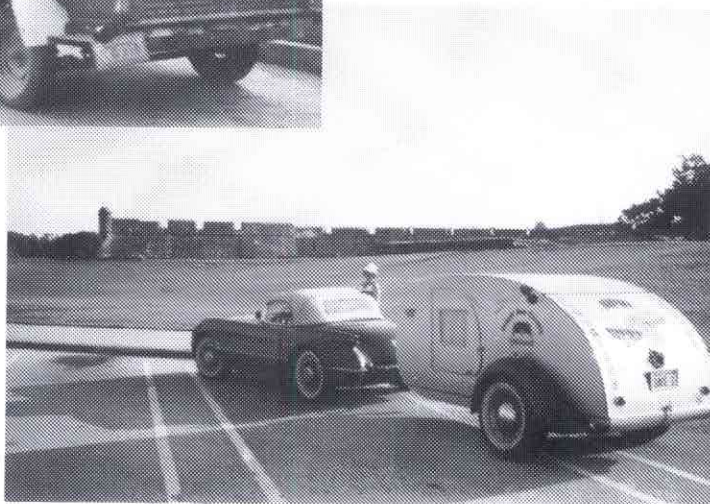
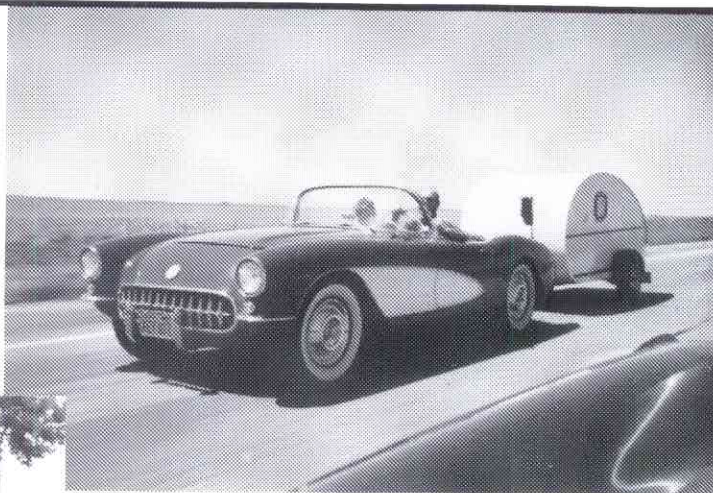
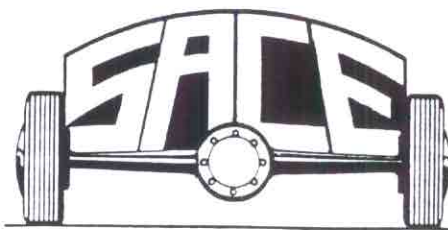


# STRAIGHT TALK

VOLUME 5, NUMBER 1

March 1991



## WANT TO BE ON THE FRONT COVER?

If you use your Corvette for towing or any other unusual activity, send us a photograph, and you may see your car on the front cover of S.A.C.E.

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# SACE

## NORTHWEST CHAPTER MEET

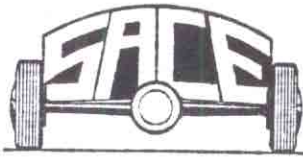
August 22 - 24, 1991  
Coos Bay, Oregon

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## DOIN' THE PUYALLUP

by Tony Catalano

It's that post hibernation time of year again and another visit to the annual Puyallup Corvette and high performance swap meet in Washington state. Puyallup is a small town about 30 miles south east of Seattle. Each year the city is host to the largest Corvette swap meet in the northwest. This year there were five enclosed buildings and three open air buildings full of vendors along with vendors setting up in the parking lot and the driveways. Along with this there were two additional buildings. One was for the large car auction and the other was the pavilion where there was a large Corvette display. This event attracts some well known vendors such as Red Roadster, Mary Jo Rohner, Gary Hodges, along with Paragon being represented.

This meet was well attended by many S.A.C.E. members. S.A.C.E. President Nolan Adams was at the S.A.C.E. information booth signing books, answering questions and making new friends.

Our editor, Roy Braatz and marketing director, George Marra from California were also helping S.A.C.E. Northwest Chapter President Bill Eldridge at the information booth. There they were introducing new people to S.A.C.E. and signing up new members.

S.A.C.E. had a very attractive information booth. Many thanks to S.A.C.E. member Greg Ellis who lent his red 1960 for display, it really attracted a great deal of attention to the booth and kept a steady stream of interest. Also an additional thanks once again to member Jim Gilbody of MD. for the large S.A.C.E. banner. This banner has really made its way around the country and is really very much appreciated.

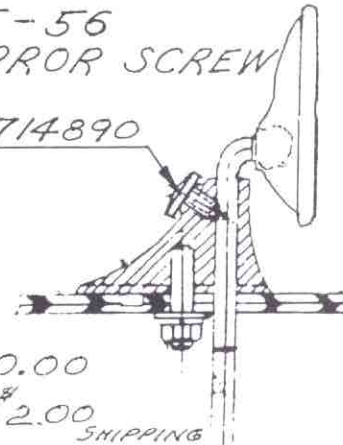
In the afternoon there was a S.A.C.E. Northwest Chapter general meeting with over 20 members present representing four states and two countries. The swap meet ended with President Nolan Adams giving a technical session that was accessible to the public. This was a great season opener and got everybody right back in touch.

While visiting the S.A.C.E. information booth I had an opportunity to meet many new people. I came to realize that the existence of S.A.C.E. is still a well kept secret. A large number of straight axle owners are unaware of our organization. I found that after telling people about our organization and explaining S.A.C.E.'s commitment to knowledge and technical information, everyone becomes very enthusiastic. There is always a great deal of interest whenever any straight axle owner learns of S.A.C.E.

So far S.A.C.E. has grown pretty much by word of mouth. This year S.A.C.E. is going to try and increase its membership base. There will be increased advertisement and further information booths at car shows such as Bloomington and swap meets like Puyallup.

I would like to ask all S.A.C.E. members to tell one of their straight axle acquaintances about our organization. Show them a copy of *Straight Talk* and give them Lucy's address for membership. I have found that after people see the magazine they are very interested in the information and wish to receive *Straight Talk*. It's easy to imagine the result if each one of us were to make one other car enthusiast aware of S.A.C.E.. And it is so easy, all you have to do is show them your magazine.

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



## PRESIDENT'S PAGE

by Noland Adams

Photography by: Bob Bacon



**M**ove? When Mary first suggested a move, I was opposed to the very thought. I'd lived in the same house in Albany for nearly 19 years. And I'd made a practice of saving nearly everything, not just Corvette parts.

But I listened, and gradually I agreed to consider a move. We wanted to be near the one family with four grandchildren in Placerville. We found a great house only a mile from their house in little El Dorado, so now we live in the foothills.

So now it's back to SACE business. I attended the Florida chapter of NCRS's meet in Cypress Gardens, Florida. As always, this was a super meet.

As the president of SACE, I was invited to the meeting of the Corvette Museum Board of Directors. At that meeting, the presidents of NCCC, NCRS, and SACE were all present. All three organizations were voted in, placing all 3 on the board of directors.

One of the important decisions was to remove the wording "*an NCRS foundation*" from all Corvette Museum Literature. This is in keeping with the museum representing all Corvette organizations. NCRS must get recognition for helping to start the museum, but it is not an NCRS function.

The museum is moving ahead to approve plans and begin construction on a permanent building. However, this is a complex process and I will save it for a future issue of *Straight Talk*.

Dan Gale (former NCRS president) was elected president of the museum, and Paul Shones (manager of the Bowling Green Corvette plant) was elected vice-president of the museum.

Operating museums have a curator that controls operation of the everyday operations. During these initial stages of the museum, material (cars, parts, literature, etc.) will be evaluated and accepted by the acquisitions committee. Members of this committee are Dan Gale, Paul Schones, and myself.

So now SACE is firmly involved with the Corvette Museum. We'll have periodic reports to keep you informed. The latest news is that the one millionth Corvette, due to be produced in 1992, will be donated to the museum by Chevrolet.

Colors again: there is another 1953-62 color variation that we should bring to everyone's attention. The standard, accepted colors are represented by all 1953s. White exterior, all red interior and trunk area. Sounds simple, but wait until we add a few exterior colors.

The first big change is in 1955, when Red Corvettes got white seats with red stitching. As if this weren't enough, the top compartment and trunk areas were painted red, but the trunk cardboard and trunk mat were black!

1956 to 1958 were all stable as far as color combinations go. That is, the interior and trunk areas (cardboard and mat) all matched and contrasted with the exterior paint. Is this clear. If not, we're back to the 53 example.

But this era of matching trunk components came to a halt in mid-1959. There are many variations, but let's stick with the exterior white / interior red example. Instead of the trunk being painted a contrasting color, it's painted body color. So now we have a white car, red interior, but the trunk area is painted white, and the cardboard and trunk mat are red.

Why? Who knows. Perhaps the guy painting the body had plenty of white mixed, and was low on red. Or maybe . . . Well, we could guess all night. But the fact is, there are many mid-1958s to 1962s with mis-matched trunk colors.

Don't get me wrong — most of these two tone trunks look great. It's just that no one has brought this out before, and every once in a while a fresh example is subjected to unwarranted criticism.

So, 59 to 62 owners, check out those colors. We'd like to know — please write to roy or me at P.O. Box 1134, El Dorado, CA 95623.

Save the wave, and I'll see you at Springfield.

— Noland

# TREASURER'S REPORT

BY LUCY BADENHOOP



1990 proved to be another growth year for SACE. We ended the year with total membership at 606. This puts us on a firm financial footing.

Beginning Cash	\$ 2,372.08
New members	\$ 3,478.00
Renewals	9,249.00
Magazine Sales	780.00
Convention IV	2,425.50
Logo Item Sales	1,428.45
Technical Guide Sales	1,250.00
1990 Income	<hr/> \$18,831.45
Total Available	\$21,203.53
Ending Cash	\$5,386.42
Printing	\$8,257.19
Postage/Phone	1,392.14
Supplies/Equipment	2,408.85
Convention IV	2,078.48
Logo Item Stock	1,420.60
Miscellaneous	259.85
1990 Expenses	<hr/> \$15,817.11
Total Used	\$21,203.53

Although the ending cash balance would seem to indicate we had excess cash, two printing bills were pending at year's end. These were for the December Straight Talk (\$2,000) and the first two volumes of the Technical Guide (\$1,300). The remaining \$1,300 is actually early receipts of 1991 dues.

The encouraging thing about our finances is that we have been able to make two additional capital investments.

First, the supplies and equipment line includes the purchase of our second computer (\$1,700) for Roy Braatz the magazine editor. I have been using the first one for membership records and preparing the technical guide.

Second, we stocked up on SACE logo items: T-shirts, hat pins, jacket patches and stickers. This stock is paid for and will generate future revenues.

Looking forward, 1991 is expected to be even better. Larry Johnson and Bill Eldridge (Northwest Chapter) signed up 12 new members at a Corvette meet in February. What a great way to start the year.

The first two volumes of the SACE Technical Guide are available. Those of you who prepaid should have received them by the end of February. If you haven't ordered yet and want a copy of both volumes: I General and II Mechanical, send \$25 to our P.O. Box 2288, N. Highlands, CA 95660.

Exciting things are happening with the Route 66 Road Tour. The Corvette Caravan is getting the royal treatment. Santa Monica is organizing a two day send-off celebration on the pier. I've had an offer from the Albuquerque, New Mexico Corvette community to arrange a private tour of the Al Unser Jr. racing facility.

In St. Louis, Missouri, I've located the current owner of the old Corvette Plant (1954-1980) and a GM employee who used to work there. Both parties have agreed to give us a tour of the facility.

We might even have our own Route 66 musical band accompany the tour! If you want to participate, call me (916) 729-1165 and I'll send you a registration form.

## DUES RENEWAL CONFUSION

It has come to our attention that some of our members are confused about how we handle renewal notices. We hope this letter will clarify our procedure. We also hope that in the future, you will save the club some postage by responding to reminders #1 or #2. If you don't, we will always send you reminder #3.

1. Every mailing label we send to you has the expiration date of your membership above your name. The date shown will match the last issue of Straight Talk you have paid for. In essence, you get a renewal notice with each issue.  
*Note: Since we changed to a calendar year membership a couple years ago, this date will always be "30-Dec-xx".*

2. In the December issue of Straight Talk, we include a reminder that renewals are due. This notice appears where space permits.

3. About the end of February we send out a letter, advising those who have not responded to #1 and #2 above that their membership is lapsing.

A big thank you to the 280 members who have already paid their 1991 dues in response to #1 and #2 above (*you saved us \$81.20 in postage*).

For the 344 that haven't realized it's time, this is your personal reminder that your \$21 check must be received by 30 March to ensure receipt of the March issue of Straight Talk.

SACE

P.O. Box 2288

N. Highlands, CA 95660-8288

## PROJECT 58

by Max Brockhouse

During the restoration of our 58 Vette, I did have a good experience with a vendor I would like to relate to the members of SACE.

When it came time to start the 58 for the very first time since we have owned it, the gas gauge would not work.

I had already installed a new sending unit in the tank, and the fact that the gas/temp cluster, as well as gen/oil cluster, were loose in a box when I purchased the Vette in 1986, caused me to decide the gauge was bad.

I removed the gas/temp gauge cluster and sent it off to be rebuilt, with a note explaining my problem.

In a matter of days, I received a telephone call from a very nice lady telling me the gas gauge was right on, but my temperature gauge was bad, was it ok to fix that side? That taken care of, I had my cluster back in two weeks turn around.

After re-installation, it appeared that my gas gauge read  $\frac{1}{2}$  full all the time and the temperature gauge pegged out hot all the time.

I changed the temperature sending unit on engine and tried another gas sending unit, to no avail.

I decided my rebuilt gauges were still bad. I took them out and sent them back to the vendor with a note indicating my trouble and my attempts to solve the problem. In a few days I received a telephone call with a really nice gentleman saying my gauge cluster was correct. With further discussion, he asked how my ground wire was attached to the dash. I told him it was attached to a screw on the speedometer housing. He explained that it really should be attached to one of the studs that hold the two dash halves together, otherwise my gauges would be "squirley." Sometimes, they will read correctly, sometimes not work, and sometimes wrong without a good ground.'

The vendor then offered some suggestions if my gauge still didn't read correctly.

A good ground is first on the list. Double check the radiator cap for correct pound # (13#). Check the ohm draw, cold and hot, from the engine sender (per shop manual). Today's engine senders sold as replacement parts, sometimes read wrong for the straight axle gauges. As a last resort, if it is the engine sender, place a 30 ohm resistor on the wire from the sender, before it attaches to the gauge. They returned my gauges at no charge.

By using the above suggestions, my gauges are now accurate.

I feel this vendor was genuinely concerned about me as a customer and took the time and patience to help me. It is a rare event in today's world to have such personal service.

If you need to have a clock or gauge rebuilt, please consider using this vendor.

Classic Clock & Gauge  
434 Appian Way  
Chattanooga, Tennessee 37415  
615/875-4983

## 58 SOFT TOP BRACKETS

Max Brockhouse's article on the 58 soft top brackets show the scribed lines of the original bracket that the repro doesn't have, they were to keep the soft top assembly arm from slipping by locking the two pieces together when an adjustment was made. ALL FOUR PIECES had this feature made into them. *Figure 1* shows the sandpaper material used for the 53-55 soft top assembly which also kept the top assembly from moving after an adjustment. This part is not reproed at this time and is rarely seen on 53 to 55 Vettes and is hard to find.

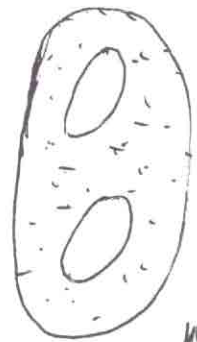
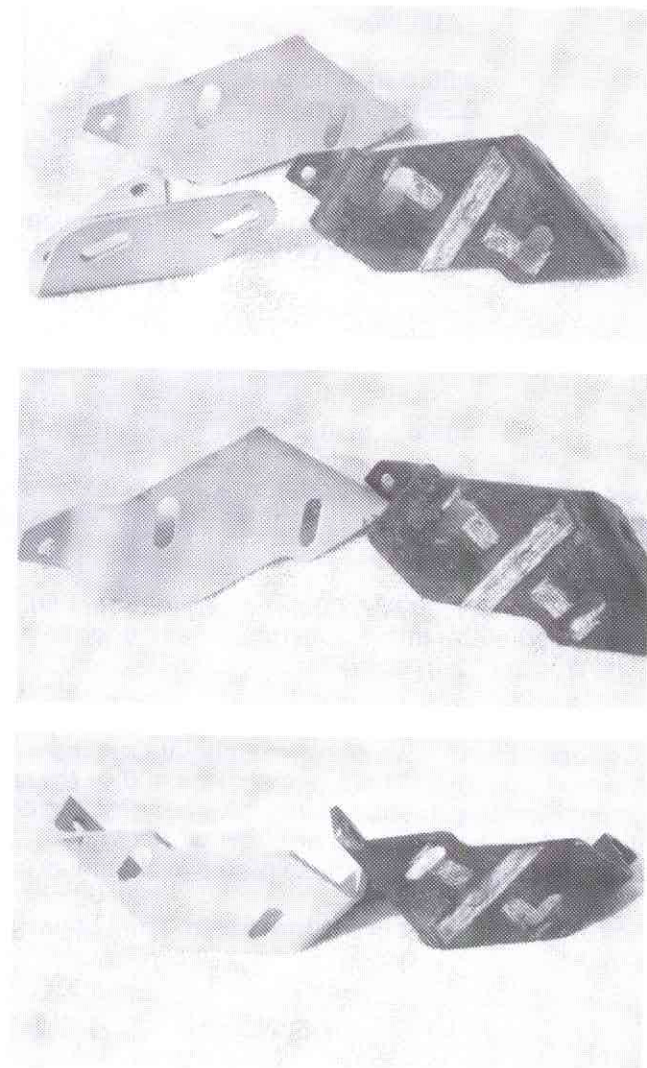


Figure 1



# 1991 SACE WESTERN REGIONAL CONVENTION

Coos Bay, Oregon  
August 22, 23 and 24

*Come early and enjoy the coast!*

<b>Wednesday</b> August 21	Evening outdoor barbecue at Richter's home—Free for early birds	
<b>Thursday</b> August 22	12:00 Noon-5:00 p.m. 12:00 Noon-6:00 p.m. 12:00 Noon-8:00 p.m. 7:00 p.m. 8:30 p.m.-10:00 p.m. 10:00 p.m.-6:00 a.m.	Lunch on your own Check-in and registration Swap meet Car wash open Barbecue—Burgers, etc., cost \$8.00 each Technical session Corvette lot closed
<b>Friday</b>	7:00 a.m.-9:00 a.m.  9:00 a.m.-10:00 a.m. 9:00 a.m.-10:30 a.m.  10:30 a.m.-11:00 a.m. 11:00 a.m.-4:00 p.m. 12:00 Noon  4:30 p.m.-6:00 p.m. 6:30-8:00 p.m. 8:30 p.m.-10:00 p.m. 10:00 p.m.-6:00 a.m.	Continental Breakfast included with room or breakfast on your own Late registration Inspection seminar—Required for all owners with cars in show, but it is encouraged for everyone. show line up Inspection Lunch—Will be furnished for all inspectors and tabulators, cost for all others will be \$8.00 each. House of Myrtlewood tour Salmon Barbecue—Cost \$15.00 each Technical session Corvette lot closed
<b>Saturday</b> August 24	7:00 a.m.-9:00 a.m. 10:00 a.m.-4:00 p.m.  5:00 p.m.-6:00 p.m. 6:30  10:00 p.m.-6:00 a.m.	Breakfast Tour of Shore Acres Gardens and picnic on beach—Cost \$8.00 each Technical session Awards meeting Dinner choice of Prime Rib or Prawns with wine—Cost per per- son is \$25.00 for Adults and \$12.50 for children under age 12 Corvette lot closed
<b>Sunday</b> August 25	7:00 a.m.-9:00 a.m.	Breakfast Have a safe trip home

## **Motel Accommodations:**

Edgewater Inn, \$52.00-\$67.00 per night, direct: 1-503-267-0423, or 1-800-233-0423

R.V. Park complete with full hook-up next door to motel. Security guarded Corvette lot from 10:00 p.m. to 6:00 a.m. on August 22 through 24.

## **License Plates:**

We are fortunate to have our own Special Commemorative Illinois License Plate issued to mark the SACE National Convention this year. There will only be 100 of these very special plates and are legal for 60 days.

Commemorative license plates have become big collector items. I am told one from the first Bloomington Gold meet that they were issued, are now worth \$1,500!

We are pleased to make these plates available as part of your registration packet at the 5th SACE Convention in Springfield, Illinois.

They are strictly first come first serve. The sooner you register the better chance of getting a number special to your Vette.

★ SIGN-UP SHEET ON BACK COVER ★

## NATIONAL CONVENTION UPDATE

If by chance you need dash instruments repaired for your restoration, bring it along to Springfield, Illinois. The Classic Clock & Gauge, Chattanooga, Tennessee has informed us, they plan to be at our National meet to make repairs on the spot in the swap area. This will save you postage and any turn around time.

Some of the early door prize donors are: CHEVY/CORVETTE Buyers Guide, Chicago Corvette, Custom Autosound, Krause Publications, Lael Graphics, Lectric Limited, Mid America Corvette Supplies and Pargon. CHEVY/CORVETTE Buyers Guide and VETTE VUES plan to provide magazine coverage of the Triple Treat events.

On display will be Forrest Shopshire 56 Bonneville racer and Ray Quinlyn 53 donated to the Corvette Museum (#262 of 300).

Scheduled for workshop classes are Noland Adams, George Barlos (St. Louis inspector), Roy Braatz, Forrest Shopshire (racing) and tentative Bob Kunz (carburetor) and Joe Tripoli (frame markings).

## TO SACE MEMBERS

Thank you for responding to my want list, that was printed in the SACE newsletter. I received approximately 50 calls from all over the U.S. I did not get all of the parts on the list, but I was able to get most of them, and of course I still need some more parts. Again, thank you.

Frans Scholin

19091 Ansonia Court

Grass Valley, CA 95949

(916) 268-1776

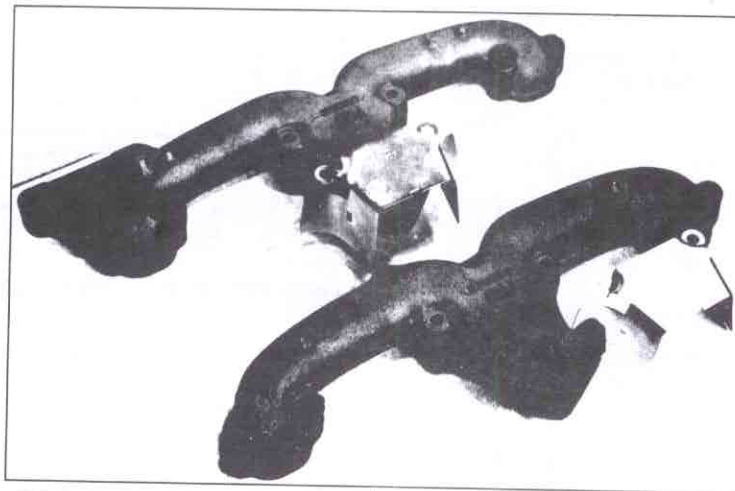
In process of restoring #E56S002741

### OKLAHOMA MEMBERSHIP DRIVE

Tom Parsons will be soliciting 53-62 Corvette enthusiasts for the Oklahoma area, to get together May 5th in Oklahoma City. Call Tom for further information (405) 672-4602.

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## SACE TECHNICAL PANEL

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

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

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

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

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

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

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

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

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

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

Jim Lockwood (58-60)  
P.O. Box 691  
Mountain View, CA 94042  
(408) 7233-2775

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

Brooks Cooper (61-62)  
12647 Fantasia Drive  
Herndon, VA 22070  
(703) 471-5776

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

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

Bill Eldridge (58-60)  
561 Olele Pt. Road  
Port Ludlow, WA 98365  
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1582 Surrey Drive  
Santa Rosa, CA 95401  
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14521 Bears End Drive  
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(916) 265-5947

Ken Kavalchek (56-57)  
6966 Boneta Road  
Medina, OH 44256  
(216) 336-9455

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

## PROJECT 58

PIECES ARE PIECES—PARTS ARE PARTS  
by Max Brockhouse

With this article I would like to further illustrate one of SACE's concepts. That is, to educate the membership in the difference between original and reproduction parts.

Our 58 is one top Vette, with a soft top. As the 58 started going back together, I found I was short one outer bracket to mount the frame to the body. I ordered a set of the reproduction outer brackets from a major vendor located in the upper midwest.

As noted in illustration "A" the part numbers are 3716353 l.h. and 3716354 r.h. This part attaches the soft top to the body behind the seat and is the same for 56-62 power and non-power tops alike.

The reproduction parts do not have the knurled/scribed lines that mate and hold the soft top frame to its counter parts (illustration "B").

Once painted and mounted on the Vette, they look cosmetically correct. These reproduction parts fit my needs on this project. But, to a purist, they would not do. I only wish to point out the difference and let you decide which parts to acquire for your restoration.

As side note, I would also recommend any soft top frame replacement parts being offered by Coffman Corvette, Mansfield, Ohio. I needed the rear tacking bow for our soft top frame. I looked at their replacement parts during Bloomington Gold. I feel they are right on, and purchased one from them.

---

## STATE REPRESENTATIVES

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

**Washington:** Bill Eldridge, President  
561 Olele 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

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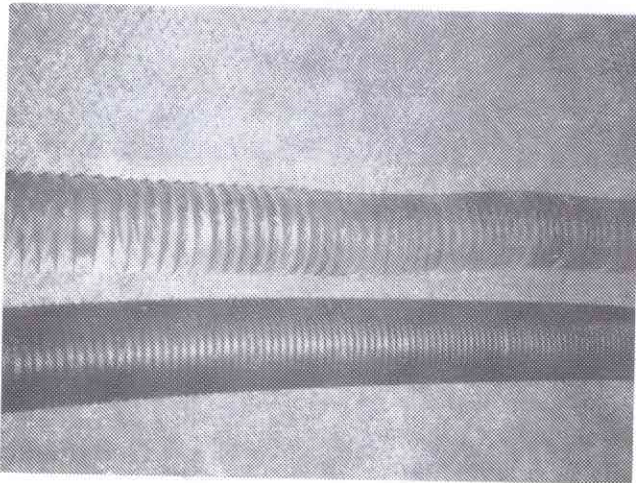
## FRESH AIR HOSES

All of our early Corvettes with a heater have a 4" fresh air hose under the hood. I have recently had the opportunity to observe several of the original hoses, especially on 1956 and 1957 in comparing with the reproductions and the reproductions are different in many ways.

When the original hose is stretched and in place there is approximately 11/16 of an inch spread between the spring coils; the fabric is basically an oil cloth type of fabric that was wound around the springs. If you will look very closely at the original you can see threads and fabric within that wrapping. It is wound with the springs with each wrap being overlapped on the prior spring. With the reproductions you will notice the fabric type is a little bit different, but the main problem is that the springs and the wrap are on a 3/8 inch center to center.

When the hose is installed it is stretched reasonably tight and it held in with two bands that have a special filister head screw. I had the opportunity to observe a reproduction of the band, which is now available very close to the original bands.

Larry Richter  
Technical Director 56-57  
Coos Bay, Oregon



## SOFTWARE FOR CORVETTES

In July of this year, I had a chance to talk to you on the phone to get information on a car show in your area.

I had explained how we wrote computer software for Corvettes 1958 and up.

You said that you were interested in seeing what we had and would possibly review one if we sent you one.

So I am sending you our newest program, *Electric Animation Corvette, 1961-1962*.

Being this is a new program during testing we found we needed some enhancements to make the program easier to use, so we reworked the programs and put them in, unfortunately this took more time than expected.

The programs have been thoroughly tested with no problems. Technical Output products is committed to putting out the best in Corvette software, so your comments and suggestions are very important to us.

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or Write:

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LEWISVILLE, TEXAS 75029-2188

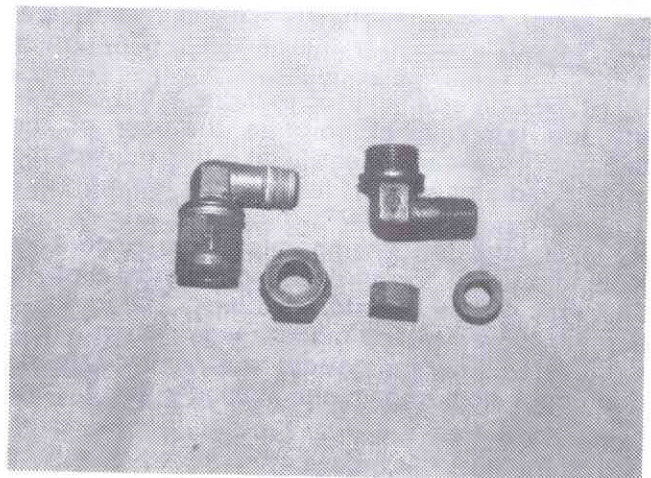
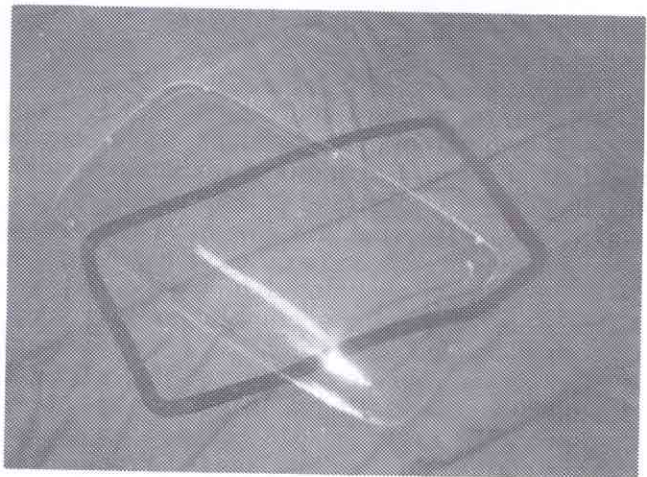
Sincerely,  
Eric Johnson, President

## IMPERIAL FITTING COMPANY

For 54 car owners, the Imperial Fitting Company is still in business. The 90 degree male elbow used in the fuel lines at 2 of the YH carbs are made, but do not resemble the originals. However, the flex sleeve (rubber type gasket) is still made. It is still used in the aviation industry where vibrations occur, it will not leak. So check at the airport or drop me a note for 2 (\$1.00 each).

After waiting 5 years for the repro guys to reproduce the rear license cover bubble, I went ahead and had the tooling made myself. I ran 50 units. They are just like the originals. They are available to car owners only (53-55). Include vin # with order. Price is \$55 each (includes gasket). When they're gone, there will be no more.

Sincerely,  
Steve Sokoloff



# QUESTIONS & ANSWERS

SUPPLIED BY DALE PEARSON

**Q.** I just bought this all original '60 hardtop only car. Mr. B had taken very good care of the car all these years but he had placed his AAA decal on one rear quarter window, his shriners decal on the other rear quarter, and his parking lot decal on the rear window. I have removed the decals but glue remains on the correct dated plexiglas surfaces. What can I use to remove this residue and how do I get rid of a spot that is foggy in one quarter window?

**A.** I am not aware of any solvent which will remove the glue and not damage the window. I have used Dupont 606 polishing compound on plastic emblems. Maguires (who makes polishes and waxes) has a clear plastic polish and a scratch removing compound. It works great on foggy soft top rear windows.

**Q.** Paint originally red. Looks like red enamel repaint with white cone. The cone was then repainted with red lacquer. I assume the car should be stripped of paint, any repairs made to the fiberglass and then repainted (red). 1. How do I strip the paint? Chemically, or plastic media blasting (December 90 *Corvette Fever*). 2. Paint with lacquer, enamel or ?. 3. Where is a competent Corvette painters-shop?. 4. Where can I get the door posts re-chromed?.

**A.** 1. I have used Ditzler 505 stripper in the past. It will remove enamel and lacquer but will not remove original primer or attack the fiberglass gellcoat. I have no personal experience with blasting, but I understand it works well, is fast, and reasonably inexpensive. Chemical stripping is a tough and dirty job and expensive to have done. 2. All 62 Corvettes painted in acrylic lacquer. There were no two-tone combinations in 1962. Cars were painted solid color. 3. I don't know of any painters in your area, but you might try Doug's Custom Paint and Body, 10149 Canoga Ave., Chatsworth, California, 818-998-5595. 4. For chrome plating, I'd suggest Casa DeChrome, 6868 Farndale Ave., North Hollywood, California, 818-764-4372.

**Q.** 1960 Corvette tank top radiator. What color is the top tank? What color is the rest of the radiator? How can I identify (at a flea market) the correct radiator support for the tank top radiator?

**A.** The tank top is unpainted. See page 1 of Noland's Vol. 1 for an excellent original picture. The rest of the radiator is black. The radiator support for a tank top radiator would have a hole in the left side of the bottom to accommodate the drain cock hose. Again see Noland's Vol. 1, page 272.

# COMMENTS

**E**nclosed is a check for my club dues and also advance payment on the technical guide. I eagerly look forward to each issue of *Straight Talk*. There is always something new in it. For all the work it takes to make work—thanks!

Steve B. Tye

**I**'m the 1956-1957 NCRC judging team leader and am starting a record of engine stampings of 56-57 original motors — especially 56's. I'd like NCRC and SACE members to send tracings to me with VIN# and casting date. They need to trace to the edge of pad so we can see relation of numbers to edge of block.

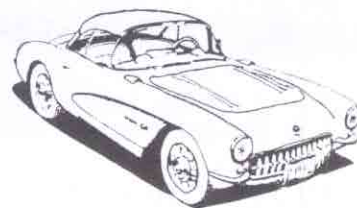
Thanks  
Brent Ferguson

**I** noticed from the last issue of *Straight Talk* that my membership would expire 12/30/90. I am enclosing a check to cover my dues for 1991. However, I am not sure if I have enclosed the correct amount. In this day and age everything seems to be going up.

I would like to suggest that in future issues the amount of membership dues be included somewhere. If it is not too costly perhaps even a blank application form be included. This could be used not only for renewals but also recruiting new members.

Keep up the good work.

Best regards,  
David R. Bartush



**T**he magazine which Roy, Noland, you and all the others put out is worth twice the price of the dues.

By the way, check out the December issue of *Vette Vues*, pp. 128-132, for color pictures of both my cars and an article I wrote about the 56.

Thanks for all you do.

Sincerely,  
John G. Morrow III, M.D.

# EXTRAORDINARY BURT JOHNSON

By Tony Catalano



Burt Johnson in his off-frame restored 1955 Thunderbird.

I would like to tell you about an acquaintance of mine. His name is Burt Johnson and to know Burt is to be inspired. Burt has many accomplishments and one of them is to have just completed his second total frame-off restoration. Of course there are many that have had that honor. What is so extraordinary about Burts accomplishment is that he did his frame-off restoration while being totally blind. Burt lost his sight over 30 years ago as a teenager due to a firecracker accident. The last car that Burt recalled seeing was a 1955 Thunderbird. It had been his lifes dream to own one. He has fulfilled his ambition by restoring one from beginning to end. Although T-Birds do not lend themselves to our part of the car hobby, what does is the initiative and self discipline to complete and fulfill a task of this size. There are times that I have found myself in or under my car doing what seems like an impossible task, reaching my frustration threshold, when I stop and think of Burt. It is difficult to imagine trying to wire the underside of the dashboard or rebuilding your motor with your eyes closed.

Burt is the director of the Canadian National Institute For The Blind in British Columbia, Canada. Burt had another dream and that was to

be the world's fastest sightless driver. He had driven his T-Bird around race tracks but to fulfill his need for speed he would have to find a much different ride. On October 1, 1989 Burt set a world speed record in an automobile for a sightless driver, driving an average speed of 128.26 mph over a five mile course at the Bonneville Salt flats in Utah. The run was made in a borrowed 1978 Corvette with the assistance of a navigator. Burts successful run was made before a crowd of almost 100,000 spectators. His accomplishment was rounded out by having his record setting run recorded in the Guinness Book of World Records. The run was also sanctioned by the Utah Salt Flat racing association. Burt was also able to raise funds for his favorite charity, The National Institute for the Blind.

Since Burts record run he has started a new project. While recently in Nevada he picked up a 1954 Studebaker and is currently completing the body work. He will be running a chevy big block. Burts goal this time is, to return to the salt flats next year, at 200 mph. Maybe next time I'll be able to interest Burt in some old Corvette.

When I'm working around my car and sometimes become frustrated, I often think of Burt.

## STRAIGHT-AXLE CORVETTE ENTHUSIASTS (SACE)

**SACE** (pronounced like sack) is a national club dedicated to enjoying the 1953 through 1962 Corvettes. Annual membership includes:

- Four issues of *Straight Talk* magazine, published March/June/September/December
- Assistance from our volunteers on the Technical Panel
- Free advertising in *Straight Talk*

The national SACE organization was formed in 1987 and holds its convention each summer in various parts of the USA. State or regional chapters have been forming as local interest develops. Our car shows offer owners the following choice of classes:

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

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

**CONTEMPORARY RESTORED:** These cars may have some nonoriginal items (i.e. engine, paint, etc.) may be partially customized, or in the process of restoration. The owner may select one item from each of three inspection categories (interior, exterior, mechanical) on the score sheet which will not be counted (no points deducted).

**UNRESTORED:** Cars which show their age and no attempts to hide it. Points are deducted for new or restored items.

**CUSTOM:** Expect to see lots of chrome, customized paint jobs, creative body work, suped-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. This class is also available to any participant who wishes to show a vehicle but not have it inspected.

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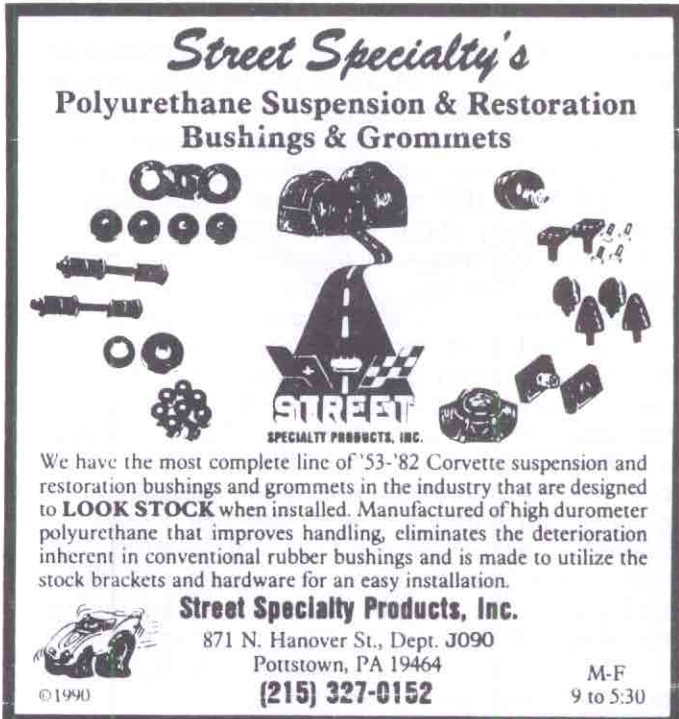
Noland & Mary Adams

P.O. Box 1134  
El Dorado, CA 95623

(916) 626-3232

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M-F  
9 to 5:30

## INTERCHANGE PARTS

We have read many articles about the interchange parts between car and Corvette and there are a few more that I think you should be aware of, not directly associated to the power train function. They are as follows:

Corvette Part	Corresponding Car Part
Power window motors: 1956-58 Corvette	1955-56 Chevrolet Car 1957-59 Chevrolet Car
Horns: 1956 Corvette 1957 Corvette	1956 car horn 1961 passenger car— placement on Corvette is the left horn on the right side and the right horn on the left side.
Windshield washer nozzles	Any early 60's Chevrolet or GMC truck
1958-62 clock	Any 55-56 Bel-Air clock
Wheels	May find in 1954-56 passenger car wheels— make sure they are welded not riveted.
Door handles	1955-56 passenger 2-door handles with the thin bottom part of the handle.
Door latches—both male and female.	Any 1955-56 2-door car
Door hinges	Both left and right, 1955-57 2-door or hard- top passenger car
Outside door lock	1955-57 passenger car door lock
Outside trunk lock	1955-57 passenger car trunk lock
1956 Wonderbar radio	1955 car Wonderbar radio—There is a difference in the power- pack unit, and radio wiring.
1957 Wonderbar radio	1956 Wonderbar radio — There is a difference in the power-pack unit, and radio wiring.
Dash knobs 56-57	1956 car dash knobs

Rear license plate bracket	1955-56 passenger trunk bracket
Rear trunk latch cover	1955-56 passenger car
Door glass	Must be cut, but originals have the correct logo, watch date codes.
Interior waffle pattern Upholstery	1955 Nomad

Much has been said about the interchange parts. Be sure to check 1955 and 1956 passenger car for interchange parts, it is amazing what is there. I hope this helps in your restoration and we hope to see more 56-57 Corvettes at our gatherings.

Larry Richter  
Western Tech. 56-57  
Coos Bay, Oregon



S.A.C.E. President, Nolan Adams, is trying the driver's seat of British Columbia S.A.C.E. member Dan Ward's personalized 1960, with dual sun roof convertible top, at the 1990 S.A.C.E. Great North West Chapter Regional Convention.

## EXTERIOR COLOR POPULARITY

1957 Chevrolet Corvette Production

1957 Model Year Through May

Color	Trim	Percent
Black	Red	18.80
White	Red	12.72
Red	Red	9.79
Green	Beige	3.69
Copper	Beige	3.23
Silver	Red	.02
Black/Silver	Red	14.64
Red/Beige	Red	13.53
Green/Beige	Beige	6.10
White/Silver	Red	4.87
Copper/Beige	Beige	4.36
Blue/Silver	Red	2.29
Blue/Silver	Beige	2.01
Blue/Beige	Beige	1.99
Blue/Red	Red	1.92
Special		.04
TOTAL		100.00

## EXTERIOR COLOR POPULARITY

1957 Chevrolet Corvette Production

1957 Model Year Through March

Color	Trim	Percent
Black	Red	17.45
Red/Beige	Red	15.09
Black/Silver	Red	14.38
White	Red	11.44
Red	Red	9.76
Green/Beige	Beige	6.72
White/Silver	Red	4.88
Copper/Beige	Beige	4.65
Green	Beige	3.91
Copper	Beige	3.42
Blue/Silver	Red	2.49
Blue/Beige	Beige	2.10
Blue/Silver	Beige	1.90
Blue/Red	Beige	1.78
Special		.03
TOTAL		100.00

Note: Black with red trim is standard

## EXTERIOR COLOR POPULARITY

1957 Chevrolet Corvette Production

1957 Model Year Final

Color	Trim	Percent
Black	Red	20.02
White	Red	14.88
Red	Red	9.42
Green	Beige	3.64
Copper	Beige	2.98
Silver	Red	.76
Black	Beige	.17
White	Beige	.17
Red	Beige	.11
Silver	Beige	.11
Black/Silver	Red	14.31
Red/Beige	Red	11.25
Green/Beige	Beige	5.03
White/Silver	Red	5.02
Copper/	Beige	4.15
Blue/Silver	Beige	2.16
Blue/Beige	Beige	2.11
Blue/Silver	Red	1.91
Blue/Red	Red	1.50
Silver/Ivory	Red	.15
Red/Beige	Beige	.05
Black/Silver	Beige	.03
White/Silver	Beige	.02
Special		.05
TOTAL		100.00

Sent in by R.L. Williams

## LETTERS TO THE EDITOR

Well I have to write, about page 2-1 of the proposed technical guide. Of which I would like to order a set.

First I would like to know if anyone has found crayon marks or numbers on underside of their dashboards on 1953 Corvettes. Then does anyone have dated inspection stamps on right hand fender, inside surface of fender, behind the kickpanel, again a 1953.

The car I have, car #E53F001056 does have both. And the date next to the inspection stamp is in September of 1953. There in is my question about the serial numbers of the cars and dates in note (1) J133 to J163 dates car numbers 226-233.

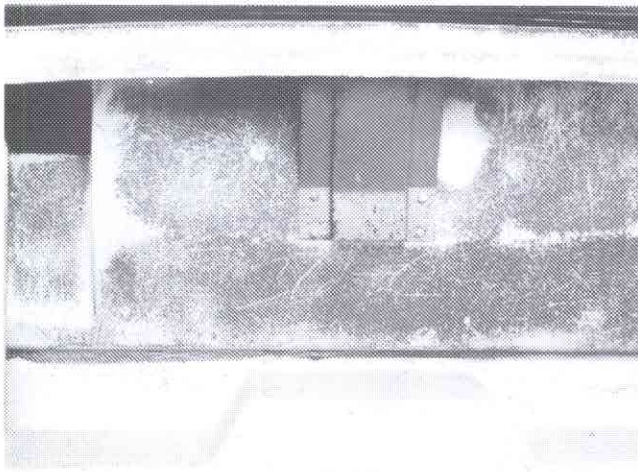
If someone has any information, would like to hear from them.

Keep up the good work and thank you for the many hours you put in for our club. If I can help, happy to.

Sincerely,

Bob Panteus #151

P.S. There is no paint behind hood latches on car #E53F001056.



## MYSTERIOUS NUMBER

Enclosed is a picture that I took of the filler panel in the trunk on Ken Weichman's 1957. I shot this picture in September 1990 at Ken's house while attending the NCC/NCRS show. Ken was showing me his car when I looked inside the trunk and observed the markings 36-C, as is in the enclosed picture. When I asked Ken about it, he said he had never noticed it before and had no idea what it meant. What do you think? Note that this car has been bead blasted and I don't know if this was visible prior to blasting. I would guess that it was not. I would further guess that it must be some kind of color indicator.

It just goes to show you that every time you look at these cars you find something new.

## COMMENTS

I'm writing in response to a couple different articles that have appeared in *Straight Talk*. First is in regard to the article about the different styles of door posts, I was glad to see that as many needed the information. In conjunction with the door posts there is also a corresponding difference in windshield posts. 1st type is used I believe from 56 then approximately mid 59 and the difference on inner side where door post and windshield post blend together. Difference is one of the inner angles is cut at different degree and if newer style door post is used with older style windshield post there is possible interference, but will work vice versa.

Second article I would like to respond to is the article regarding oil pans. 56 didn't use the passenger car pan, part #3735640 with the indents. I have 3 original 56 engines with original pans and all are smooth bottom type part #3727732 which is Corvette type and 5 quart capacity passenger car is only 4 quart capacity. I also show part #3736615 as being pan used for 57 which is also smooth bottom 5 quart variety. Believe only difference between 56 #732 and 57 #615 pan is direction of baffle inside pan. I also have one of the early 56 right side dip stick mt.

pans and it is also smooth bottom 5 quart capacity.

My third response is on the 56-57 seat belt article by Larry Richter. 1st there are 2 GM part #'s for the belts, 56 is #987480 and 57 is #987690 and I don't know what the difference is. Since seat belts has been one of my pet peeves I looked into correct belts for 56-57s. After looking at numerous cars and talking with several knowledgeable 56-57 people, I've reached following: The belts were of heavy woven pattern approx. 2" wide and there were several different manufacturers. I've found the following to be the most prominent in the following order. 1st Mfg. by Rupert Parachute Co., 2nd Lifeline Belt Mfg., 3rd CS3000, 4th Air Associates, Inc. Most seat belt units of the era appear to be aircraft oriented. Also the most prominent colors I've seen have been Red, Gray, Black in that order. I also have the 56 #987480 N.O.S. in GM box and it is Mfg. by Davis Aircraft, but have never seen such a belt installed in Corvette. This belt in my opinion appears with gray 6-band webbing that is too thin for the era, so I'm assuming it was possibly a unit made in 58-59. I also have the N.O.S. 56-57 shoulder harness part #987491 that matches up with seat belt but this is supposedly passenger car only. I'd like to thank 2 very knowledgeable 56-57 owners who provided information about seat belts, Jim Blakely (Colorado) and Richard Robinson (Pennsylvania). Larry keep up the good work.

My fourth response is in regard to the radio delete Corvettes in particular 56-57, and the hold drilled in fiberglass under the scuff plate. This hole under the scuff plate was the factory placement for the antenna lead on mid-late 57s when the aluminum bracing was introduced into dash and rocker areas. Any car previous to aluminum bracing with this type of installation could be viewed as dealer installed. Usually 56's that have had radio dealer installed are very hard to detect. (By the way, a 56 with radio delete is a very rare item) most 56's were really loaded. The most obvious of course is the rear antenna hole plus screw hole on inner fender for lower antenna strap. Also on 56's there are 2 rubber grommets behind left kick panel and 2 grommets in lower body panel below gas filler area. One of these is for rear body wiring and other is for antenna lead. If only one of these is used at both locations and other shows no sign of even having been used it's quite possibly a no radio car, as running the antenna lead then, a finished rocker panel area is indeed a nightmare (the factory did it before outer skin was installed). Starting sometime in late 56 or early 57 a no radio car was easier to detect as only one grommet was present at both locations unless car was to have a radio.

Another pet peeve of mine is regarding the 56-57 carpeting and it appears one of Larry's also. I to have found no reproduction to be the same as original. Not only is the weave different than the original but the edging is not done as original. The original edging material is very thin cloth backed vinyl so can be installed leaving much smaller-



narrower edge whereas the repo uses seat vinyl that is thicker and harder to install small. About the only way one can have near 100% correct carpeting is to come across N.O.S. yardage and binding and have your trim shop duplicate your original. I would like to hear from some owners of cars that have original beige interiors and have original carpeting. Would like to hear from owner of original cars that were either Artic Blue or Cascade Green or Silver as I've heard from or seen 4-6 original Aztec Copper cars with original carpeting and all have dark beige almost copper color carpeting with brown edging and heel pad. My feeling is that there were two colors of carpeting offered in the beige interior cars, Light Beige in the Artic Blue, Cascade Green, Silver cars and dark beige (copper) for Aztec Copper cars. The GM parts books show evidence of this listing copper in 56 parts book and listing light beige in 57 parts book. Any definite evidence either way would like to hear from someone.

A parts interchange I'd like to pass onto others. Recently I've had several people ask about door hinges for there cars, either trying to put together a basket case car or having hinges that have damaged metal face plate on the hinge pocket section. Well there is hope, the passenger car 55-56 unit is the same with the following exceptions. Once the passenger car hinge unit is acquired at your local wrecking yard or swap meet. Best bet is to get both sides as passenger car left hinge pocket unit works on right side of Corvette and vice versa. The hinge swing arm works on same side as removed from but end going into door hinge pocket must be shortened as Corvette hinge pocket is shallower. (Comparing with original Corvette unit one can see that end has been sheared off.) The swing arm must also be bent slightly tighter, accomplished by heating and bending in vise. By the way if you get these at your local wrecking yard, better get attaching bolts as you'll likely be able to use them also. Might as well replace the brass pin bushings since you've got it apart. Before getting hinge units look over to see that the spring steel hold opens are good. Be sure to use an original hinge swing arm for sample to bend passenger car unit and get them as close to same as possible so both take strain exactly. If for some reason someone is trying this interchange and needs template to bend the swing arm, they can write me.

Roger Brower  
11520 S.W. Glenwood Court  
Tigard, Oregon 97223-3303  
(503) 620-4918

## COMMENTS

SACE seems to be thriving. Keep up the good work. Membership renewal enclosed.

Thanks,  
Walt Johanningsmeier  
#251

## SACE CONVENTION ATTENDEES



Allow me to introduce you to Dale Lael, Springfield, Illinois. Dale will be the 1991 Chief Inspector (judge).

Dale had the foresight to purchase his 1961, as a used car, while attending college in Southern Illinois. He can also stake claim to having driven Route 66 back and forth to college in his 61 when Route 66 was just another highway and during the time frame the TV series was popular.

Dale is a graphic artist by trade. He is a member of SACE, Central Illinois Corvette, Inc., NCRS chapter and associated with the Bloomington Gold founders. His art talents have appeared on the Bloomington Gold brochures. As well as designing the artwork for the Silver Salute awards entrants booklets, workshop t-shirts and the driving force behind the Bloomington Gold commemorative license plates. The first year issue of the limited number pairs of license plates Dale pioneered, are bringing upwards to \$1,500.00, that is if you can find someone to part with a pair.

Dale shared his talents with SACE members by drawing the Convention Logo this year, a sizable gift from his company, Lael Graphics. It is his 61 that posed for the drawing in the logo.

With his experience with NCC, NCRS and the Bloomington Gold Certification Group, he will be able to man the inspection very well.

Pictured with Dale is his lovely wife, Laura and daughter Stephanie.

## WANTED

**PARTS FOR SALE OR WANTED ADVERTISEMENTS  
ARE FREE TO ALL MEMBERS**

**W**anted. Attached is the list of the major parts I need to get my 55 together. The list seems to grow with the progress that I make. I would like to trade off some of my extra parts to ward off the wrath of my wife and VISA cards . . . just joking, but I would appreciate any help in locating some of the parts I'm looking for: Tie rods. Bracket-bolts to front cross member attaches to tie rods and third arm — it is also the radiator support. Motor mount bracket (frame portion) front for V-8. Master cylinder. Windshield wiper motor. Heater Motor and assembly. Tack cable. Speedometer cable. Windshield washer bottle. Windshield washer foot pump. Horns. Horn button and assembly. Tachometer. Oil pressure/battery gauges. Speaker screens for right side of dash. Chrome and crossed flags that go over speaker screens. Power glide linkage. Power glide transmission tunnel. Chrome between top of door and soft top approx. 1½\_\_ both sides. Tail light (1). Exhaust pipe extension (1). Emergency brake lever, lever and spring cender of frame. Power glide transmission. Hanger for front of rear spring, bolts to frame. Jack handle. Left rear bumper (portion that goes down left side of car). Misc. brackets and nuts and bolts. Brake drums front and rear. Non-55 parts I have that are tradeable for 55 parts. Bob Johnson, P.O. Box 3236, Lake Almanor, CA 96137, (916) 596-3739.

**F**or Trade. I WILL TRADE THE FOLLOWING NON-55 PARTS FOR 55 PARTS: Radiator, 1961 aluminum cross core (angled tank on top). Complete rear end 1961 posi, 370 new seals and bearings in 3rd member. Parking lights 55 (2). 4-speed 1961 all aluminum. Fuel/temp. gauges 55 (1). 5 leaf springs (rearend) (2). 4-speed transmission tunnel. 4-speed linkage. Hood support ratchet (1). Extra 55 motor (0047988F55GC). Extra 55 heads. Distributor with tach drive (single point). Exhaust manifold 55 left side with gen bracket. Rear backing plates (2). Clutch and brake pedals complete. Front bumper tubes to frame (2). Steering gears (new in GM boxes). Early bellhousing and clutch to frame parts. Bob Johnson, P.O. Box 3236, Lake Almanor, CA 96137, (916) 596-3739.

**W**anted. Any information on original engine for 1960 VIN #008675105060. Also looking for 1960 parts: idler arm bracket, posi rear end (hub to hub), quick steering adapter, grill frame assembly, any racing equipment for 58-62 (period authentic or not). Griff Lewis, 1617 W. 14th Avenue, Vancouver, B.C., Canada, V6J 2S3 evenings (604) 687-6331.

**W**anted. For 1957 Corvette: Short latches for soft and hard top, riveted deep. Harmonic balancer for 2x4 BBL 283. 904 starter relay for automatic. Rob Pederson, 107 Meadowgate Drive, Forest, VA 24551. (804) 525-8445, after 7 p.m. e.s.t.

**W**anted. 57 taillights housings (I have 58's either for sale or trade). Convertible frame.

**W**anted. Title and VIN tag for early 56 below serial #200. 56-57 rust free frame. Early distributor #1110872. 56 power top parts. 57-59 rear finned drums. Roger Brower, 11520 S.W. Glenwood Court, Tigard, Oregon 97223-3303. (503) 620-4918.

**W**anted. SACE original straight talk Vol 2-3, state price. Paul Veam, 302 W. State Street, Westby, WI 54667.

## FOR SALE

**F**or Sale. 1960 Corvette #104012. White, original paint, red interior, carpets and seat covers replaced, all rest original, 84M miles. Powerglide, base horse, hardtop only, 3rd owner. Texas (713) 358-1711.

**F**or Sale. 1953-54 "235" 6-volt starters #1107109 w/original tags dated 2A15, 2C18, 2D1, 2E13, 2G28, 2H22, 2J16, 2K1, 2L20, 2M4, 3C10, 3D1, 3E8, 3F6, 3G15, 3K14, 3L24, 3M28, 4A15, 4B4, 4C1, 4E25, 4F16, 4G26, 1108035 4G22. Remanufactured \$119.95 each. Al Fierke (708) 458-2500.

**F**or Sale. Non-L.O.F. replacement glass. Windshield and side window. Used domed AC fuel filter. Large AC type 1958 starter PM107664 dated 8C11. 56-57 stainless for top of windshield, no visor holes. Rob Pederson, 107 Meadowgate Drive, Forest, VA 24551. (804) 525-8445, after 7 p.m. e.s.t.

**F**or Sale. 52-82 Polyurethane Corvette suspension bushings and grommets, are designed to "LOOK STOCK" when installed, utilize the stock brackets and hardware, and improves handling. Sway bar mount bushings. Specify: bar size, location, year, \$19.95/pair. 60-62 rear sway bar, ¾", reproduction, \$84.95. Street Specialty, P.O. Box 595, Pottstown, PA 19464. Mon.-Fri. (215) 327-0152.

**F**or Sale. 64 Vette 3-speed and shifter, original \$300.00. 5:38 posi. for 56-62 Vette, ready to run \$350.00. Saltsburg, PA 15681. (412) 639-9214.

**F**or Sale. 1955 Corvette #166 with original California Pink and I.D. plate. Frame restored, all chrome replated, new grill, have soft top, hard top, side curtains, new wiring, 90% original parts. I was going to make it a driver. The engine is a new, not rebuilt 350 L-T-1 1970, it's a 3-speed car with original shift plate and cover. If interested call me and we'll talk. Body is done except for blocking and paint, \$30,000. Editor (916) 265-5947.

**F**or Sale. 1968 Corvette Convertible, Air Cond., Hadrtop, Numbers Match, 427/390, 4 spd., Black/Black, Interior restored, PD, Redline Tires, Nice, \$18,900.00, (703) 698-9138 Days, Norman Werner.

**F**or Sale. 61(H) Expansion Tank, good condition \$100.00. May, 1958 3-speed complete with linkage, best offer.

Wanted for a 1959 low horsepower, waterpump and generator pulleys, FI, 250 HP, automatic, power windows, power top, hard top, cascade green, washers, brake flasher, wonderbar radio, etc. T10-1A main case or a complete transmission dated November or December 1958, left side lower fan shroud and upper.

Trade only: August 1958 4:11 Posi 3rd member for a November or December 1958 3:70.

Wanted for a 1960: 3059S Carburetor and air cleaner. Any help greatly appreciated. Rick Gower, 1827 Helena Drive, Concord, CA 94521, (415) 798-7877 after 6:00 PDT.

**F**or Sale. 1978 have like new G.M. glass T-tops \$1,000. Also two new optional tires mounted on original wheels for 1978 Corvette \$1,000. Editor (916) 265-5947.

**F**or Sale. 1110987 Dist. 2B6 \$10, 891 Dist. 8F21 \$95, 58-62 Splash Shields Repo. \$40, 58-61 Kick Panels AC Knock \$60, Voltage Reg. 001 OC \$20, 60-62 Repo. 276 Hub Caps \$120 Set.

Parts wanted for 60 Corvette: RPO 687 Right Rear Backing Plate and Air Scoop, Front Backing Plate Covers, Parking Brake Alarm, nice original side flags, 1102173 Generator, Idler Arm Cast #3731801.

Trade only: RPO 687 Front Drums, Backing Plates, Hubs, Fans, and Shoes. Alan W. Willms, 137 W. 40th Ave., San Mateo, CA 94403, (415) 349-4050.

**F**or Sale. Anyone like 1956 Chevy Convertibles. I've owned it for 15 years, second owner built in L.A. Blue & White, all numbers correct, all parts original, not a screw wrong, and here is what it has—factory options: 265 power pack engine 4-barrel, powerglide trans., factory air, power brakes, power steering, power windows, power seats, power top with rain sensor, wonderbar radio, parking brake flasher, traffic viewer, passenger visor mirror, remote mirror outside, fender birds, side gravel guards, front and rear bumper guards, fender skirts, wire wheel covers, back-up lights, continental kit, rear antenna, tinted front windshield, tissue dispenser, you won't find nothing under the hood wrong, \$35,000 firm. (916) 265-5947.

## REWARD

**W**anted. Anyone out there know of a Original Electric Shaver for a 1955-12V G.M. I want one so bad that I promised myself not to shave until I find one. Editor (916) 265-5947.

**F**or Sale. My son wishes to sell his 1957 I gave him 5 years ago in order to buy his first home. I was the second owner when I got it in L.A. back in 1967 it was on the front cover of NCRS restorer. When I restored it 7 years ago, I had and used all new parts like grill and teeth, steering wheel, hub caps, taillights assembly, wiring, instruments, etc. Every part is correct and original, all numbers correct, this Vette is the only known original Vette with these options, as it came from G.M. (not a made-up car) Noland has seen it and we believe that maybe 3 or 4 Vettes could have been ordered like this. NCRS top flight.

FI 250 HP automatic power, soft top, power windows, washer, brake flasher, includes hard top, cascade green with beige interior.

If you have always wanted a 57 that you could own and needed never to search for a screw or original part this is it, from the top to the wheels. I've seen so many 57's bought for big dollars thinking they could find and replace all the parts needed to be correct for a couple of thousand or paying good money thinking they have a correct Vette, screws and all (and you know the rest of the story).

O.K. it's not cheap, but try to find or replace it, \$95,000.00. I also have doubled up on many parts, new that can be bought with the Vette if you are interested, because I thought we would have it forever. (916) 265-5947.

**F**or Sale. 1957 Fuel Injection System. Includes 4800 unit, 906 or 905 dist., intake and exhaust manifold, air and fuel filters, throttle and linkage, coil bracket, oil and gas lines. This is a restored unit on a running chasis. Will consider parting out once all individual items are sold, or sell complete. Just bolt it on and go. Bob, (408) 476-1674.



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**F**or Sale. Engines, blocks, heads, intakes, exhaust manifolds: 1956 block #991, D166 (4/56) std short block. 1957 block #548, H217 (8/57) .030 bare block. 1958 block #739, I67 (9/57) 0.40 bare block. 1958 block #519, B238 (2/58) 0.40 short block. 1959 block #519, B189 (2/59) 0.60 short block inc. cam. 1959 block #519, G89 (7/59) std short block. 1956 block #308, C266 (3/56) 2 heads complete mint. 1957 block #539, C297 (3/57) 1 head complete. 1958 block #770, I47 (9/57) 2 heads mint complete. Assorted intakes and exhaust manifolds also available! All short blocks have cranks, pistons, rods, oil pans, timing covers, cams, some have water pumps, pulleys, fuel pumps, and are assembled. Prices from \$65.00 to \$475.00. Call for details. Ron Bond (916) 933-4671 after 7 p.d.t.

**F**or Sale. Correct 56 Corvette radio, plain bar, no power pack, no knobs. Call Mark Godfrey. (805) 684-5951 (days).

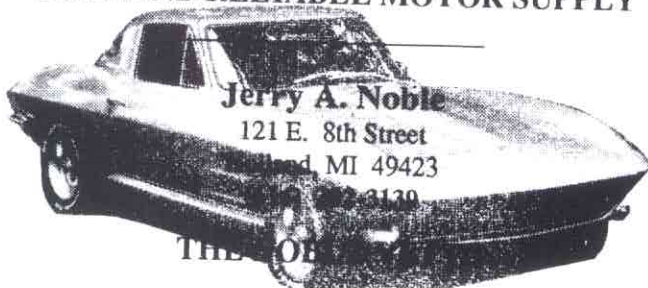
**F**or Sale. Rochester fuel injection units completely restored, appear brand new and carry 100% money back guarantee! Massiur Parts Inventory, complete restoration service with over 20 years of atisfied customers. Worldwide. Call us first for all your F.I. needs. Jack Podell, (219) 232-6430.

**F**or Sale or Trade. Repo 56-57 front wheel opening moldings \$18 pair. Repo 56-57 figure 8 coil bracket \$35. Repo 58-62 radio block off \$35 w/script. Repo 56-62 heater block off \$25. Repo 59-62 brake drum fans, set of 4/\$100. Repo 59-62 rear brake scoops \$250 pair. Repo 57-58 rear brake scoops \$250 pair. Clear title and VIN # tag for 55 #626. Roger Brower, 11520 S.W. Glenwood Court, Tigard, Oregon 97223-3303. (503) 620-4918.

**F**or Sale. 59 Corvette, ORIGINAL 290 HP, 35 amp FI GEN-1102173-9F20 with original Delco tag (1102173-9F20). Cast iron ends with bumps on pulley end. \$400.00. 59 Corvette 7 Grand Tach \$325.00. 1 pair 59 Corvette Heads 3755550 (L-8-8) \$650.00 pair. 1 pair 59 Corvette Heads 3755550 (I128) (G228) 15,000 MI, reworked, ported, etc. exc. cond. ready to bolt on \$800.00. 57 Corvette ORIGINSL 3742991 pulley \$150.00. 1 set 56-62 new repro soft top rubber around door windows, 6 pcs. 3 per side \$55.00. George Marra #174. (916) 273-8016.

**F**or Sale. 55-56-57 Distributors, make offer. Frans, (916) 268-1776.

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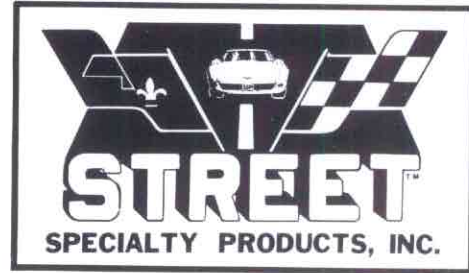


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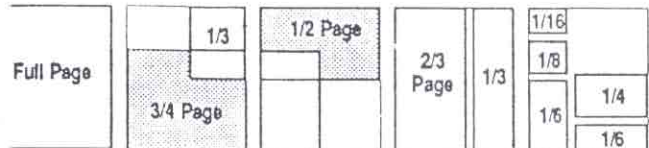
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## Display Advertising Rates and Sizes

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1/3 Page	2-3/8"x10" or 4-7/8"x5"	\$30.00	\$50.00
1/4 Page	4-7/8"x3"	\$22.50	\$37.50
1/6 Page	2-3/8"x5" or 4-7/8"x2-1/4"	\$15.25	\$25.00
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1/16 Page	2-3/8"x1-1/2"	\$9.00	\$15.00

- ★ Your name, address and phone must appear on each ad.
- ★ SACE is not responsible for any transactions made through our advertising section. We reserve the right to refuse advertising.
- ★ Print or type all ads on a minimum 5½x8½ sheet of white paper. Do not write. Please print in Upper and Lower case letters!
- ★ Proper funds must accompany all advertising before press time.
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- ★ Advertising that appears in the SACE doesn't mean that the SACE endorses its promotion or use. Only club items are promoted for sale.

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# 1991 SACE WESTERN REGIONAL CONVENTION

August 22-24, 1991

Name \_\_\_\_\_ Spouse/Companion \_\_\_\_\_

Non-member Guests \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

Membership Number \_\_\_\_\_

Year Corvette you are bringing \_\_\_\_\_ To be judged?  Yes  No

Yes, reserve me parking space for my trailer. Rig size \_\_\_\_\_

Complete VIN# if car is to be judged \_\_\_\_\_

Convention— per family ..... @ \$30.00 = \_\_\_\_\_

Sweatshirts  Small  Medium  Large  X-Large ..... @ \$16.00 = \_\_\_\_\_

Inspection of Corvette ..... @ \$25.00 = \_\_\_\_\_

Barbecue— Thursday, August 22 ..... @ \$ 8.00 = \_\_\_\_\_

Lunch— Friday, August 23 (non-inspectors/tabulators only) ..... @ \$ 8.00 = \_\_\_\_\_

Salmon Barbecue Dinner— Friday, August 23 ..... @ \$15.00 = \_\_\_\_\_

Picnic lunch on beach— Saturday, August 24 ..... @ \$ 8.00 = \_\_\_\_\_

Awards Dinner— Saturday, August 24

Adult ..... @ \$25.00 = \_\_\_\_\_

Under 12 ..... @ \$12.50 = \_\_\_\_\_

Total = \_\_\_\_\_

## HOLD HARMLESS AGREEMENT

I agree to insure my vehicle and property against loss, damage, and liability and to provide proof of such insurance to SACE. I agree to assume the risk of any and all damages or injury and to indemnify and hold harmless SACE, its Officers, Directors, Agents, Employees and Chapters for any acts of 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 meet. Incomplete forms will be returned. **YOU MUST BRING YOUR INSURANCE POLICY OR VALID CERTIFICATE OF IN-FORCE LIABILITY INSURANCE.**

Signature \_\_\_\_\_ Date \_\_\_\_\_

Auto insured with \_\_\_\_\_

Policy Number \_\_\_\_\_ Expires \_\_\_\_\_

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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 \_\_\_\_\_