer wheel restoration services and one of these folks is able,

by rapid repeated application of polyester primer, to achieve a texture similar to but NOT UNDETECTABLE from an original wheel. Also, Jack Turpin wrote a pamphlet about steering wheel restoration and an article appears on the subject in Volume 2, number 1 of the Classic Auto Restorer magazine.



**Q.** The seat separator has a storage compartment (glove box). I have heard you talk about a gasket that was installed somewhere in the area. Could you explain where this gasket should be and what it looks like?

**A.** See Page B-65 of the assembly manual. At the very top of the compartment where the door lid (panel assembly 3728728) closes against the seat separator (3742537) there is a trapezoidal fiberglass portion of the separator extending downward to hold a rubber bumper, (3725720) fixed in place with 0.05 ounces of "yellow death" weatherstrip adhesive. The bumper is shaped as is the fiberglass and can be made from a piece of vacuum hose. By the time the initial owner had driven his 1961-62 sufficient miles to break-in the engine this bumper usually fell off and resided in the bottom of the glove box until the first good cleaning or paint job. I've seen only one original example of this bumper and that was on Jimmy Blakely's SR-I at the Bend, Oregon N.C.R.S. National Convention in 1989.

**Q.** I see radio grounding strap sets sold for 1955-61 cars and different sets for 1962. What differences exist?

**A.** There are three identical straps which are different in the sets between the two year groups. The two exhaust hanger straps and the accelerator bell-crank lever ground strap are the same part for 1955-61, (identical to each other), and the three for 1962 are also the same part. The difference between the year groups is the shape of the terminal on one end; round for 1955-61 and septagonal (seven sides) for 1962.

**Q.** I have a vibration problem with my 1962 at about 50-60 MPH (and over). I've checked the drive shaft and U-joints and they're all right. I'm wondering if anybody else has had this problem and if you might know of what I can do to correct it.

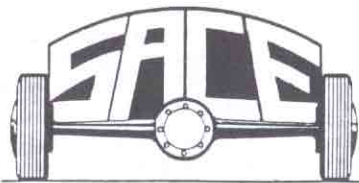


**A.** Those of us who drive our straight axle Corvettes any appreciable distance, (15,000 miles or more per year) have usually experienced vibrational problems at one time or another. Diagnosis and remedy can be as challenging as finding the source of an electrical problem. Since your question lacks specific clues, I'll touch as many bases as possible.

First see if your Corvette vibrates in 3rd or 2nd gear at the same engine RPM as you would turn at 60 MPH in 4th. If so, the problem is in the engine, balancer, pressure plate, etc. Park it and with the hood open, hand accelerate through the RPM range several times while looking for the source of unbalance. Check the fan and pulley bolts for tightness. GRADE EIGHT cap screws should be used in this application unless you like buying new radiators. Usually this area of the car is not the source of vibration problems.

Find a tire shop that can balance the wheels while on your car. Spin each wheel and, with your finger on the fender or bumper, note any vibration. Look at the edge of the wheel and tire for out-of-round condition. If your Vette is equipped with positraction remove the rear wheels for balance and inspection. Inspect each tire for blisters and bumps. Check tire inflation and correct if necessary. If radials are used, rotate or renew. One of the radial failure modes manifests itself in virtual imbalance. This failure happened to me with a set of Michelin XVS, (an excellent straight axle tire), after 50,000 miles of use but these tires still looked very much usable.

Open your ST-12 (Service Manual Corvette 1953-62) and learn how to adjust your steering box. Don't even look at this box without prior study. It's easy to destroy the worm and sector (irreplaceable) with a wrench or for that matter with heavy wide front tires. Jack-er-up and note the play by moving the steering wheel back and forth. If more than an 1/8th inch of play is observed look for worn components in the steering linkage. Finally, adjust the steering box and by the way, it's supposed to have grease in it (90 weight)!



The angle of the rear U-joint with respect to the driveline is important. Tony Greco wrote for S.A.C.E., Straight Axle Corvette Enthusiasts, in Volume 2, Number 4 of "Straight Talk" that vibration problems can occur due to having less than seven and a half degrees. Interference will occur in the full bump position. He explains to load the car until the distance between the axle housing and frame rail pick-up (metal to metal) is four and one half inches. The angle of the propeller shaft and pinion nose can be measured as shown in the passenger car manual. If correction is needed a 2 degree shim 3722797 or a 3 degree shim 3744488 may be used between rear

axle pads and springs on both sides with the thicker portion of the shim near the front. The shims should be made to lie flat by removing the locating tabs.

Now for what's probably wrong! Go to your favorite FRONT END shop for an alignment. The first step in alignment is an inspection of all suspension components. the control arm bushings and kingpins may be worn beyond tolerance and repairs will be indicated. (That's what you get for running those wide heavy tires.) Repack the wheel bearings and correctly torque them at this time. Incorrect torque or excessive play could be a source of vibration problems. A special procedure is used here. When paying your repair bill reflect on what follows!

The FIRST COMMANDMENT of straight axle Corvetting is, "THOU SHALT LUBE CORRECTLY 22 FITTINGS EVERY SATURDAY MORNING OR 1000 MILES WHICHEVER COMES FIRST!" Correctly means to wipe off each fitting so as to avoid forcing grime into the fitting along with the grease; and observation of excess grease coming out of the fitting. Always have a handful of spare fittings for the occasions when one or more fittings will be blocked. These beautiful old cars are bushed metal-on-metal and grease is essential weekly, grease is essential weekly, GREASE IS ESSENTIAL WEEKLY! Got it?

Increasing the unsprung weight on the front end, (wide tires), will destroy handling and steering as well as front end suspension with the passage of time. If you MUST pull a "G" on occasion, make sure the fat tire weighs about the same or less than a stock 6.70 x 15. (26 pounds). A Michelin Sport XGT 235/60 x 15 weighs 23 lbs and a G.M. 7 inch steel wheel weighs slightly more than a stock 5 inch wheel. This combination "gets it" and is used on my 1962 "VAROOOMMOBILE!" Wide footprints make the suspension work more, (sees more bumps in the road) and the time in between chasis lubrications should be decreased in proportion. I try to lube daily on a coast to coast excursion where the car sees 500 to 600 miles per day. I have an impressive group of drive pins, punches and rivet sets made of old king pins to attest to my, "Lessons in grease!" When your front end is worn out you will vibrate! No two ways about it. One other negative thought about wide tires is that they significantly increase the "BUMP STEER" of your car. You hit a bump and as a result loose steering control momentarily. Driving a rutted lane causes lateral shifting motion at random. This shifting can be very annoying on a long trip. The advantages of wide tires are of course better traction or adhesion to corner, accelerate, or stop. (Weight transfers to the front wheels on a stop.)

Lastly, inspect the U-joints and drive shaft. Inspect the rebound straps as well because they are there to limit the travel of the rear suspension. If your Aunt Tillie ever pulls negative "G's" on the way for groceries and the straps aren't there, the driveshaft might contact the X member on the frame and will become "bent out of shape!" You will than vibrate BIG TIME!



# 53 TO 62 OIL PANS AND PRINTS

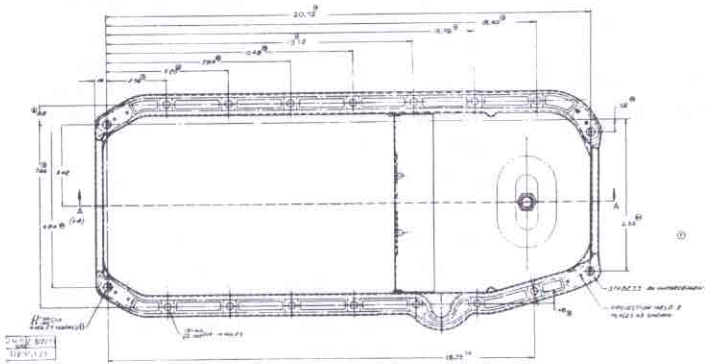
There has been arguments over the appearance and construction of oil pans of various years for some time. So I am reprinting the original prints from GM in order to clear up the discussion on some pans in question. Point (1) 53 to 54 used a three step pan, the first step was to clear the steering support arm located in the middle of the cross front member (the article Noland wrote about in the last issue) only Corvette used this pan. Point (2) 55 was a pan all by itself, because the 265 engine of 55 didn't have any oil filter. Point (3) 56 early had a pan where the oil stock tube was

located in the pan on the right side. Later 56 265 engine used the car pan 3735640, and the oil stick was located in the engine on the left side. (This pan has two recess areas on the second step of the pan.) Early 57 may have used this pan. Point (4) Later 57 Corvettes had its own pan and part number and all pans drain plugs were located at the rear bottom area using a TR or A bolt marking. Now from 57 to 62 a base pan was used 3735642. 57 Air Box used the 3746258. 60 Highlift Cam cars and base used the 3769761 pan. Anyone wishing to add to this article please write me. ROY BRAATZ.

## OIL PANS

1957 Passenger .....	3735640
1957 Base .....	3735642
1957 Air Box .....	3746258
1958 Passenger (Base) .....	3754958
1958 Corvette .....	3735642
1959 Base .....	958
1959 Corvette .....	642
1960 Base .....	958
1960 Corvette .....	642
1960 Highlift Cam, Late 60 .....	3769761

### PART NO. 3735640



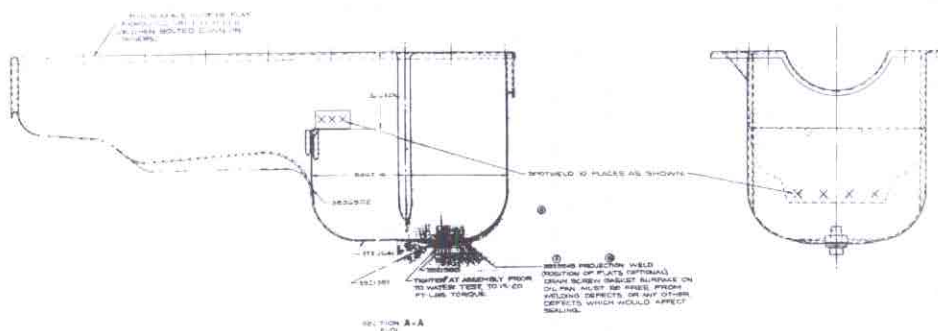
HOLES ON NOMINAL LOCATING DIMENSIONS MARKED THIS M, MUST FREELY ADMIT NOMINALLY LOCATED GAGE PINS OF .349 DIA.

HOLES ON NOMINAL LOCATING DIMENSIONS MARKED THIS N, MUST FREELY ADMIT NOMINALLY LOCATED PINS OF .272 DIA.

TEST IN WATER WITH 10 P.S.I. AIR PRESSURE.

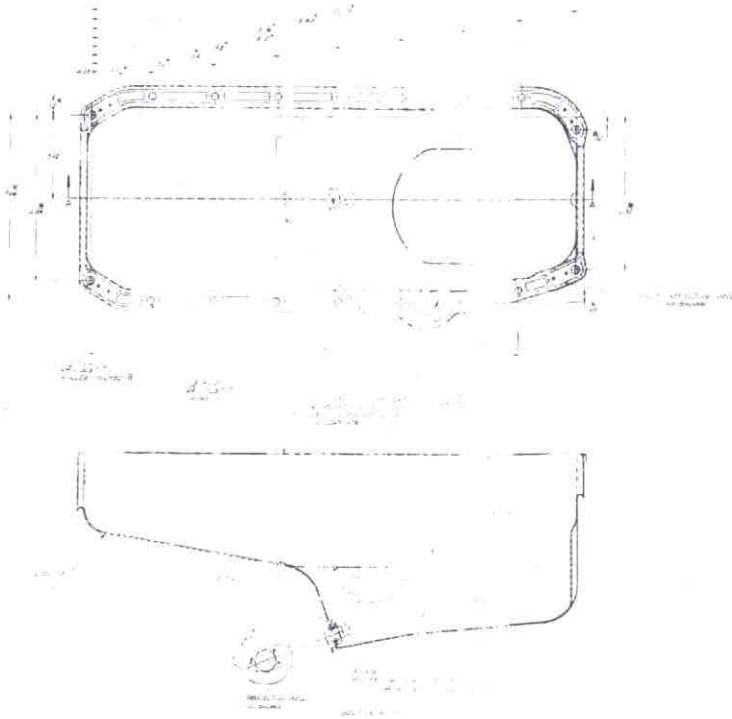
OIL PAN FLANGE MUST BE FLAT WITHIN .004 AT THE FOUR CORNERS BETWEEN THE 23/64 DIA. BOLT HOLE AND CORNER OF THE PAN WHEN BOLTED DOWN ON CORNERS.

OUTSIDE MANUFACTURER'S IDENTIFICATION MUST APPEAR ON THIS PART; OMISSION REQUIRES APPROVAL OF THE CHEVROLET MOTOR DIVISION.





**PART NO. 3754958**

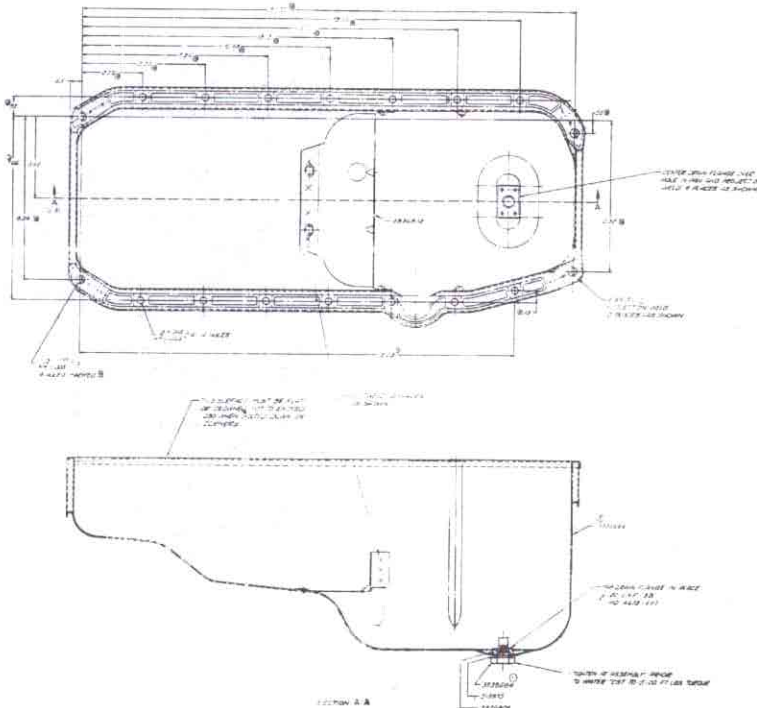


HOLES ON NOMINAL LOCATING DIMENSIONS MARKED THIS M, MUST FREELY ADMIT NOMINALLY LOCATED GAGE PINS OF .349 DIA.

HOLES ON NOMINAL LOCATING DIMENSIONS MARKED THUS N, MUST FREELY ADMIT NOMINALLY LOCATED PINS OF .272 DIA.

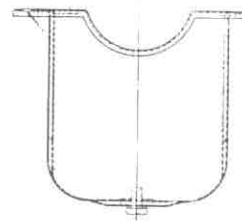
TEST IN WATER WITH 10 P.S.I. AIR PRESSURE.

**PART NO. 3735642**



OIL PAN FLANGE MUST BE FLAT WITHIN 004 AT THE FOUR CORNERS BETWEEN THE 23/64 DIA. BOLT HOLE AND CORNER OF THE PAN WHEN BOLTED DOWN ON CORNERS.

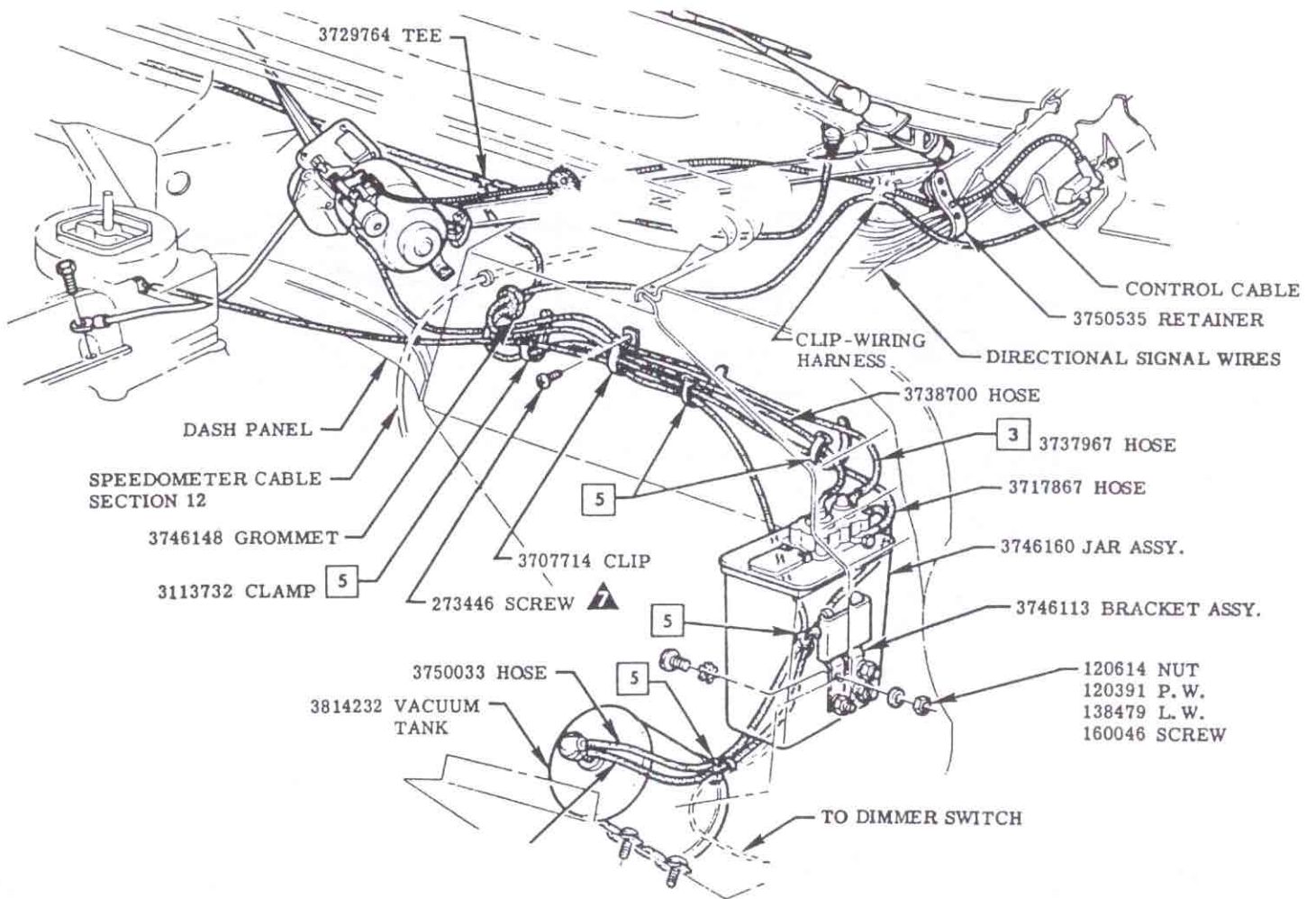
OUTSIDE MANUFACTURER'S IDENTIFICATION MUST APPEAR ON THIS PART; OMISSION REQUIRES APPROVAL OF THE CHEVROLET MOTOR DIVISION.



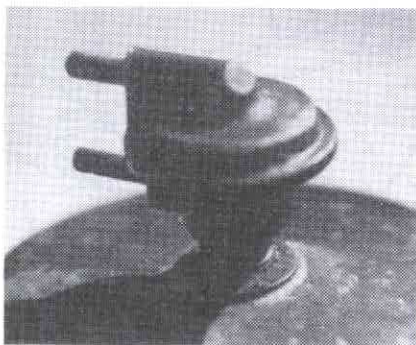








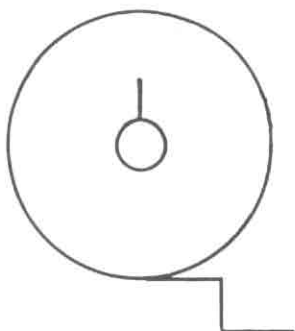
Routing of windshield washer hoses on all carbureted models.



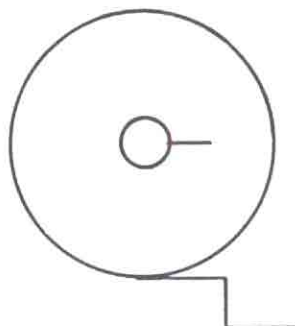
Left: Washer vacuum canister head.

Below: Aspect illustrations of canister mounting bracket to vacuum head: (Far left) vacuum canister #3752343 for 1958-61 dual 4-bbl. & FI (and very early '62 FI); (center below) canister #3741901 for 1958-1961 (to about 4/25/61) for single four-bbl. applications; (below right) canister #3814232 (with studs) for 1961 (from about 4/25/61) single 4-bbl., and all 1962's (except very early FI).

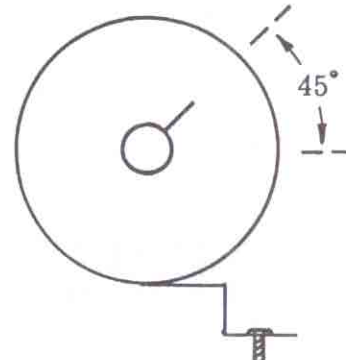
#3752343



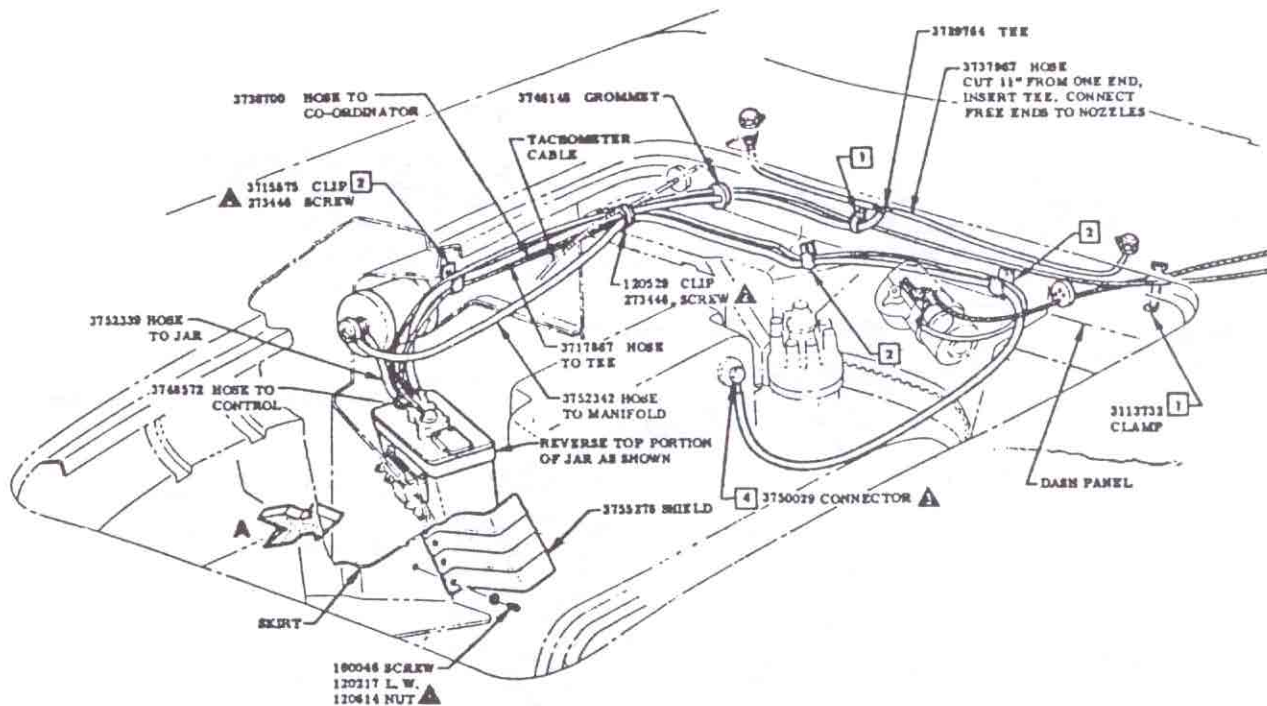
#3741901



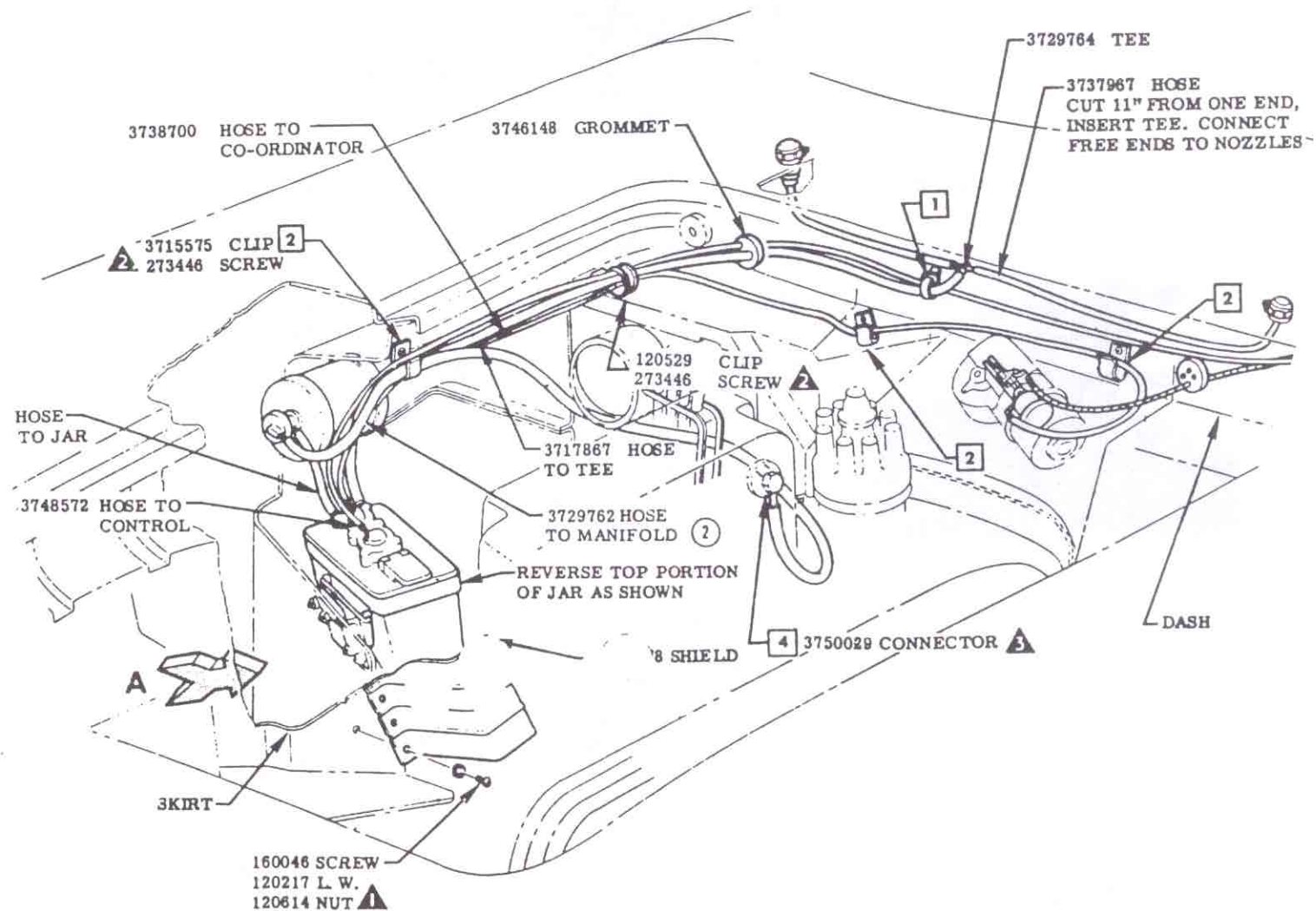
#3814232 (w/studs)





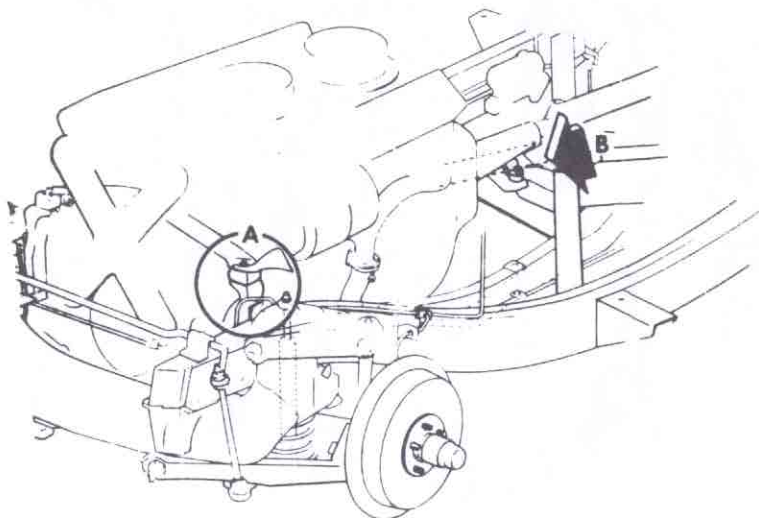


Windshield washer hose routing on 1961 FI models.



Windshield washer hose routing on 1962 FI models.





**SUGGESTED ENGINE MOUNTING PROCEDURE**

With engine positioned in chassis, the rubber cushion at both sides of the engine and at the transmission must not be distorted or cramped. To accomplish this objective the following assembly procedure is suggested.

**1. Prior to Assembling engine in chassis:**

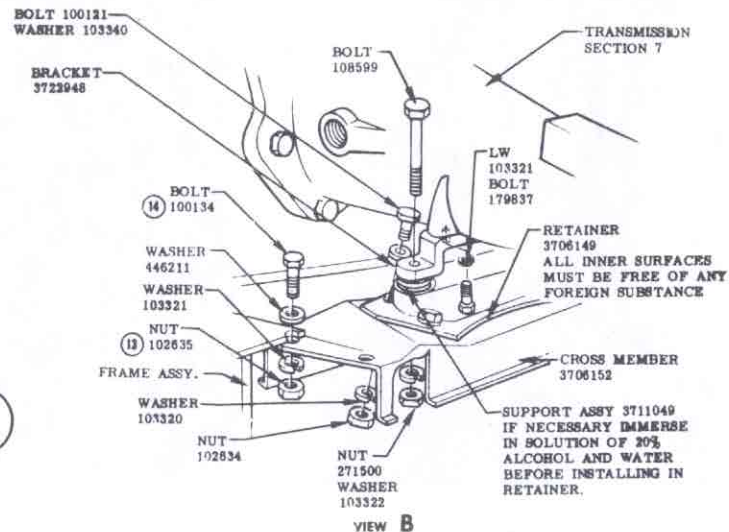
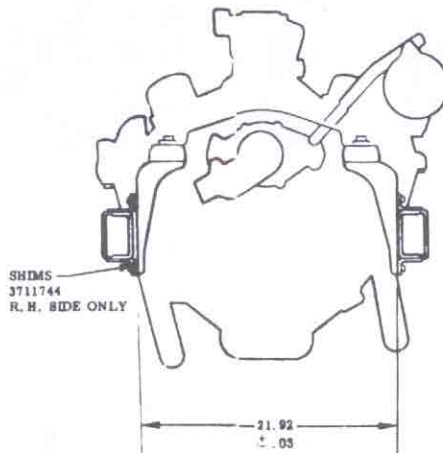
Right and left hand engine front mountings, are to be assembled on engine with the mounting bolt nuts loose (engaged only 2 or 3 turns). Transmission support and cross-member assembly is to be assembled to center crossmember, leave bolts loose.

**2. Assembly to chassis:**

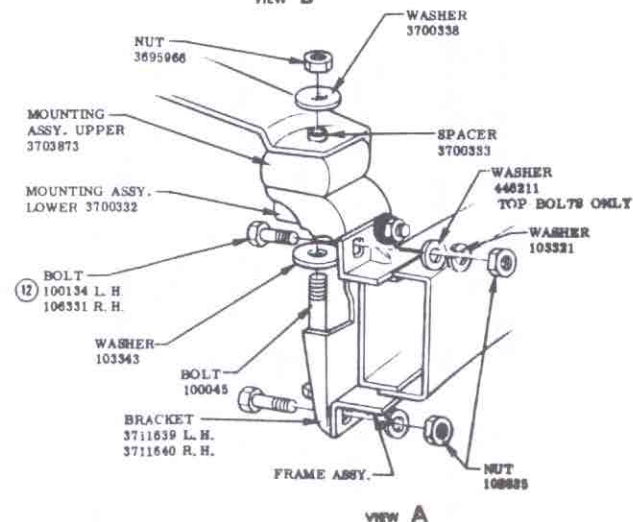
The distance between frame bracket upper supports is to be measured, and the number of shims required indicated on the right hand side member. Lower engine on combination locator and jack which locates the engine central in the frame and fore and aft by locating from the gauge holes in the top of frame side members to front face of engine.

**3. After assembling engine in chassis:**

Tighten two lower L.H. frame bracket bolts. Tighten two upper L.H. frame bracket bolts. Insert shims on R.H. side as indicated on side member. Tighten two lower R.H. frame bracket bolts. Tighten two upper R.H. frame bracket bolts. Remove engine from locator and jack. (Weight of engine is now on front and rear mounts). Tighten R.H. mounting bolt nut to specified torque. Tighten the 4 transmission support crossmember bolts. Shake engine (to relieve strain on mounts). Tighten L.H. mounting bolt nut to torque specified.



VIEW B



VIEW A

CORVETTE INSTRUCTION MANUAL						
DATE	SYM	REVISION RECORD	AUTH	DR	CK	
	14	WAS 100026				F
	13	WAS 103026				
	12	WAS 100026				
11-5-55	11	REDRAWN	3729			
NAME		DRAWN C. C.		CHECKED L. S.		SECT. 6
DATE 9-15-55		PART No 3726900				SHEET 6.00



# ROAD RACES REVISITED

by Lucy Badenhoop

Every year in August, classic car buffs and road racers get a joint treat at the Laguna Seca track in Monterey, California. The old race cars run again in the "historic automobile races!"

The tradition started in 1951 and was called the Pebble Beach Road Racers. For the first seven years, it was actually run on portions of the famous Seventeen-Mile Drive and headquartered at the Pebble Beach Gold Club.

This was typical of the road races immediately following WWI. A resort town was selected for atmosphere and accommodations, the streets blocked off, and sporting camaraderie was the order of the day. The local golf club or a large hotel hosted the social events and Concours D'Elegance.

In 1958 a permanent circuit was built nearby at Laguna Seca. By 1974, the races had evolved into the "Monterey Historic Automobile Races." 1990 marked the 48th anniversary of the first races. During all its variations, the Concours D'Elegance remained on the lawns of Pebble Beach.

Each year a different automobile is featured: 1990 spotlighted the Allard, while the Corvette was saluted in 1987. The connection between these two racing cars may not be widely known: Zora Arkus-Duntov. Zora was an Allard driver (later turned Corvette designer), along with other muscle car greats like Carroll Shelby.

On Saturday, 18 August 1990, our favorite straight-axes took to the Laguna Seca track again for the 10-lap events. In the 1948-55 class, there was one 1954 Corvette entered by Richard Ravel and Charles Elman.

The 1955-59 over 2000cc class saw one of SACE's favorites — Rich Mason and his 1956 SR2. There was also a 1958 Lister-Corvette that took second by Mike Blackie.

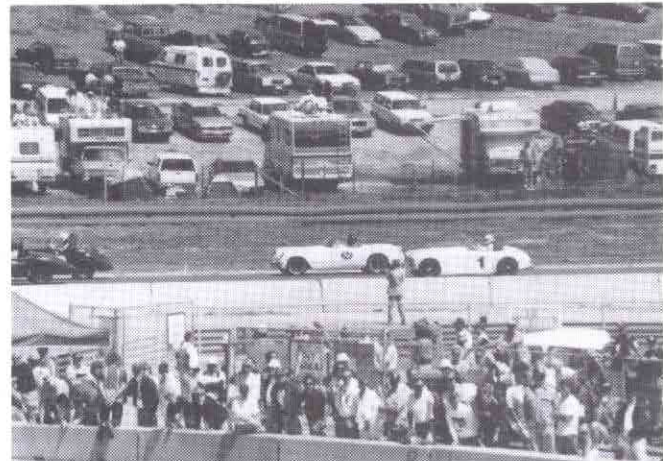
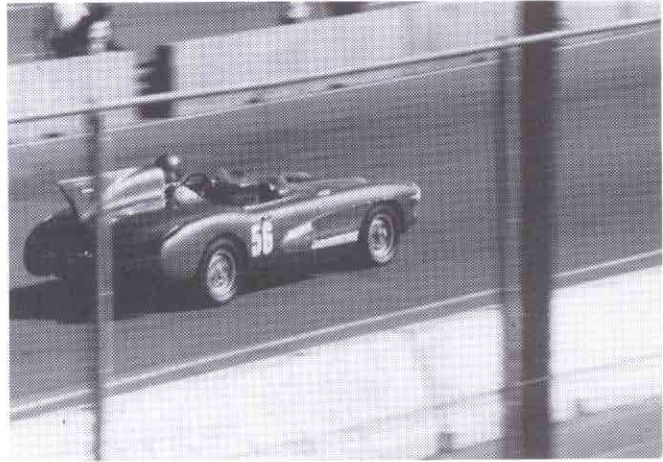
On Sunday, the 1956-62 GT cars over 2500cc class displayed several:

- 1956 ..... Bryan Hill
- 1956 ..... Bob Drennan
- 1957 ..... Mick Swezey
- 1958 ..... Noel Park
- 1959 ..... Orwin Middleton
- 1959 ..... Ron Cressey

Sorry to say, I missed the Sunday races and can't report how our favorites did.

Because these old cars and those they race against are irreplaceable museum objects, you would expect the owners and drivers to hold back and the races to be rather dull. To the contrary, there were close battles in every race. A few vehicles left with more pieces than they had on arrival, or in a slightly different shape.

I have to admit, I thoroughly enjoyed the day at Laguna Seca, even though I'm normally not an enthusiastic racing fan.





## PARTS IS PARTS

Convention door prizes and give-aways were donated by Paragon Products, Vett-Views, Keepen Track, Lectric Limited, and Repro Parts, Inc. Thank you all for your support

AAA Rated Parts  
 Repro Parts, Inc.  
 227 James Street, #5 Bensenville, IL 60106  
 (708) 860-6950

- Power window switch escutcheon set
- 59 to 62 speaker bezel
- 56 to 62 coordinator mounting bracket parking bezels
- 53 to 57 radio speaker "Bow Tie"
- 58 to 62 vacuum canister and valve
- 56 to 57 radio wing knobs
- 53 to 57 steering column bezel, rated BBB

These were items donated to SACE for our Convention with some others and I was able to compare them, I found them to be right on and if anyone needs one contact them, you'll be pleased.

—Roy



815/923-4341

*Harmony Corvette Restorations*

Total Restoration Services

P.O. Box 464 Marengo, IL 60152  
 Southeast corner of Route 20 and Harmony Road

Robin Winnan  
 Owner



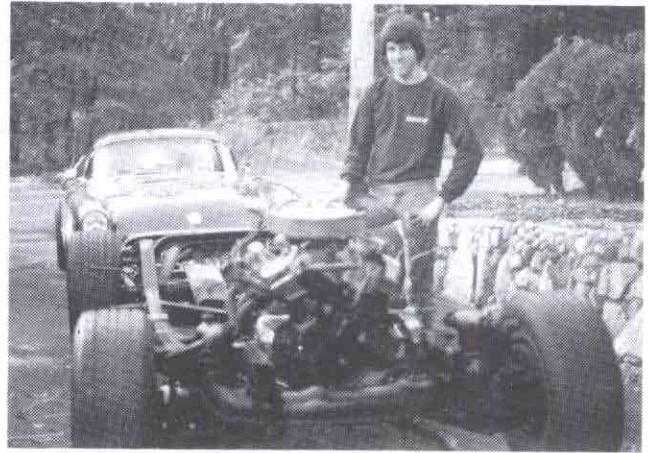
**HOLLAND RELIABLE  
 MOTOR SUPPLY**

**Jerry Noble**  
 121 East 8th Street  
 Holland, Michigan 49423

**(616) 392-3139**

**Kenny  
 Yager**   
**Corvette Restoration**

104 Water Street  
 Newton, IL 62448 (618) 783-2973



**DENNIS GRIEVE 18**, of White Rock British Columbia and his frame off 1962 project. The car is now complete and looks great. In the background is Dennis' father's car — **DAVE GRIEVE'S** eleven second 120 mph 1957 car.

## 55 IGNITION WIRES

**L**ECTRIC LIMITED is where I bought my set of wires for my 55 corvette last summer, when my wife and I drove back east for our SACE Convention. We were heading home with about 9,000 miles under our belt, when in Texas the engine started to miss. This was around 10 p.m. so as I checked under the hood and could see that the wires were shorting the ground wrapping of the wires. I replaced them and when I got home I sent them back to Lectric Limited and told them the problem I had, thinking it was just a bad set, I installed a new set. Later that winter while driving to Washington state, round trip of about 1800 miles, the wires did the same thing. This time I inspected the wires closely and discovered that the ground wrapping was too close to each end and that the plug or boot end was hardening do to the heat of the exhaust manifolds. Upon explaining this discovery to Lectric Limited I was surprised to realize that they listened and were concerned because I was the only person they knew of that drove a 55 such distances, and that a change would be made and that neoprene boots would be used. At Bloomington, I met them explaining who I was, and guess what? They had the new revised set already done and gave me a new set on the spot. The reason for this story is, I feel that this company truly wants to make the best product they can, by talking to their buyers. How many companys can we say this about? I rate them AAA and would advise them to anyone

**LECTRIC LIMITED**  
 7322 South Archer Road  
 Justice, IL 60458  
 (708) 563-0400



## JUST SOME OLD INFO

**53** to 62 drive shaft is part #3712381 and 34 35/64 in. long. 53 to 62 master cylinder square brass block is the same as 55-57 car. 53 to 62 rear brake hose to axle brass block is the same as 51 to 58 car. 53 to 62 (A) arms front. Upper and lower are the same as 49 to 54 car. Various steering gear box parts, like seals, bearing, race, cups, worm and etc. are the same as vett, look for 38 to 54 car.

3693446 forged steering knuckle assembly, it's the part the wheel goes on to is the same as 49 to 54 car. 49 to 54 car temperature gauge (dash area) can be used for 53 to 54 vett by replacing the face plate. 38 to 54 or 55 to 57 rear end housing (the large bango part) can be used by relocating the spring mounting pads, or miscellaneous inner window, door parts can be used from 55 to 57 car, and so on. What I am trying to say is that you should try Chevy people in locating various parts and look at them closely as to whether they can be used or modified. All you can do is save money, and learn about your vett.

### WANTED

**H**elp! Looking for present and past owners of 1961 #462. I have your original CQ block. I think the factory goofed and gave you my block. Ken Myers, 26 Hillyard Street, Chatham, Ontario, Canada N7L 3C9. (519) 436-0904.

**H**elp! Any information or past history of 1961 #1112. Believe car was in Grand Rapids, Michigan area around 1977, before it came to Canada. Klen Kyers, 26 Hillyard Street, Chatham, Ontario, Canada, N7L 3C9. (519) 436-0904.

**W**ANTED: Parts for '59 (late; . . . May 11th build) Distributor #111945 9D\_\_\_\_. Intake #3746829 D\_\_\_\_9. Set of Heads #3767465 D\_\_\_\_9. (not later than 9D23). Alternative Heads #3755550 if date very near my engine build of 4/28/59, need valve covers for same. Carter WCFB 2818S. Air cleaner for same. Need complete Warner 4-Speed (late "C", or "D" month, '59) Bell Housing for same. Wonder Bar #987730 (If dated, prior to May). Coil #1115091 (091. Windshield washer, all but the switch. Need lower radiator shroud #3721103, LH. #3753294, RH. and #3720365 center. Rear axle "U" Bolt Plates #3714311, LH and #3714312, RH. Rear axle "Rods" pair #3760512 and Studs #37580881. Ask for Rick Porembski 1-800-950-7733, Mon./Fri. 9-5 Central Time or (309) 762-2143 on Weekends. 3413 52nd Street, St. Moline, IL 61265.

**F**OR SALE: One excellent, complete 539 head (57FI), dated F67 (June 6, '57). \$300 OBO (Try Me). Tom Wk: 405-736-3271, Hm: 405-672-4602 after 4:30. Tom Parsons, 3600 Oakcliff Drive, Oklahoma City, OK 73135.

## LETTER TO THE EDITOR

**I** wish I had the opportunity to speak with you at Bloomington, but I enjoyed talking with the other people at the "SACE" booth. I am a member of SACE, and I highly recommend this organization to other enthusiasts.

Several years ago, I started a part time business reproducing some Corvette parts. My first item, was the 1953-1957 park light housing assembly complete with "U" bracket and wiring. I have since produced several other items both on exclusive and general lines for Corvette dealers throughout the United States. Included with this letter is a list of general lines that are available.

Due to the support of several members of various Corvette organizations such as "SACE", my "hobby business" has grown over the years. In appreciation, I have forwarded some of the items that I manufacture for the review of "SACE". Please feel free to use these items at the upcoming convention or any other event for door prizes or give-aways as you feel fit. I hope this will help to make the upcoming convention a huge success.

Thank you for organizing this fine organization and devoting so much of your time to making it so successful.

Yours Truly,  
Richard E. Verba  
Repro Parts, Inc.

**T**o Roy, Mary, Ray, Jr. and Julie. Just a quick note to say thanks for all your efforts with the SACE Convention, and with the SACE itself. The convention was one of the best weeks I've ever spent in my life; nice cars, neat people, nice weather. I know the convention was a lot of work for Roy, but it was good. The SACE has really helped give us direction and help with my Vette. Thanks again for everything.

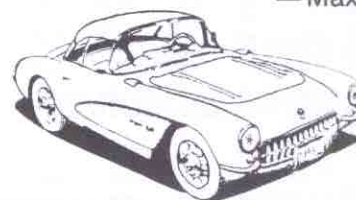
—Harry Crain

**J**ust a note to let you know we arrived home safely Monday night, and to thank you for a great week! We really enjoyed ourselves and the hospitality of Northern California. The barbecue and road tour were especially fun, and we appreciate all the work and planning you put into the SACE Meet.

On our way home we made the observation that SACE people most fit our idea of a good group to be a part of — something for which we have been searching.

Thank you again — we sure are looking forward to SACE in Springfield 1991, and seeing you all again.

—Max & Mary Rae







Harry Cranir and I waiting to be fed.



Wellson and friend put on a wonderful talk about their Cannon Ball Run they took and are now driving around the country, just for the fun of it.



Noland trying to get someone to listen to him.

Awards Dinner.







Noland took a small train ride.

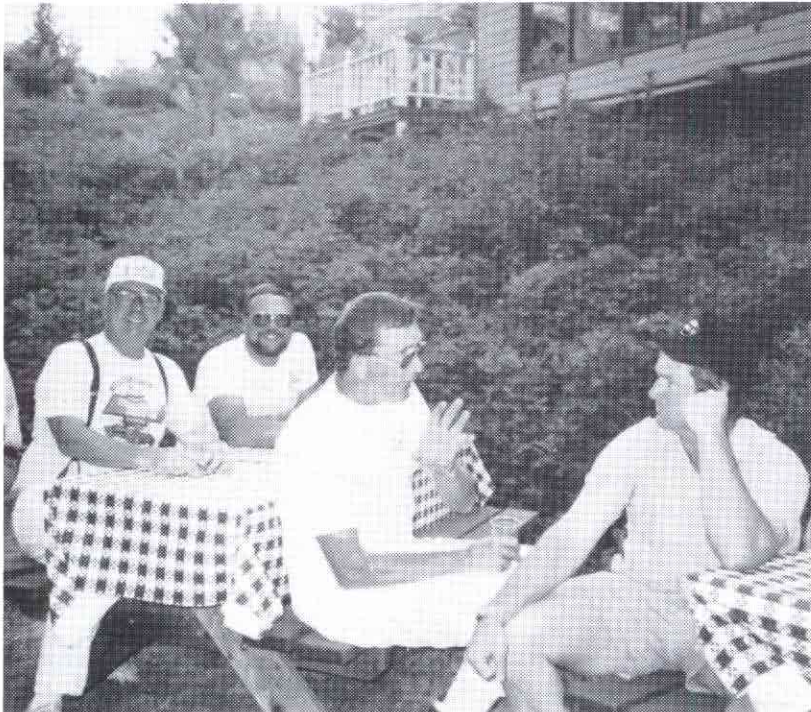


Mary and Julie Braatz taking tickets for the barbecue.

The group were getting hungry and thinking of barbecuing me.



By this picture you can see only ugly guys own early Corvettes.





# REQUEST FOR SACE TECHNICAL ADVICE

Requestor \_\_\_\_\_

Street \_\_\_\_\_

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

Phone \_\_\_\_\_

Vehicle I.D. No. \_\_\_\_\_

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

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Question \_\_\_\_\_

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Answer \_\_\_\_\_

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Reference book and page \_\_\_\_\_

Advisor \_\_\_\_\_