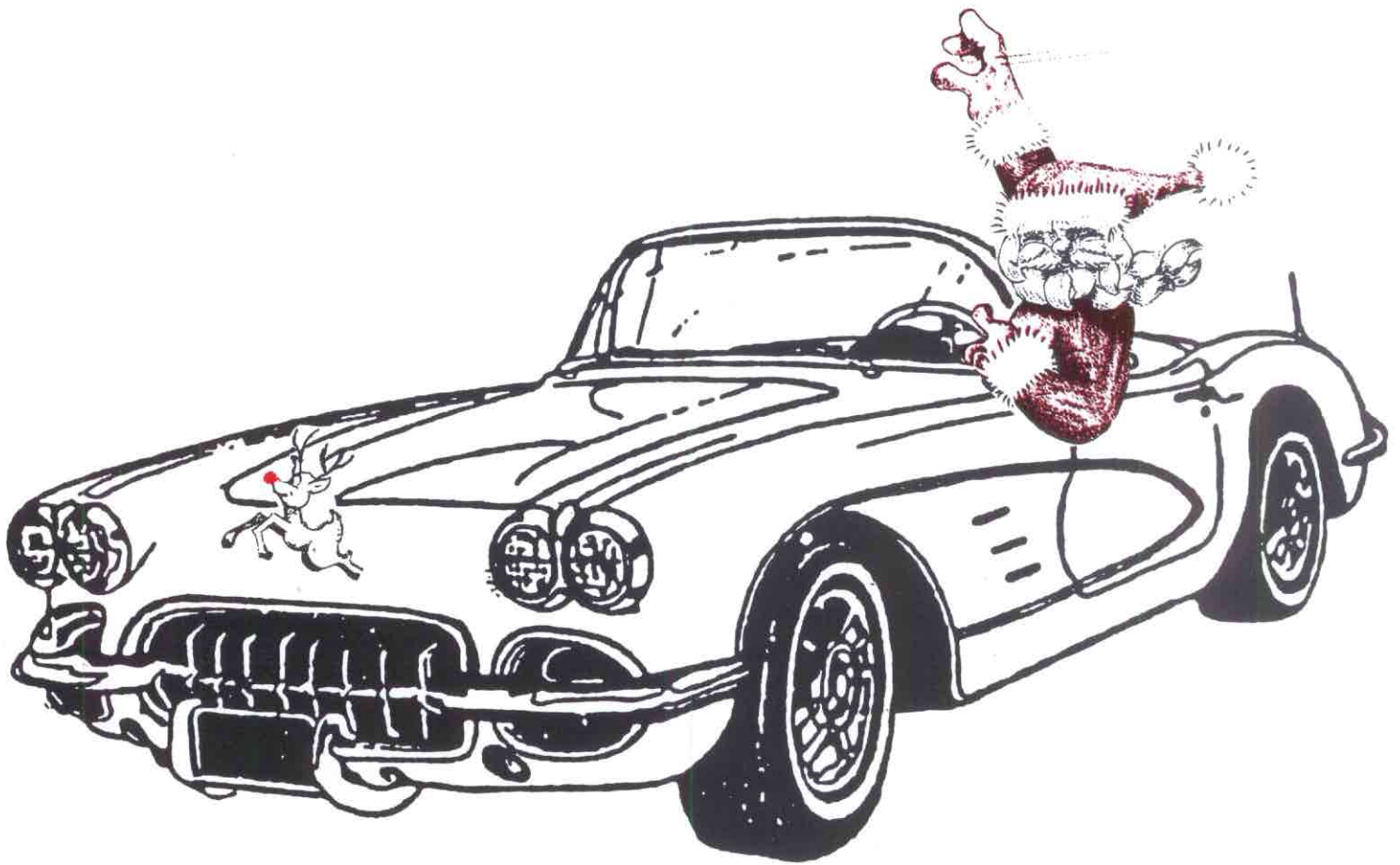
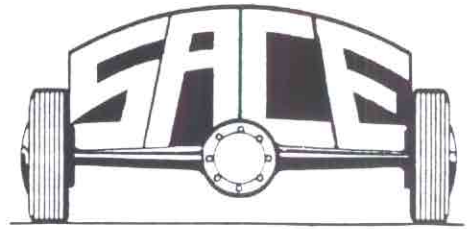


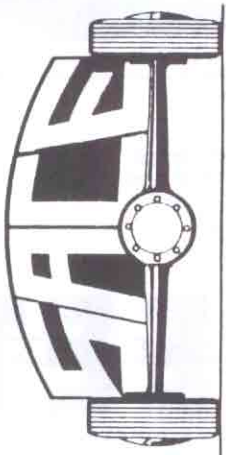
STRAIGHT TALK

VOLUME 5, NUMBER 4

DECEMBER 1991



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and the coming New Year!*

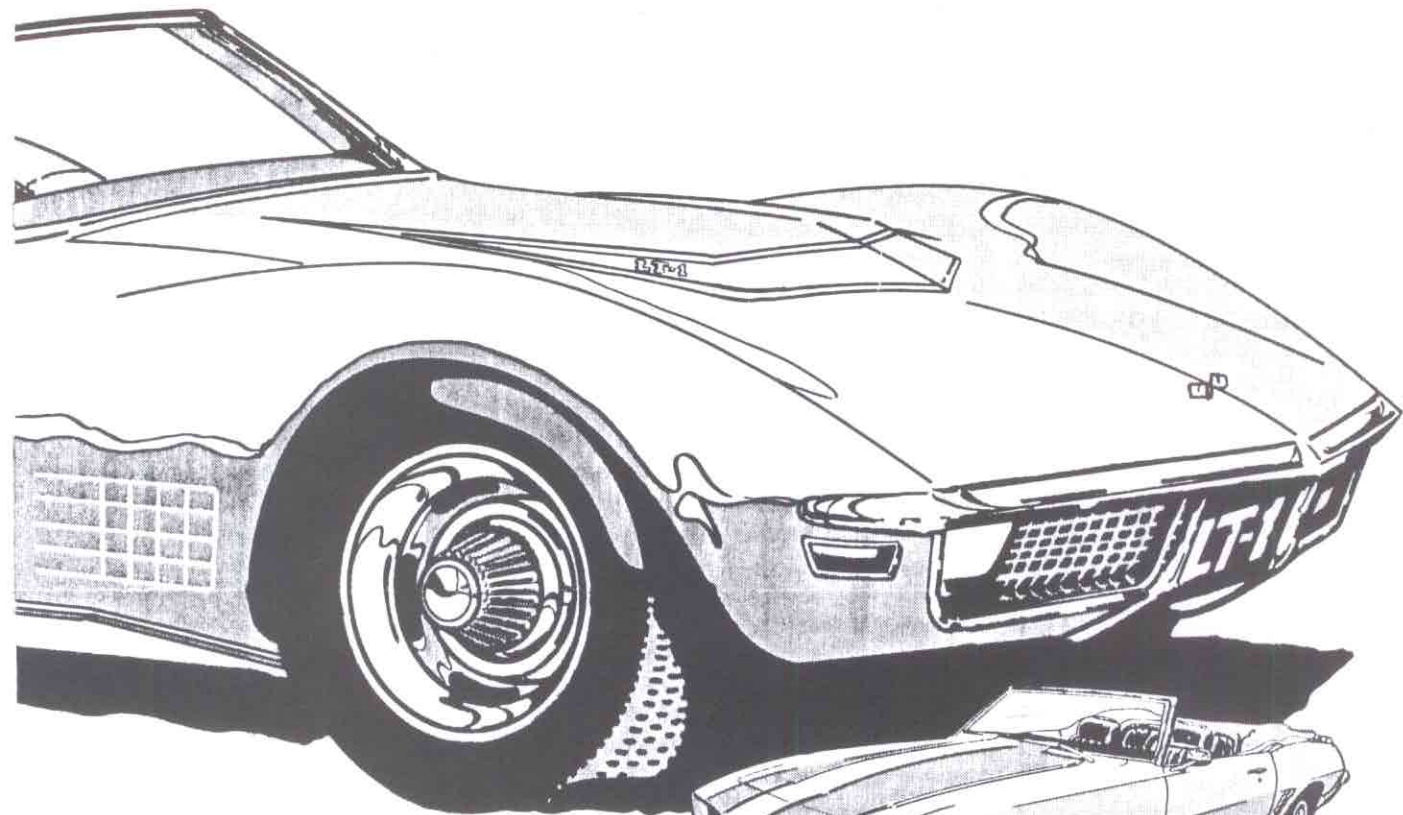


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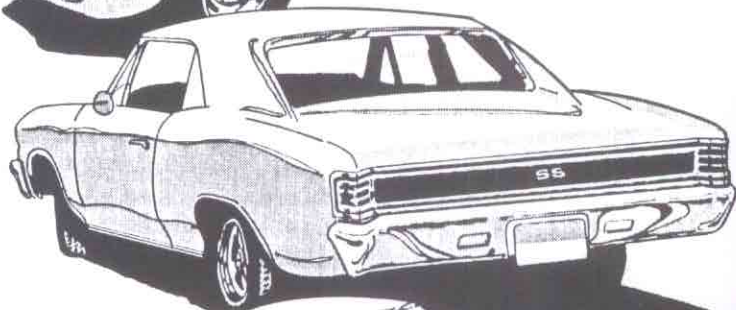
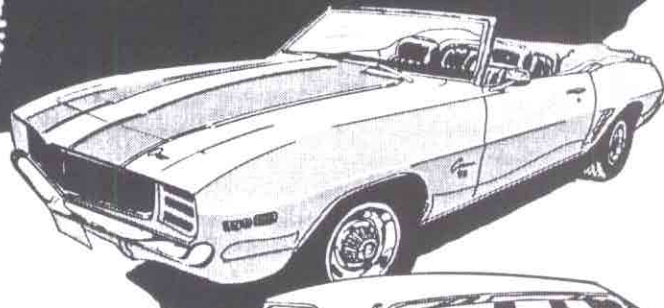
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Any member wishing to make use of this service may contact the advisors listed. If you write, please use the form and include a stamped, self-addressed envelope. If you phone, have the information ready for the top half of the form before you call.

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 willing to accept a collect toll and leave a message that you are requesting SACE technical assistance.

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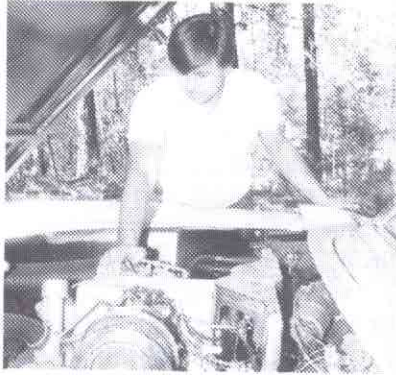
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EDITOR'S CORNER

BY ROY BRAATZ

I know I've been late again, but I hope you find our article informing. The next year we'll be closer to being on time because Now I have a COMPUTER. Lucy has had a computer for three years



keeping the member records and writing the SACE judging manuals. In the past I have sat in my sofa chair using pencil and paper, trying to re-read what I have written and trying not to loose all the paper work it takes to put a magazine together. My office was a chair and coffee table. Now we have the money to buy ME a computer and desk. As I mentioned in the last issue I now have the means to combine all the past articles that *Straight Talk* has brought to light concerning different items that have changed our thinking of early years in one great BEST OF STRAIGHT TALK BOOK. Which we are taking orders now for that what will be available in mid-92. This book will be separate from the regular issues. It will combine the last five years for those members that don't have or can't get past issues. Past articles will be updated and expanded on, having more information. The cost of buying all past issues would be \$110.00, this book is \$24.00. If you would like to reserve yours now, please send \$24.00+\$1.00 shipping to SACE, Box 2211, Nevada City, CA 95959. Also next year our membership dues are going up to \$24.00 to cover mailing and printing. Next year should see some color in our issues now and then. Because of our membership growth, we have more money. We have had some drop-outs over the years and I will try to get their input as to why? (I can say it's probably my fault for being late on the magazine going out.) In conclusion, I truly hope that I'm covering, including, and holding your interest with the information I'm writing about? I probably get back less than 3% any comments about the book, good, bad or indifferent. I've never done this before, as you all can probably tell and I would like even bad replies so that I can make the issues better.

—Editor

NOTICE TO MEMBERS

So that I may receive more input from our members, I have included a Watts number 800-352-8644. I can take calls from 7 p.m. until 10 p.m. weekdays (PDT). Because SACE pays the phone billing, a five minute time limit would be appreciated to answer questions or to receive information. I hope this will help our members to feel more involved with SACE.

—Editor



Wilson showing how to install stress cracks.

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TOP FENDER MOLDING

Alias Fender Spear

by Tony Catalano

The attachment of the top fender molding (spear) can be a challenging if not confounding undertaking for 1958 and 1959 car owners. Original fender spears have 11 threaded studs attached to the bottom side. The studs pass through corresponding holes in the fender. The studs are cut with threads that take a 6/32 nut. The repro fender spear also has 11 studs, but unlike the original part that has the threaded studs, the repro has a slightly tapered and untapped solid stud. This repro fender spear is to be held in place by self tapping speed nuts. With the original part the first 9 studs, starting at the front of the car, are secured from under the fender by way of 9 washers and nine 6/32 nuts. The last two studs (see diagram #1 Front Fender Molding, for places

are different. The first 9 holes are large and elongated. The last two holes are also elongated but are smaller. The idea being that the small metal clip will pop into the small holes from the top of the fender and will remain flush with the top of the fiberglass. They are held in place with a small lip at their top end. The lip is accompanied with two very small spikes, one on each side of the lip. These are too small to see in the photo. They are to dig into the fiberglass in order to help secure them in place. When the stud sticks into the clip it will merely pop into place and will be held by friction. The clips and studs are to be plugged with filler clay to prevent water leaking into the passenger compartment and onto the carpeting. If you're having one of those mystery water problems check this one out, it is a main source. Unfortunately these clips do not seem to be easily found. It's not even easy to find out what they look like or that you need them. I refer to the 1958 and the 1959 parts and service manual. Both of these manuals indicate that the last two attachment studs are to be secured with nuts. Although the diagram calls for nuts at these two locations, the drawing shows a part that is very different from the nut that is called for at the first 9 locations (see diagram #1 bottom arrow). This nut is not only different, but was nut used on 1958 and 1959 cars. At the page bottom of diagram #1, listed under Revision Record you will find part number 3753485, clip date revised 4-22-59 indicating that the clip was discontinued and that the new part was now to be substituted. (This will be difficult to read from this diagram due to its reduced size but you will see it in your assembly manual). This only shows what the changeover is to be, but gives no indication of what the clip was, or that it had even been used.

As stated before, this clip was necessary because there was no access from underneath to attach a nut to the last two studs. Evidently the clip did not hold the spear in place adequately and it was felt the screws were necessary. In order to accommodate this and to facilitate access, the metal bracket that had previously been in the way was modified. (See diagram #2, this identifies the location of the metal bracket in relation to the rest of the car.) The original bracket had been made from aluminum. See photo marked Photo #4 1st Design Aluminum Bracket. It had two very small holes that correspond to the location of the studs. They may have been provided in the event that, if for some reason the bracket were installed too close to the fender or if a stud were too long, there

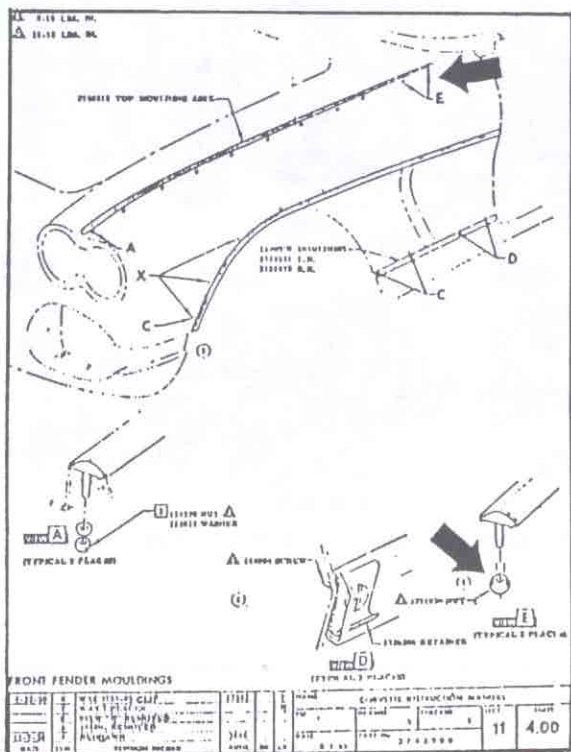


Diagram #1 — Front Fender Molding. Top arrow shows clip locations, bottom arrow shows revised nut.

marked by upper arrow showing place E) are held in place by way of a clip (see photo #3 marked, molding clip). The clips are necessary because the last two studs enter the cockpit side of the fire wall and end in an area that is not accessible for the attachment of nuts due to the location of a metal bracket. The other 9 places come through the fender and are easily reached by way of the inner wheel well. Even the stud holes in the fender

would be a margin for error and the studs would have some place to go. As for the new and improved modified bracket, see photo marked Photo #5 2nd Design Steel Bracket, it was made of steel and was provided two nice large holes so that a tool could be used to accommodate the insertion of a nut that would more permanently secure the studs.

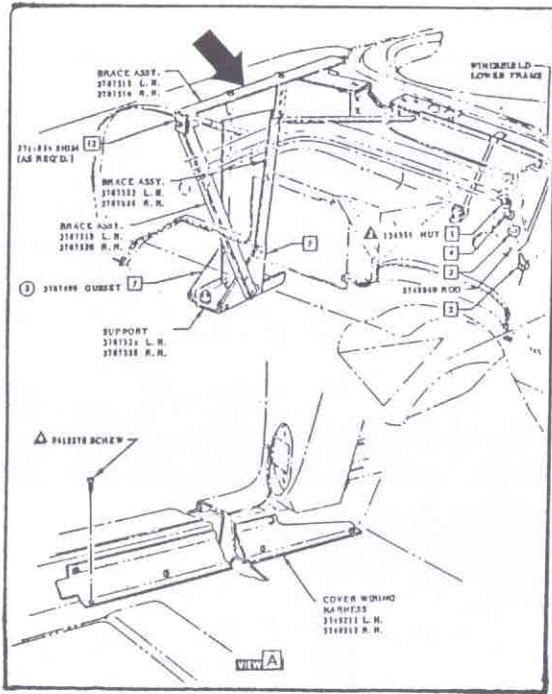


Diagram #2 — Identifying the location of the metal bracket.

I have no idea where to find the clips other than to still have your originals. If you can not get the clip it will be necessary to try to retro fit the last two studs with threaded nuts or speed nuts depending on which fender molding spears you have. This retro fitting is very difficult, that is why you may at times find these spears unattached at this location on some cars. As to how difficult, well I want to tell yea, not difficult at all if your fingers are shaped like articulated popsicle sticks. Other than that it's a test of endurance. For a start, it will help to have the kick panels off. If you're fortunate to have the original fender moldings it will come as some advantage. The threaded stud with threaded nut will be easier to get started. If the fender molding is a repro, it will use the self-tapping speed nut. Start with the molding off the car and on the bench. Start the speed not on the two studs in question, this will pre-cut threads into the studs before putting the molding in place on the fender. Pre-cutting the threads into the stud is important since without doing it, would make an already difficult job impossible.

Now you're ready to make the installation. Start by placing the nut on top of the metal bracket that

lies between you and your objective. Maneuver it directly under the stud hole in the fiberglass fender, than place the molding spear onto the fender and into the holes. In doing so the stud will pass through the fender and directly into the nut or speed nut. It will be necessary to do it this way because there probably will not be sufficient room to get the nut in place if the molding spear stud is already in its place. The space where this nut goes, that is, between the metal bracket and the fiberglass fender, will probably vary from car to car depending on how the car was assembled. Some may have even less room.



Photo #3 — This is the special clip retainer that holds the last 2 studs of the top fender molding.

Just get the nut started and you've got it made, sort of. It will help to use your third hand outside the car to hold the molding spear down tightly against the top of the fender. This is to keep the stud from moving up and down as you're trying to force the nut to catch in the thread. You will want to waterproof these two stud locations after the

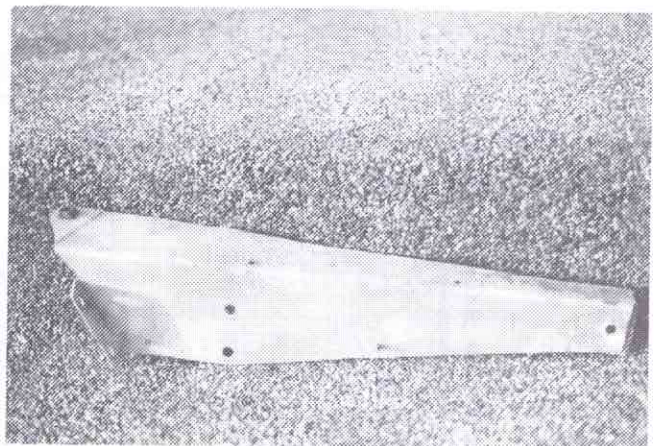


Photo #4 — 1st design aluminum bracket. This is a right side bracket.

nuts are in place, either with a shot of undercoating, clay, or a bit of silicon. If they are not waterproofed they will leak every time you wash the car for sure. (Just a side note, the 3 small side cove spears will also leak unless they are waterproofed. It's easy to do at this point with the kick panels off.)

Again I will point out that the clips for the fender molding were used on 1958 and 1959 cars until the aluminum brackets were changed to steel brackets with the large access holes. As stated before, the changeover date on the worksheet was to be April 22, 1959. When the actual change occurred, I don't know but would venture to guess extremely late 1959 or that it was not implemented until the 1960 production. It would be great to hear from any of you that may be able to help with documentation.

Rots ah Ruck—Tony

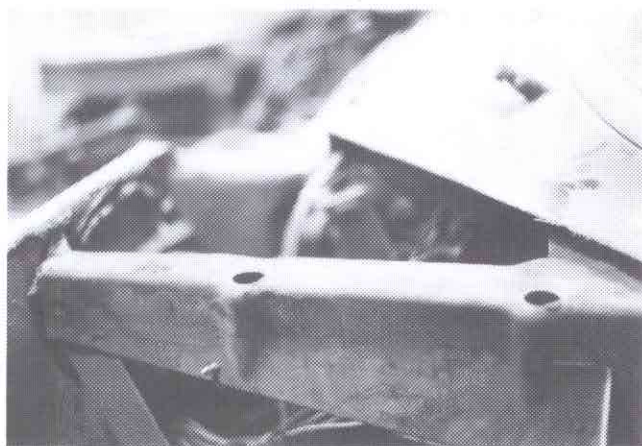


Photo #5 — 2nd design steel bracket with large nut access holes. This is a left side bracket.

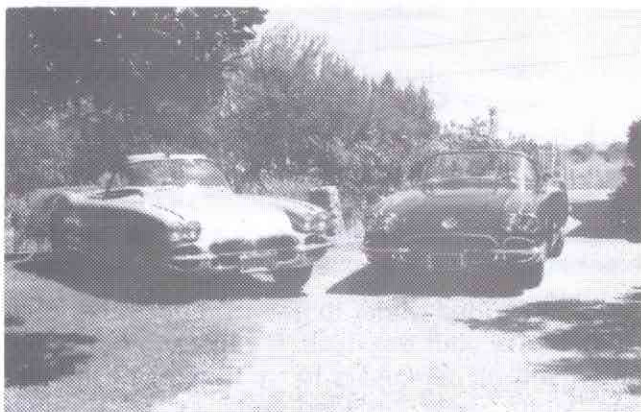
SACE CORVETTE

Robert Viegas' 1959 Corvette, roman red, black interior, 283, 245 HP with a 4-speed.

Richard Viegas' (Robert's brother) 1962 Corvette, sateen silver, black interior, 327, 300 HP with a 4-speed.

The photographs were taken at our Aunt and Uncle's ranch in Loomis, California.

Robert Viega, SACE #152



1957 CORVETTE

Owned by: Jim & Darlene Goss
715 River Loop #2
Eugene, Oregon 97404

Purchased: 1984, Garden Grove, California
\$6,500 on a business trip

Car:
350 HP engine
Weiand 2-Four Tunnel Ram
2-400 Holley Carburetors

Chrome:
Generator
Water Pump
Regulator
Valve Covers
Wire Looms
Headers

Polished: Intake Manifold
Traction Bars & Roll Bar

Driven: Weekly to and from work



NO MORE POINTS!

So here I am crawling around this nice old straight axle. The car is so close to perfect that even though it came out of a trailer, it still managed a small rear main leak and a trace of tranny oil. This car shows lots of time and care. It will garner the owner a lot of ribbons and fancy certificates, at the other guys meets. At the SACE meet cars are inspected, not judged, no ribbons, just information. The guy who brought this car knows what was on the car before restoration and what was replaced. He asks to have a critical appraisal done during the inspection. The car will get a very close look by the resident guru. I learn a lot. The owner learns a lot. I come away with some observations and an idea.

No more points. Nobody likes to be graded and nobody likes to give grades. The inspection system used at the Coos Bay meet closely paralleled the judging system used by the other guys. We even refer to their manual in some cases. We should strive to move beyond this winner and loser system that makes one car "better" than another.

The point system relies on two parameters — originality and condition. The originality of a car is what putting these machines back together is all about for many folks. If a part is a reproduction and it looks exactly like the original then great. Some reproductions are close but you can tell they are repros by some little detail that is different. No one can tell this oil filler cap from the one that came on the car so it stumps the dummy. So let's not worry about awarding points for originality. It should be pass or fail. If it looks exactly like what came on the car then it gets a pass. If the part is close, then that's nice but it is not right.

Condition is the second parameter used in the point awarding system. The points awarded based on the condition of a part is a purely subjective exercise. When a part has 30 points for condition who can say what ten different people will award it based upon condition. Why is a seat covers condition worth more points than a front tire? Condition is just too subjective to judge and for an increasing number of the cars is irrelevant.

Change the idea to instruction from grading. Make the exercise a sharing knowledge about the cars. Here is a proposal on how the system could work. Line the cars to be inspected up in chronological order 1953 through 1962. Put the low serial numbers first in each year class so that people can see the running changes made during production. Everybody in one big group mobs the engine compartment of the oldest car (ES5300003?). Using the judging manual as a guide we go through the compartment for

originality. How to tell reproduction from real from wrong is explained. Everyone, even the owner, has the opportunity to put in their two cents. When we finish with the engine on that car we move to the next car again checking for originality and so on down the line. When all the engines are done, then the body or interior is next. The mob works up and down the cars covering each area until we are done. If you are not interested in the 1953 to 1955 cars then just pick up the group when they hit the year of your interest.

Making the judging a pass fail on originality will only speed up the process. We can go into more detail on areas not judged and how to tell a reproduction from an original. People can get information and tips on how to restore or where to get parts. The cars that show up with blowers and metal flake paint jobs have a place in this system too. They can get right in line with the rest of the cars.

That is the rough concept. It was discussed one night at Coos Bay. Late at night it seemed like a good idea.

Gordon Lewis
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Seattle, Washington 98102
(206) 322-6737

ATTENTION NEW MEMBERS

Please let us know if you received all
your issues this year 1991.



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GEORGE MARRA
P.O. Box 2211
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POWERGLIDE TRANSMISSION

If there are any of you out there that have a Corvette that has a powerglide transmission and doesn't have some kind of oil leak, then you have one of the rarest old Corvettes in existence. The problem I wish to discuss is the problem where you may drive your Vette and then park it and once in a while it will dump one or more quarts of transmission oil over a period of say two days or more. NOW — little leaks like drips or while driving is not caused by what I am going to discuss. I'm going to try and put this in simple laymen terms. First, 1953 to 1954 Corvette six cylinders use 8 quarts w/o transmission cooler (car 6 cylinders uses 10 quarts — it has a transmission cooler. 1955 Corvette 6 cylinders uses 10 quarts. 1955 to 1961 8 cylinders uses 10 quarts.

Now the thing to remember first is that of the 10 quarts, 8 are held in the torque converter, and if you drain the main case at the back you only drain 2 quarts. There is also a drain plug in the torque converter, see Fig. 18, but then there are those that don't have them. NOTE — a car torque converter will have 18 bolts around its edge holding it together. CORVETTE will have 33 bolts around its edge (figure 3). This is a simple way to tell a car from a Vette if you were looking at a complete unit or just a converter only. Also in Volume 3, Number 1, page 16, I showed a drawing of the converter drive lugs which is reprinted here to show you how to tell the difference between years (converter only), you can also read the date codes on the main case, front and center. OK, back to the article! What holds the remaining 8 quarts in the converter is the key to the problem. Figure 40 photo taken from a parts book, it shows installing TWO oil rings on to the valve body hub, and between these rings a hole is present where oil from the converter under pressure forces the clutch piston to compress the clutches and move the Vette forward. This is the thing to remember, the two cast iron rings act like the rings on a piston and the clutch drum case acts like the piston hole in an engine block. With the drum turning as you drive, the area where the rings ride wear a groove in the case causing the rings to loosen there tight fit, and if the thrust washers wear, this will also cause the inner assembly to move forward or backward inside the main case (thrust washer wear can cause the hard jerk or bang in the shifting from low to drive) this can also increase the leak. My own 1955 does just what were talking about and the only way to correct it is to R&R the transmission, replace the rings which usually don't come with a gasket kit and if need be the clutch drum too. 1953 to 1955 drums are all the same, but 1956 to 1961 is a second design. Either will work in any other year. What happens is that if

the rings don't seal tight, then the weight of the 8 quarts of oil push past the rings filling up the main case, which is designed to hold only two quarts and leaks or dumps oil. One thing to remember is that "most" all 6 or 8 engine cast iron transmissions will interchange with each other, inner or outer parts all years. Oh! one more thing, the "oil pick-up" where the filter is, is on the right side of the transmission, that's why a transmission will slip on right hand turns and not on left, like the carb article I wrote about flooding on hard left hand turns. Seems these darn Vettes don't like hard turning. 1962 saw the all new aluminum powerglide, and to find or determine the year: the date code was under the oil pan. Right side up front early and right side middle later. Read in this issue Gas leaking on hard right turns.

—Editor

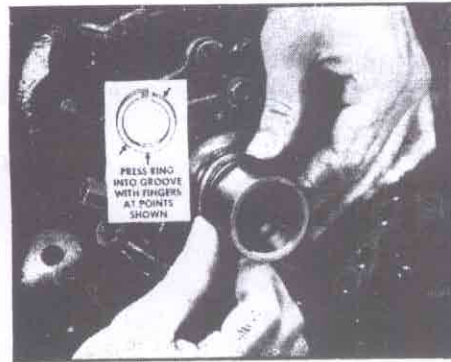


Fig. 40 Installing oil seal rings. 1953-1961

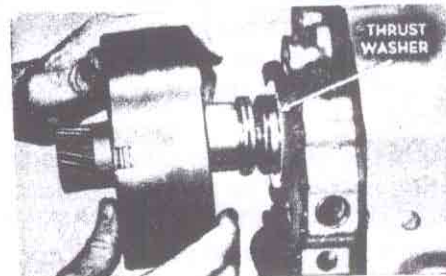
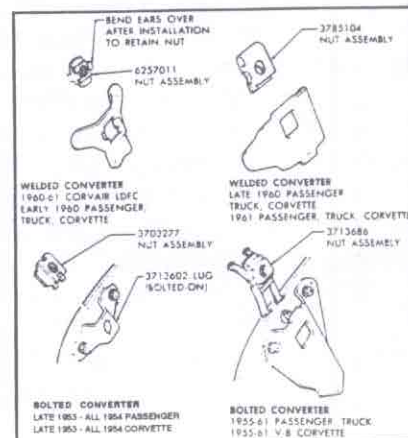


Fig. 41—Step A. Install low drum to valve body thrust washer and clutch assembly on oil delivery sleeve



POWER GLIDE CONVERTER DRIVE LUGS

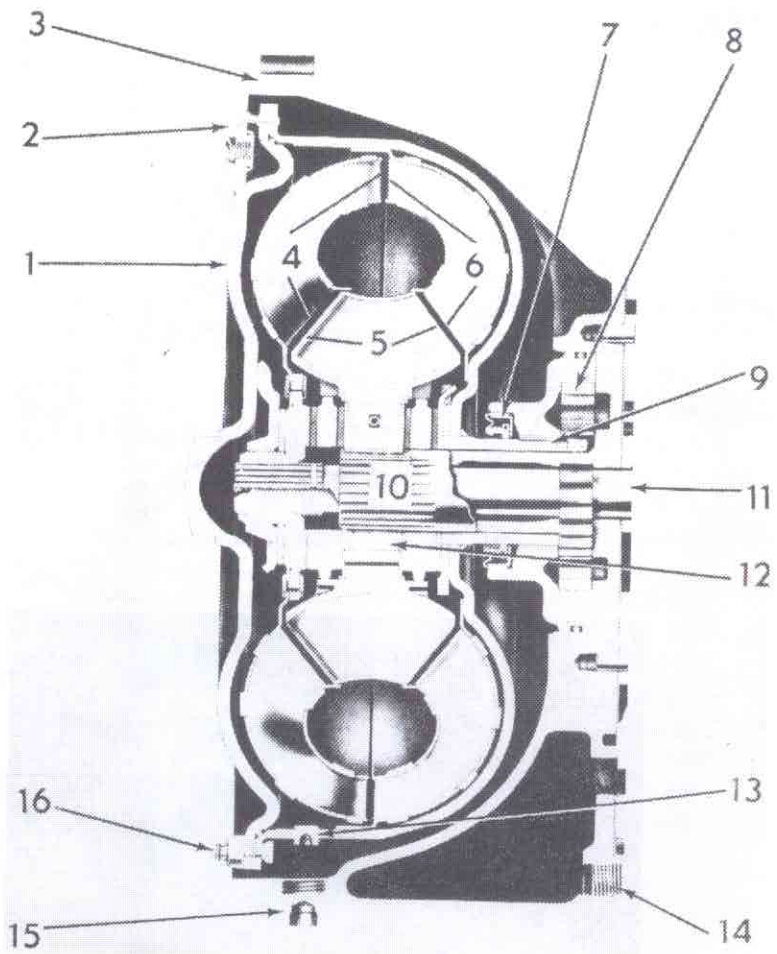


Fig. 18—Cross sectional view—torque converter—starting with 1953 production

- | | | |
|--------------------------|--------------------------------|---------------------------------------|
| 1. Primary pump cover | 7. Oil seal | 12. Stator free-wheel clutch assembly |
| 2. Converter drive lug | 8. Transmission front oil pump | 13. Transmission drain plug |
| 3. Bell housing | 9. Primary pump hub | 14. Converter drain plug |
| 4. Turbine assembly | 10. Reactor shaft | 15. Plug of access hole to drain plug |
| 5. Stator assembly | 11. Input shaft | 16. Primary pump to cover bolt |
| 6. Primary pump assembly | | |

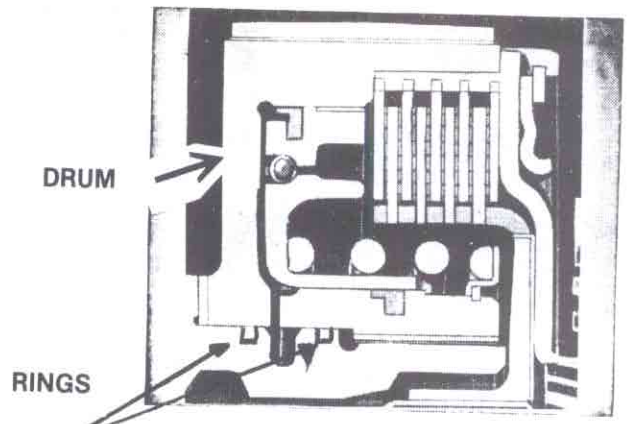


Fig. 129 — Cutaway view of clutch drum showing rings.

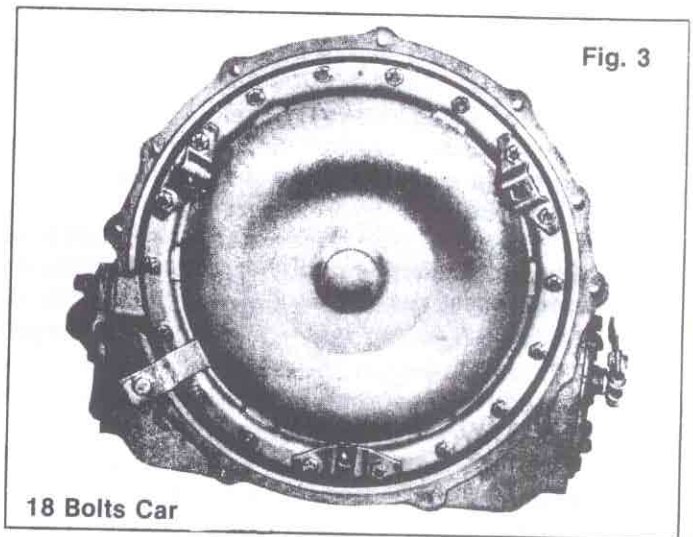
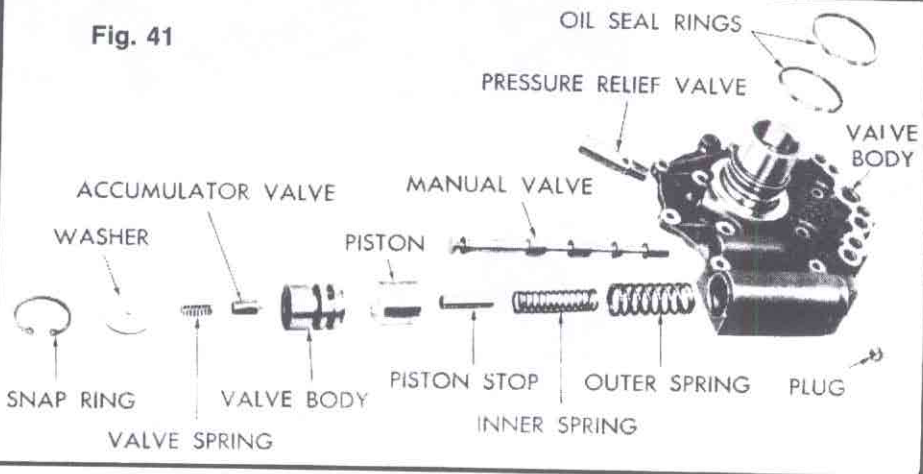


Fig. 41



THEORY AND OPERATION OF THE POWERGLIDE TRANSMISSION

All models through 1961

The Powerglide transmission employs a torque converter together with a multiple disc clutch, and a planetary gear set. The torque converter provides a smooth, shockless, multiplication of engine power suitable to all normal driving requirements. The planetary gear set is used in conjunction with the multiple disc clutch to provide extra power for rough going and the necessary means for operation in reverse.

The torque converter is a fluid driven device which multiplies the power output of the engine by a varying amount depending on the requirements. The maximum output of the converter is 2.2 times that of the engine. When the hand lever is in the Low position the planetary gear set adds an additional power multiplication of 1.82 resulting in a maximum overall multiplication by the transmission of 4.09-1. This is more than is normally available from a standard three speed transmission.

The fluid drive torque converter multiplies the available power of the engine by changing the direction of flow of a large volume of fluid. The fluid is started to flowing by means of the primary pump. The primary pump is the largest portion of the converter and together with its cover it forms a housing for the rest of the converter parts.

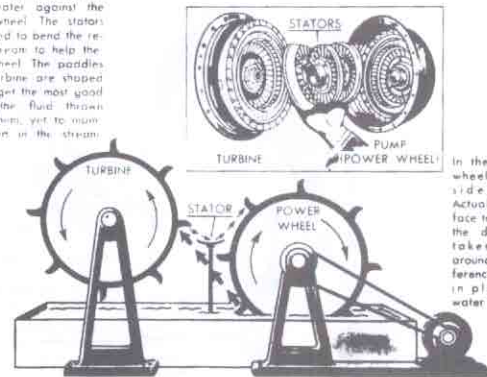
Being fastened directly to the flywheel of the engine the primary pump turns whenever the engine turns. As the primary pump turns so does the fluid with which it is filled.

The curved blades of the pump throw the fluid against the turbine. Hitting the blades of the turbine the fluid curves down and around to exit in a direction opposed to the direction from which it entered. As the fluid comes out of the turbine it strikes a double set of blades known as the secondary and primary stators. These change the direction of flow of the fluid back into the direction of rotation of the primary pump.

The result of this U-turn enforced on the fluid is a kick-back force against the turbine which tends to increase its torque output. This kick-back force is the same as that felt by a fireman directing the flow of water from a hose against the side of a building.

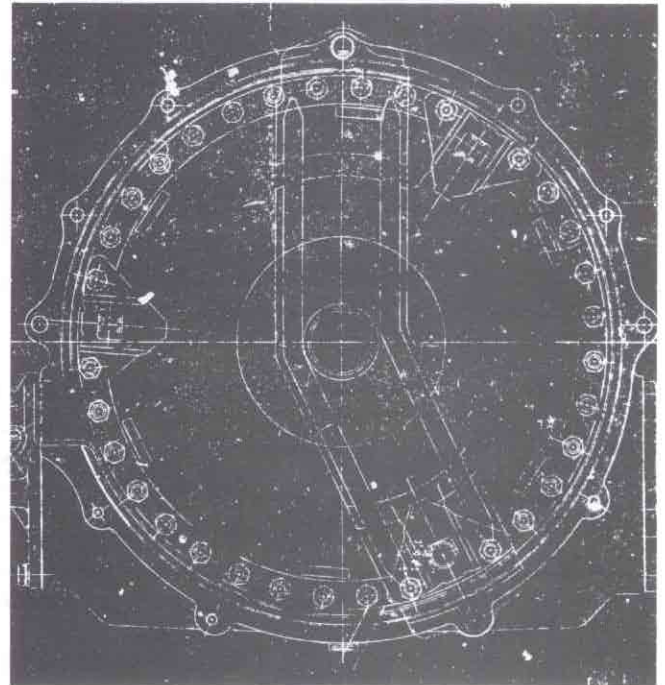
When the turbine is stationary the fluid passes through it and the stators and so back to the pump with almost as much energy as when it started. This energy is added to the energy being given the fluid by the primary pump and provides the high initial torque necessary to start the car moving.

The power wheel throws water against the turbine wheel. The stators are shaped to bend the returning stream to help the power wheel. The paddles on the turbine are shaped so as to get the most good out of the fluid thrown against them, yet to maintain speed in the stream.



In the model, the wheels are shown side by side. Actually they are face to face so that the driving action takes place all around the circumference. Oil is used in place of the water in the model.

Fig. 12—Operational theory of a torque converter.



33 Bolts Corvette
(A poor GM print)

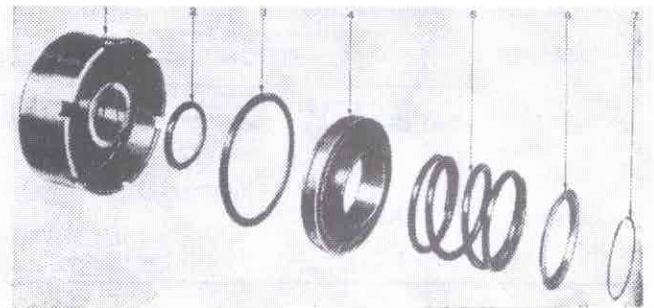


Fig. 39—Exploded view of low drum assembly all models

- | | |
|-----------------------------|--|
| 1. Low drum | 5. Clutch spring |
| 2. Clutch piston inner seal | 6. Retainer spring seat |
| 3. Clutch piston outer seal | 7. Snap retaining ring (locking snap ring) |
| 4. Clutch piston | |

QUESTIONS & ANSWERS

Q. In your column for the November, 1991 issue of *Keepin' Track* of Vettes, the article on Front Engine Pad Unpainted, I noticed something interesting. The note of the 1956 addition: "Use 3730725 Silver Argent on valve rocker cover letters only."

Attached is a copy of a photo from March, 1958 issue of *Motor Trend*, please note the appearance of painted Chevrolet script lettering on the valve covers. I've sent copies of this photo to the Chief NCRS judge for 1958-1960 Corvettes and he said, he thought it was a reflection from the flash of the camera. Based on your information, I believe it may be really painted script. This photo is of an early car and with the many changes which occurred during the 1958 production year, anything's possible.

Your painting specs do not indicate how long this practice continued. Could this really be painted or a flash.

In addition, during the research and restoration of my 1958 Corvette, I've seen two original cars, both have the female hood latches secured with bolts with an offset "E" not the "TR" bolts most suppliers are providing. Do you have any information on this bolt?

Thank you, Dennis Moore
Membership Chairman,
Mason Dixon Chapter, NCRS
2111 Hampton Court
Fallston, MD 21047
(410) 879-2542

A. In regards to the painted valve cover script, they were definitely painted in 1956. As far as I know, this practice was phased out early in 1957 production.

I can't tell for sure from the *Motor Trend* photo copy either. But I suspect that it's a reflection. I have one of those 1956 red valve covers with painted script, and there's a big contrast from red to silver. If mine were in the photo, it would have hopped out at you and there would have been no doubt.

Here's what I think happened: 1956, red engine paint, steel valve covers have the script painted silver argent. 1957, engine color is still red, with the painted script being phased out early in the year. 1958, engines are now painted orange; the painted script is no longer used. I have an idea that painted script on an orange valve cover wouldn't look so good anyway.

On the bolt head markings, I have not done any further research in this area. To be certain, one must check many, many examples before you can make any such statements with authority.

I have asked former St. Louis Corvette plant workers about such items as bolt head markings. Often they have muttered statements about my being crazy for trying to document such trivial production line variations. I have been told "*When we ran short, we went next door to the truck or passenger car line and got various fasteners. If they were short, we went to Ace Hardware where we had a standing account, and got some generic bolts to get the jobs done.*" Other former employees of the St. Louis plant deny this happened. But I have seen some strange bolts where they didn't belong, and they were thought to be original.

Best wishes to you and the other members of the Mason Dixon Chapter.

Noland Adams

Q. How long is the speedometer cable on a 1957 Corvette?

A. 1953-1957 Corvette or 1950-1957 car are the same having a PG transmission. The cable is 68-5/8 inches. Casing is 67 1/2 inches.

1955-1957 Corvette or car are the same having a stick transmission. Cable is 58-5/8 inches. Casing is 57-1/4 inches.

Q. How many quarts of transmission oil go in a 1957 cast iron transmission?

A. 1953-1954 6 cylinder is 8 quarts; 1955 6 cylinder is 10 quarts; 1955-1961 8 cylinders is 10 quarts.

Q. How long is the oil stick on a 1957 Corvette?

A. Measuring from under the washer — 1953-1955 6 cylinder is 15.3/32 inches; 1955 8 cylinder is 20-1/4 inches; 1956 early is 19-13/32 inches; 1956 later and 1957 is 21-9/16 inches, also the tube O/L from the block to the top: 1955 is 7-1/16 inches; 1956 early is 14-1/2 inches; 1956 later and 1957 is 8-3/4 inches.

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\$24.00/YEAR**

(The Increase is because of the economy)

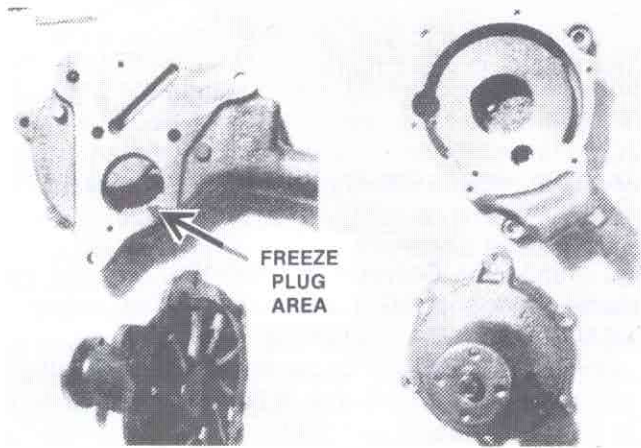
GEORGE MARRA
P.O. Box 2211
Nevada City, CA 95959
(916) 273-8016

1953-1954 FRONT FREEZE PLUGS

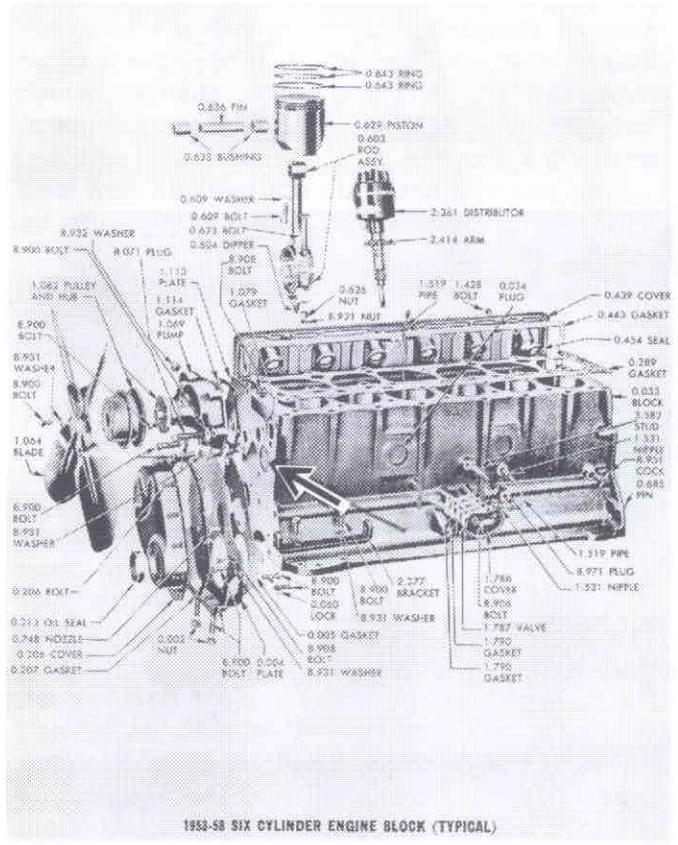
In Volume 2, Number 4, there is an article called the \$2,000.00 freeze plug. Where Mr. Molchan of Washington called me about his 1954 over heating. He tried everything to correct the problem like to rebuild the water pump, radiator, head and was going to have the engine checked for cracks. I asked him when he had the water pump out did he see if the large freeze plug was removed from the block? No was his answer, but that the engine was rebuilt before he bought the car and the rebuilder should know what he's doing. NOT SO! I said because most engine

rebuilders are thinking CAR not Corvette. Car would use the large freeze plug because the water pump arrangement is different. But Corvette lowered the pump to clear the upper radiator hose, which in turn changed the arrangement, this caused the large freeze plug to be removed on Corvette only. If you have this problem or are having your engine rebuilt, remember to have it removed. You will see by the pictures of the block and pump spacer why this is important.

—Editor



1953 - 1954 Corvette



1953-58 SIX CYLINDER ENGINE BLOCK (TYPICAL)

TEMPERATURE GAUGE REPAIR

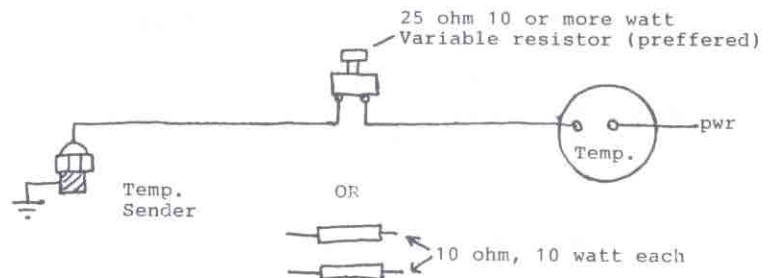
Adjustment

For those of us with older cars it seems the temperature gauges are never right (close at best). Most seem to register high, as mine does. One way to check your gauge is to remove the radiator cap and warm the engine up. Do not remove the radiator cap on a warm motor. Put a thermometer into the radiator neck and compare the readings to your gauge. If there is 10° or more difference this can be corrected by adjusting the resistance of the temperature sending unit wire to the gauge. Sounds difficult but is surprisingly easy. Radio Shack or other electrical supply houses carry variable resistors (potentiometers). Use the 25 ohm 10 or more watt or one or two power resistors inline (see schematic) then simply adjust the knob to the desired temperature on your gauge.

Rick Lang has put together a good solution for those that are using a new temperature sender (that can be bought today). In volume 2, Number 2, I wrote about the original sender and how the resistance is calibrated to the gauge. Many people can't find the original one (same as 1955-1957 car) so this is the next answer.

The resistor can be hidden anywhere in the circuit, under the dash, etc.

Rick Lang
Grass Valley, CA



THE CORVETTE EXPERTS

by CAROLYN GRASSO-PRINCE

I have been involved with Corvettes for the last 11+ years. In 1984 my husband and I took the body off my 1st Corvette, a 1966 327/350 4-speed air conditioned coupe. During the restoration we worked side-by-side as equal partners. Since then we have accumulated 7 more of the fiberglass wonders. Like a person, each one has a distinctive personality. We collect them like a family. Some are rare, some are not so rare, some are valuable, some are not so valuable. All are equally loved and none are for sale.

My husband and I now own and operate Real Cars, Inc. a Corvette restoration shop, located at 550 Brook Ave., Deer Park, New York 11729. We still work side-by-side as equal partners, only now we are assisted by our staff of workers. After 10+ years of restoring Corvettes, my hands bear the scars and my mind holds the enormous amount of experience and knowledge I have learned.

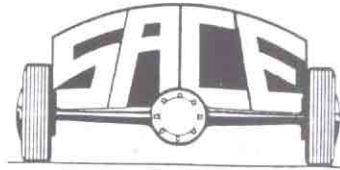
Knowing what I now know about Corvettes, from 1953 to new, fuel Injection, Big Blocks, Race Cars, Prototypes etc. . . . I can honestly say that anyone who claims to "know it all" about Corvettes is a fool and is only showing his or her ignorance about the cars and the hobby. When a person claims to "know it all" they shut their mind off to anything new, such as a different variation of color on a particular part, a different location for factory written information on a body etc.

This is a growing problem with both the community of "Corvette Experts" who judge cars at various Corvette shows, as well as those "Experts" who restore them. They can not accept something that has not been carved in stone. These "Corvette Experts" do more harm than good for the hobby. They may discourage a person who owns a Corvette that may have an unusual factory deviation from bringing it to a show, where others who want to learn more about the car and the deviation can observe it. They also may undermine the prestige of certain shows by conveying the impression that anything that is out of the ordinary is absolutely not acceptable. The end result of this is that all of the cars look like all the other cars. I think that enthusiasts would rather see Corvettes that actually retain their authentic original factory personalities rather than a bunch of cars that fall into a rigid set of predetermined guidelines drawn up by the "Experts."

Let's start using some common sense. These cars were mass produced on an assembly line. What do you think would happen if worker "A" ran out of WB bolts? Would they stop the assembly line so that 30 years later the restorers would not have a problem? Bull! They would grab whatever

bolt fit to keep the assembly line moving until a new shipment of WB bolts came in. The people on the assembly line did not care about future restorers or hobbyists. They were just interested in getting the job done. Anyone who believes that every car was built exactly the same is living in fantasyland! These cars were built by human beings, and as much as we may want to believe it, human beings are far from perfect. The people who built Corvettes had both good days and bad days. Just like everyone else, their job performance was affected by an infinite number of variables.

Why can't the "Experts" swallow their pride and face the facts? Most of these individuals know a great deal about Corvettes. But even if they live to be 500 years old they will never "Know it all!" With this in mind, these "Experts" should be a little more willing to accept cars with deviations from the norm into the Corvette hobby instead of banishing them to some hidden, dark garage never to be seen again.



SACE CORVETTE

John Zador of Nanaimo, British Columbia and his red ride.



ATTENTION DRIVERS

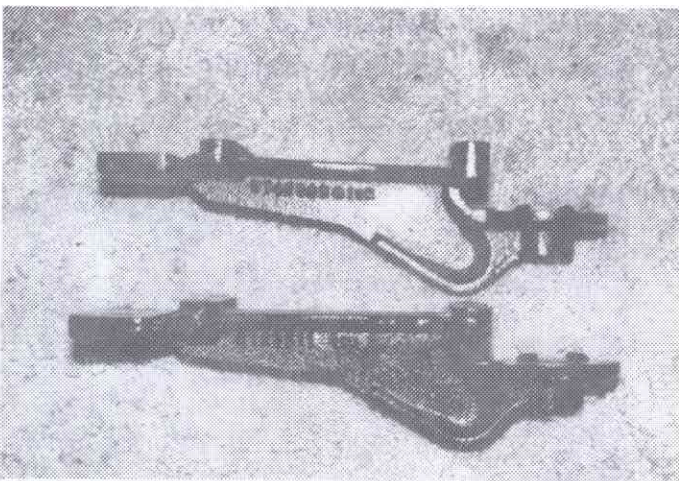
I was asked about 3 times this year by members about a interference problem they were having with there idler arm rubbing against the radiator shrouding lower left side. Usually on a 1956 to 1959 having the three piece lower shroud. I've even seen where owners have CUT out the area from the lower shroud to clear the problem. To show you that I don't know everything, I didn't know what to tell these people (really!). But tonight I was looking back through some old Straight Talk books and in Volume 3, Number 4, 1990, I was reading the GREAT ONES article about straight axle safety, and I think I see the light? I read slowly and realized that there were no less than three different Idler Arms, and three different Idler Brackets, with each being thick or thin at the rear where the two bolts at the bearing area are. Now think about this, it must change the angle because the front two bolt area is the same thickness on all three parts. If a member could check this out for me and write me on it I WILL SEND YOU AT NO CHARGE OUR CLUB T-SHIRT, YES THAT'S RIGHT A (FREE) T-SHIRT. Also, I am reprinting his article for those that may have missed it.

—Editor

STRAIGHT AXLE SAFETY

Cracks DO Occur In Steering and Frame Brackets...

3. Last summer, Laurie Ames backed his 1954 Corvette



IDLER ARM BRACKETS: The rear boss is thicker on later versions.

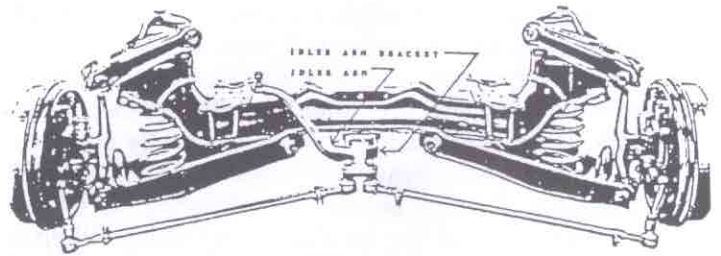
out of the garage. He was headed for a car show 20 miles away, but he would not make the trip. As he pulled away from the curb, the car's steering suddenly stopped operat-

ing. The steering wheel turned, but the front wheels would not respond.

Upon examination, Laurie found that the cast iron part that bolts to the underside of the front crossmember was broken. The tie rods were still connected, flopping around uselessly. It was something that neither one of us had seen, so we thought it was an isolated case.

First, we should identify this part. It's proper name is "Bracket, steering idler third arm." There were three different brackets used on 1953 to 1962 Corvettes. Part number 3706024 was used from 1953 to 1955; this number is forged on the side in depressed characters.

The 1956 and 1957 bracket was 3727511; this number was forged on the side in raised characters. The 1958 to



THE 1953 TO 1962 FRONT END FROM THE REAR, SHOWING THE IDLER ARM AND BRACKET

1962 bracket was part number 3742688; this number is also forged on the side in raised characters. Part number 3742688 is also available as a reproduction, which may be identified by the forged number 3742688 or 3742888 and the letters "TMS."

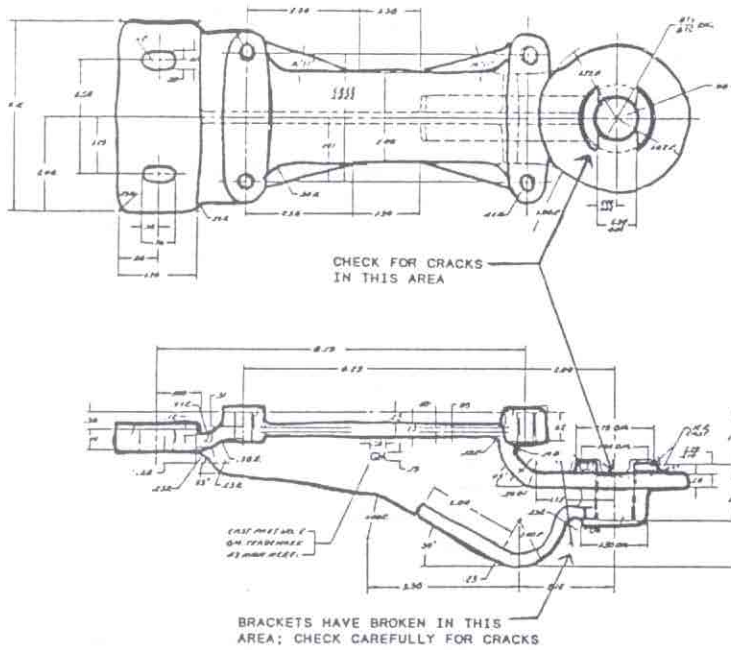
The thickness of the rear flange of the later bracket is the difference. The two early (1953 to 1957) brackets has a thinner flange (about 5/8"); the later bracket has a thicker rear flange (one inch).

There was also a variation in the arm (arm assembly, steering idler and third). The part used from 1953 to 1955 was 3706001, with the forged number 3706023. In 1956, the part number changed to 3737261, no forged number given. This design was change into 1956, and is known as the 1956 1st design. This changeover point is not known.

The 1956 2nd design used a different arm, part number 3733215, forged number 3733438. This 1956 2nd design was also carried over into and through 1957 production.

In 1958, the part number remained the same, 3733215, but the arm's forging number changed to 3731801. This 3722125/3731801 armed continued to be used to the end of 1962 production.

Since the rear flange of the later part is thicker, that would change the whole angle of the tie rods and steering idler arm. It appears that the brackets and arms are matched,



and early parts cannot be mixed with later parts and still function properly.

So much for part and forging numbers. Let's identify the part further. It mounts under the front crossmember directly under the center of the radiator. If the steering is equipped with a quick steering adapter, the adapter is an extension that bolts onto the idler arm; the tie rod ends are relocated to holes in the extension.

The bracket mounts to the front crossmember; the idler arm rotates in a large circular bearing located at the rear end of the bracket. Every time the steering wheel is rotated, the front tires are turned back and forth to steer the car. Tremendous pressures are placed on the arm, bearing, and bracket. These stresses can build up and cause the bearing housing portion of the bracket to break. *And I mean break right off, causing complete loss of steering, and the car goes who-knows-where.*

Also, this idler arm and idler arm bracket are too convenient in some ways. *When jacking the car up with a floor jack, the lift pad is often positioned under the rear end of the bracket. The entire weight of the front end may be lifted by this means.* **STARTING NOW - TODAY - NO STRAIGHT AXLE CORVETTE FRONT END IS EVER TO BE LIFTED BY PLACING A FLOOR JACK UNDER THE IDLER ARM BRACKET.** If in doubt, double check to be sure you understand the problem. Call someone if you don't; **this is a very important safety item!!**

We now know of two complete failures (breaks), and another which showed cracks around the bracket's load-bearing area. We have just begun checking these brackets for cracks, so who knows what we'll find. We must all check this item at once, in order to avoid a complete steering failure. We are all grateful that Laurie Ames wasn't just pulling off the freeway off ramp when his idler arm bracket broke.

When and where will yours fail? Such parts crack before they break. **Inspect yours before you drive it again.**

ADJUSTING BENDIX BRAKES

Jack up the car and remove one wheel and drum assembly and examine the condition of the lining and drums. If all is okay replace the wheel and drum assembly. Remove the cover from the adjusting slot hole at the lower end of backing plate and, using a special brake spoon or bent screwdriver, pry the star wheel adjuster (handle of the tool in the direction of the axle) to expand the shoes until the shoes are tight against the drum, **see Fig. 8.** At this point it might help a little if the anchor nut at the top of the anchor plate is tapped lightly with a hammer to assist the friction-held anchor block to center itself properly.

Now pry the star wheel adjuster in the opposite direction (handle of the tool away from the axle) until the brakes are just free. This will require approximately sixteen clicks of the star wheel.

Since these brakes are self-centering, this is the only service adjustment required.

Repeat the operation at all four wheels.

Road test the car.

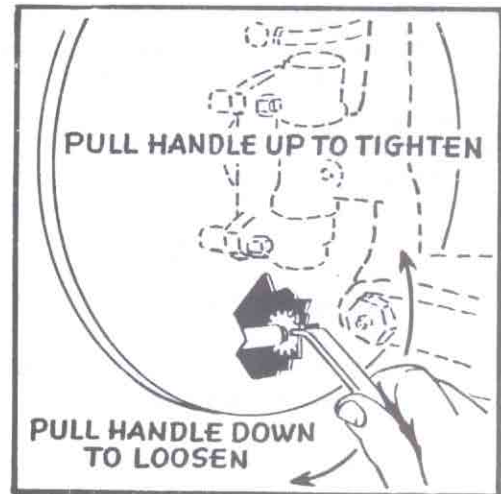


Fig. 8—Bendix Brakes—Move the handle of tool towards axle to expand the shoes and away from axle to retract them

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\$24.00/YEAR**

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**GEORGE MARRA
P.O. Box 221
Nevada City, CA 95959
(916) 273-8016**

ADJUST CASTER AND CAMBER TOE-IN

Both caster and camber are adjusted at the eccentric pin in the outer end of the upper support arm.

Set the car up on a front end stand and check caster, camber and toe-in readings.

Make a note of each reading so as to determine which way the eccentric adjuster should be turned.

Remove the grease fitting from the front bushing and, working through the grease fitting with an Allen wrench, engage the eccentric pin at the front. Loosen the clamp bolt in the top of the knuckle support which will leave the eccentric pin free to turn.

Now turn the eccentric pin (which has a right hand thread) first in the direction which tends to correct caster, that is, the pin would be turned counterclockwise to increase caster or clockwise to decrease caster. If it is necessary to decrease caster, turn the pin clockwise until the correct caster setting is attained and then rock it back and forth until the correct camber reading is obtained. Since both adjustments are made at the same pin it is sometimes absolutely impossible to get exact readings. However, it will be found that with very little error in caster, the correct camber reading can be obtained.

Recheck the caster and camber readings on the front end stand and, once certain they are correct, secure the clamp bolt and reinstall the lubrication fitting.

Toe-in is adjusted either at the tie rod itself or on some models sleeves at the ends of each of tie rods.

Where the tie rod itself is turned, simply loosen the clamp bolt which holds the tie rod to the end assembly and turn the rod. In cases where sleeves are used at the end of the tie rods, loosen the clamp bolts which prevent the sleeve from turning and turn the sleeve until the correct toe-in is obtained.

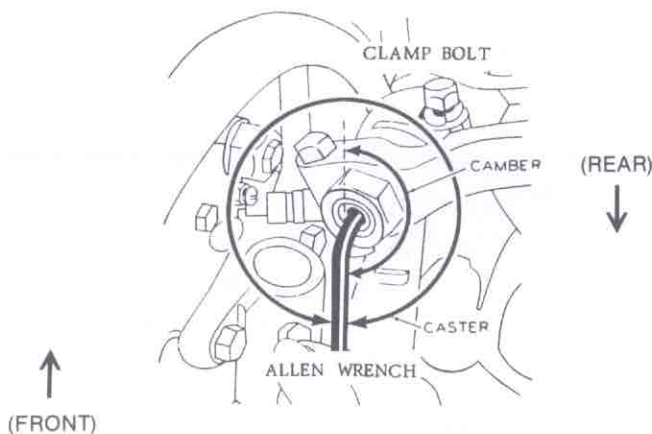


Fig. 27—Caster and camber are adjusted at the same pin. Maximum camber can be obtained in not more than 1/2 turn from the correct caster setting—Chevrolet shown

FRONT SUSPENSION

Lucy Badenhoop drove her 1958 to Oregon for the 1991 Western Convention and I noticed that she had a problem with the left front wheel that was tilted inward. Once I realized it wasn't the wheel loose, I told her that the Camber adjustment locking bolt must have come loose, and that she should take it to a front end shop up there to have it checked out. Together we both found a shop that Larry told us of and they jacked the Vette up and took the wheel off. Sure enough the bolt came loose, I mentioned that the Hex nut (rear) on the upper A-arm grease fitting had to be removed so that an Allen wrench could fit in the eccentric adjuster. All was OK until he removed the wheel and I realized that the Hex nut having the grease fitting was at the front instead. Well this is the reason I'm writing this article! I have seen this happen many times in the past where some one rebuilds their front suspension and doesn't realize that the ECCENTRIC PIN has a allen hole at one end so that the pin that is egg shaped can be turned to set the camber adjustment when they have the front aligned. Also the allen hole is to point to the rear and the hex nut having the grease fitting is to be installed there also, because the other front Hex nut doesn't use a grease fitting. In Lucy's case, the ECCENTRIC PIN was installed correct but the Hex nut having the fitting wasn't. This caused the guy to remove them and reverse there position. This is not easily done when the front spring is in and you need to keep the knuckle aligned in the middle of the A-arm while you reinstall the Hex nuts. Also be sure to install the rubber seals to keep water from getting into the nut. (Note: if the eccentric pin is in the reverse position you really need not take it out and correct it to the rear, you only need to have the Hex nut with the fitting at the right end so that they can get to the pins hex hole.) GM's location was to the rear, but all is OK if its to the front.

—Editor

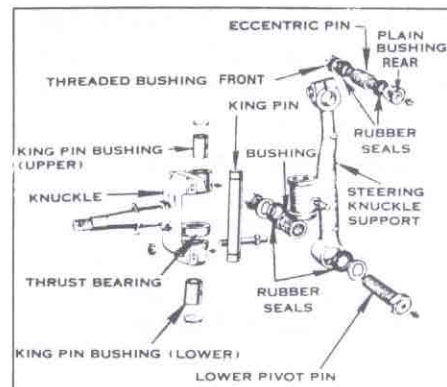
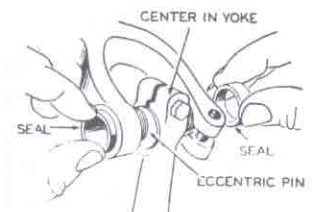


Fig. 9—Upper and Lower Pin and Bushing, shown exploded with the king pin—



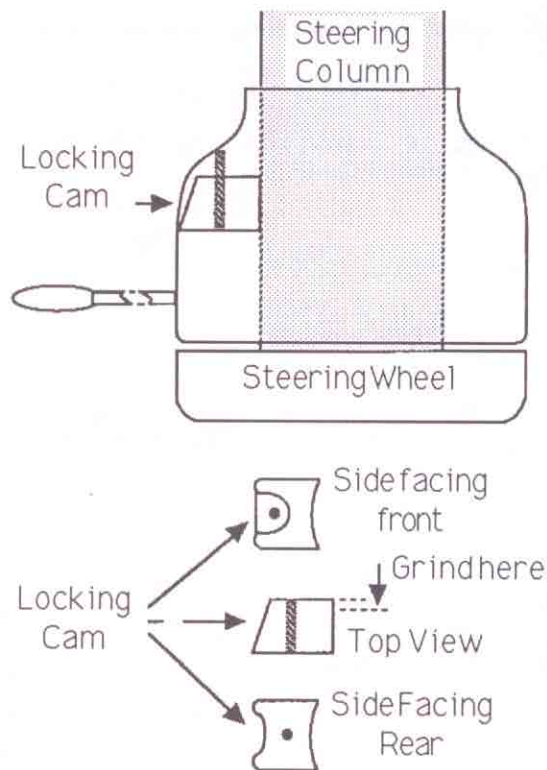
Your Turn or Mine

Steve Banich

When I first acquired my '60, I noticed the turn signal switch housing was loose and had shifted down the column, which rendered the self-cancelling feature of the signals useless, and added the annoyance of a wobbly turn signal lever. Looking to solve this, I checked the adjusting screw. It was fully tightened.

The locking cam apparently loses its grip on the column with years of use. The car's previous owner had unsuccessfully attempted to cure this problem by shimming the housing with a piece of a soft drink can. A shim works, but I felt this was inadequate.

My solution was to remove the steering wheel, the housing, and finally the locking cam. Grinding or filing the bottom of the cam renews it to a useable shape, and invisibly repairs the drifting signal collar.



To refreshen the turn signal switch mechanism, more information is available in articles: "1953-62 Turn Signal Switch and Cancelling Cam." (NCRS Restorer, Vol 15, # 4, Spring 89). "1953-62 Turn Signal Housing Tool" (NCRS Restorer, Vol 15, # 3, Winter 89) Both of these excellent articles are by NCC member Joe Calcagno.

THERMOSTAT UPDATE

Many owners have asked about the early Thermostats on aluminum intakes. EARLY 1956 first design on maybe the first 400 or 600 Vettes used the cast iron. Then later GM realized that not having a lip on the neck, the hose would tend to come off, also there was the problem of electrolysis (iron on aluminum). Then the second design came on in 1956 to 1962 and early 1963 which was a aluminum housing having a lip. The part number was casted into the right or left side with some having small numbers or large numbers #3837223. Again GM realized that the neck was weak when removing the hose and again made a change by thickening the area under the neck and that was the third design. There was also a fourth, and fifth design in later mid-years. I printed some incorrect information in Volume 1 Number 2 about this and I hope this will clear up any confusion.

—Editor



First design EARLY 1956.



Second design 1956-1963.

CHIEF INSPECTOR'S COLUMN

Now that we have finished a very successful 1991 with two excellent conventions and the cold, rain, fog, snow and everything else that happens in the winter is now upon us, it is time to fix, restore or repair our Corvettes.

In connection with this, I will be proposing a change in the inspection points which is outlined below. My intention is to have a proposal for the 1992 National Convention in Port Ludlow, Washington to be voted on at that time and then be implemented at all conventions thereafter. At the root of this proposal is the fact that the deduction of points are presently very inconsistent and I believe this will attempt to give it consistency. I am talking about the authenticity column, not the condition column. Condition speaks for itself and at the present time you must receive 25% in the authenticity column to receive any condition points. With my proposal I am trying to standardize and I have the following suggestions:

- a correct original part and/or an exact reproduction that is undetectable — full credit.
- a consumable part that is the best you can buy, but not quite correct — 90% on condition (i.e., 1956-1957 interiors reproduction DOT ties.) The idea is that we must leave some room for the person that does show up with the original part.
- a reproduction part or a General Motors part that is correct in numbers and authentic in appearance, but the date stamp is either missing or not within acceptable tolerance limits — 75% (i.e., a distributor that is 9 months before the production of the car.) Although in rare circumstances that may have actually happened.
- correct appearance in an apparently correct part without a tag or a date code — 50% (i.e., correct appearing generator with no tag.)
- all noticeable bad reproduction or incorrect GM parts or items from Sears, K-Mart, etc. including batteries, gas caps, radiator caps, etc. — zero

We will inspect the contemporary cars the same way except that they are entitled to one major change such as the engine block, interior, color, etc. This item will not be judged for authenticity, but for condition. Then we subtract the authenticity points from both the numerator and denominator of the fraction to arrive at your percentage. In this way it does not affect your score.

In Custom cars we will not inspect the authenticity, only the condition column. This way you will receive points for the condition of the item and the neatness that it is placed in the car. You are given an opportunity to score quite high and not be concerned about the authenticity. I believe this gives an opportunity to an individual that likes the custom cars to be very creative in the changing of that car.

Tell me whether you think the standard deductions are appropriate, too high, or too low so that I may get a feel for the general membership's opinion. Also, if you have discovered something that would make a good article, either authenticity or clever custom tricks, please send it to the editor as we need all of the articles we can obtain.

Larry Richter
SACE Chief Inspector/Instructor
P.O. Box 328
Coos Bay, Oregon 97420
(503) 2691815 - Eves

POWER TOP STATS

Enclosed is a copy of Nolands article for Keepin'Track in 1985.

	UNITS
1956 RPO 473A	2,682
1957 RPO 473A	1,178
1957 RPO 473B	158
Total	1,336
1958 RPO 473	1,090
1959 RPO 473A	661
1960 RPO 473	512
1961 RPO 473A white	103
1961 RPO 473B blue	52
1961 RPO 473C red	221
1961 RPO 473F fawn	56
Total	422
I felt the colors meant the interior color, now I think its the top material color.	
1962 RPO 473A white	138
1962 RPO 473C red	158
1962 RPO 473F fawn	54
Total	350

Now it looks like these are top colors, if this is true, there were no 1961 or 1962s with black power tops.

—Noland

CORVETTES IN PARADISE

by Roy Braatz, Jr.

My mom and I recently visited the Hawaiian Islands (November 2-9) and had the opportunity to enjoy all the wonders the islands had to offer. From the warm weather, to the lush green landscape, to attending a local Corvette function and meeting some of our SACE members who live in the islands.

At our Springfield National we signed up four new Hawaiian members; Ed Lum, John and Shela Pinero, and Richard Ito. We had only been in Hawaii for a few days when we received a call from Ed Lum, who had found out we were there after speaking with my dad concerning club membership. He asked if we would be interested in coming to his local club meeting, and of course we couldn't turn the opportunity down. Most everyone owned later year cars, and I quickly gathered that Ed, with five straight axles, probably

A few days later we visited Ed at his home and had the chance to see his cars. He had a 1957 at his house and my mom took a picture of us standing by it checking out his water pump. He was having a problem getting the pulleys to line up because the spacer behind the harmonic balancer was missing. The car is #248.

After looking over the 1957, we drove to another garage where the other cars were stored. Two of the cars, a 1961 #10867S107437 and 1959 #J59S101025, were both drivers and the others were in need of restoration. The other two were a 1962 that I didn't get the numbers off and 1957 #5486 that was originally sold in Hawaii. Ed was the third owner.

We enjoyed our trip very much and hope to go back some time in the nearest possible future.

P.S. — MAHALO to Ed for the great Chinese lunch

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Bill and Rosie Yohn
Garner, Iowa 50438

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enjoyed it, and she and the kids found plenty to do
in the Holidome. Thanks also, to Mary and your
daughter Julie? Who helped with our kids.

CORVETTES IN PARADISE

by Roy Braatz, Jr.

My mom and I recently visited the Hawaiian Islands (November 2-9) and had the opportunity to enjoy all the wonders the islands had to offer. From the warm weather, to the lush green landscape, to attending a local Corvette function and meeting some of our SACE members who live in the islands.

At our Springfield National we signed up four new Hawaiian members; Ed Lum, John and Shela Pinero, and Richard Ito. We had only been in Hawaii for a few days when we received a call from Ed Lum, who had found out we were there after speaking with my dad concerning club membership. He asked if we would be interested in coming to his local club meeting, and of course we couldn't turn the opportunity down. Most everyone owned later year cars, and I quickly gathered that Ed, with five straight axles, probably owned more early Corvettes than everyone else on the island combined.

A few days later we visited Ed at his home and had the chance to see his cars. He had a 1957 at his house and my mom took a picture of us standing by it checking out his water pump. He was having a problem getting the pulleys to line up because the spacer behind the harmonic balancer was missing. The car is #248.

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P.S. — MAHALO to Ed for the great Chinese lunch.



COMMENTS

Dear "Dictator", thanks to Noland, you will probably be blessed with that name. Maybe you can begin using it as your pen name for your articles in *Straight Talk*.

Seriously, wanted to say thanks for the hospitality and great workshops you and Noland produced at Springfield. As newcomers, my wife and I didn't quite know how we would be treated. I enjoyed it, and she and the kids found plenty to do in the Holidome. Thanks also, to Mary and your daughter Julie? Who helped with our kids.

It is so nice to get together with a group of people who all enjoy the cars for just what they are, "Great Cars", not art, cars meant to be enjoyed.

Thanks also, for letting a couple of rookies, walk through a "inspection" with you. I think you really have something there, in that method. Every now and then, I think of something we looked at and go out to the garage to look at my 1954.

Bill and Rosie Yohn
Garner, Iowa 50438

1959 WEATHERSTRIPS

by NOLAND ADAMS

Background: In the fall of 1990, Mary and I moved from the city to the country. To be more exact, from the San Francisco bay area to the foothills East of Sacramento near Placerville.

Shortly after moving, I called my favorite parts source, Corvette Stop. To my surprise, they had also moved — to an industrial park about 15 miles away. By the summer, I was going in a few hours a week, helping to identify some NOS parts, and answer the phone once in a while.

1959 PARTS NEEDED: One day I got a call from a 1959 owner. His car had 2-4 barrel carburetors, a 4-speed manual transmission, and both tops. The body had just been painted, and would be coming back from the body shop soon. The folding top and hardtop were in good condition; nothing would be needed for them. He wanted us to send him all the gaskets and weatherstrips for the newly painted body.

So I mentally listed a few: cowl vent, windshield, windshield frame to body, door weatherstrips, and windshield washer nozzles. I realized there were many I'd missed on my mental list. Wow, I thought, there must be 20 or 25 gaskets and/or weatherstrips in the entire body!

So I asked Drew, the Corvette Stop's part Guru. He knows almost everything, so I seek his advice often.

Here's the list we compiled, with a line total and the overall total in the left column:

1/1	Cowl vent door
2/3	Windshield washer nozzles
2/5	Windshield wiper shaft bases
1/6	Hood ledge
1/7	Windshiewld outer to frame
1/8	Windshield frame to body
2/10	Windshield end seals
1/11	Outside rear view mirror base
4/15	Door handle gaskets
2/17	Door lock escutcheon gaskets
2/19	Door main weatherstrips NOTE 1
2/21	Door auxiliary weatherstrips (early and late versions)
4/25	Door auxiliary weatherstrip fasteners
4/29	Door inner & outer window seal (correct size now available)
1/30	Set of 28 staples to retain window seals
1/31	Top of lid cover
2/33	rear top bow latch gaskets (on top lid cover)
1/34	Trunk lid weatherstrip
2/36	Taillight housing to body
2/38	Taillight lens inner gasket
2/40	Taillight lens outer gasket
2/42	Front & rear emblem seals
2/44	Parking lamp to body seals

2/46	Parking lamp lens seals
2/48	Courtesy light switch seals
2/50	Gas door bumpers
1/51	Gas tank neck gasket (donut)
1/52	Gas tank filler neck hose
2/54	Rear license lens gaskets
2/56	Front bumper brace seals
4/60	Rear bumper brace seals
8/68	One set (12 pieces) spacers and rubber mounting blocks (we count the rubber mounting blocks)
1/69	Hood mounted upper air dam
2/71	Door front vertical window channel (Correct reproduction now available)
2/73	Door rear window channel liner
1/74	Antenna base gasket
2/76	Splash pan seals
2/78	Headlight housing to body
1/79	Lower radiator support seal
2/81	Hood rubber stops
1/82	Glove box door bumper
7/87	Underhood wiring grommets
3/90	Rear body wiring grommets
2/92	Tachometer cable grommets
2/94	Speedometer cable grommets
1/95	Oil line grommet
1/96	Rear license plate bumper

NOTE 1: Early 1959 door weatherstrips (to about serial number 500) were the same as 1956 to 1958. This type requires separate upper window stops: the kit consists of two stops and two rivets.


Well, I was way too low — about 1/3 of the total. There are some rubber parts we did not include, because these are normally not replaced, but they should be. For example, the six rubber bumpers inside the doors that function as window stops.

In addition, we may have missed one or two, please check your car. Also, a couple are in question. Although some cars may not have had all those listed, they're available as a reproduction, so we've included the parts on our list. Got any additions, corrections, or comments? We're always happy to listen.

Noland Adams
P.O. Box 1134
El Dorado, CA 95623

CORVETTE STOP is a mail order parts source for 1953 to 1962 Corvettes at (916) 939-4400. Be sure to tell them you saw it in Straight Talk. You can call Noland directly on the Corvette Information Hotline (\$2.50/minute for information) Tuesdays or Thursdays at 1-800-927-4183.

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WANTED: Cast iron T10-1 transmission main case. Would appreciate any help with this. Call Tony Catalano (604) 536-8435 or send, written communications only, to 15545 Cliff Ave., White Rock, British Columbia Canada, V4B 1V8.

WANTED: Seeking my 1960 Horizon Blue Corvette. I was the original owner vin #00867S106644. If you are the current owner or know the current owner, please call me collect. Steve Eveloff (217) 525-0413 (day), (217) 529-5656 (evening).

FOR SALE

FOR SALE: Parts . . . 1962 early fine tooth jack \$95, 1956-62 brake drums w/outter spring \$50 each. Window and vent cranks \$25 a pair 1963-64, 1965 to 1966 and 1967. 1958 drivers side window post \$45, exhaust manifold with no choke hole dated L8 \$75, early jack handles (2) \$40 each. 1955 Chevy wheelcovers 4/\$100, 1956 starter w/solenoid \$75, 1957 fuelie heads C137 and C187 \$500/pair, 1968 427/400 HP intake \$750, U.S. Royale safety 8 on original wheel \$75, 1955-56 passenger car generator 12V \$40, 1957 parking light housing-lens-bezel & screws \$75/pair, NOS GM rebound strap for \$15, NOS rubber shift boot #3751130 \$10, 2 ashtrays \$15 each. New pro early 1956-57 side view mirror \$35, 1961-62 passenger car rear view mirrors (good to make Corvette mirrors by changing stem) (8) \$15 each. Exhaust hangers 1954 repo \$15 each. Early style AC dome top fuel filters used on early 1953 Corvettes (6) NOS \$150 each. 1963 style American safety seat belt buckles \$25 each (4), 1967 day/night mirror \$35. 1965 day/night mirror \$35, 1956-1959 steel valve covers w/staggered holes (3) \$40 each. T-3 headlights 1958-1959 NOS \$75 each, 1960-1967 used \$75/set, 1968-1971 used \$75/set, twelve (12) assorted WCFB Carter Carburetors applications unknown \$125 each, 1957 topshield rough \$50, 1962 topshield nice \$125, pace car 1978 three piece front spoiler from #541 \$175, #891 dual point distributor \$150, original GM key blanks \$15 each. Call Joe Trybulec (314) 831-7841.

FOR SALE: Sace Index by Subject. Save time leafing through all your back issues of *Straight Talk*. This index by subject lists all articles in all issues from Volume 1, Number 1 to this issue. Each listing includes a summary of the article. Often part numbers, parts interchanges or enough information is included to save you the need to look up the article. When known, author's name and years of vehicles to which article applies are also noted. Index is available in printed form or no

numerous databases for Macintosh computer, specify database when ordering. Send \$5.00 to: Steve Banich, 82 Loyola Ave., Menlo Park, CA 94025, (415) 364-1802.

FOR SALE: 61H Expansion Tank, good condition \$75.00, May 1958 3-speed complete with linkage, best offer. Wanted for a 1959, T10-1A main case or a complete transmission dated Nov. or Dec. 1958, complete or any part of a fan shroud (3 piece bottom, 1 piece top). Trade only: Aug. 1958 4:11 posi 3rd member for a Nov. or Dec. 1958 3:70 or will purchase outright. Wanted for a 1960: WCFB 3059S Carburetor, air cleaner, 022 brake master (large numbers), nice pair of rear vertical bumpers, SJ4653 jack and handle, seat belts. Any help greatly appreciated! Rick Gower, 1827 Helena Drive, Concord, CA 94521 (510) 798-7877, after 6:30 PDT.

FOR SALE: Early 1957 louvered FI air cleaner, sell or trade. 7300, 4800, and 4520 fuel injection units, 906 and 908 distributors, 1963-1965 NOS FI distributor \$900. 1964-1965 NOS 4-speed console, 1956 hardtop will trade for 1957-1960. Wanted 1957 and 1962 RH fuel injection exhaust manifold. (805) 929-3910, Joe Marquez SACE #525.



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An advertisement for Street Specialty's Polyurethane Suspension & Restoration Bushings & Grommets. The central image shows a variety of automotive parts including bushings, grommets, and hardware. Below the parts is a logo for Street Specialty's featuring a stylized car and the text "STREET SPECIALTY PRODUCTS, INC.". The text below the logo reads: "We have the most complete line of '53-'82 Corvette suspension and restoration bushings and grommets in the industry that are designed to LOOK STOCK when installed. Manufactured of high durometer polyurethane that improves handling, eliminates the deterioration inherent in conventional rubber bushings and is made to utilize the stock brackets and hardware for an easy installation." Below this is the company name "Street Specialty Products, Inc.", address "P.O. BOX 595, DEPT. J991 POTTSTOWN, PA. 19464", phone number "(215) 327-0152", and business hours "M-F 9 to 5:30". There is also a small image of a car in the bottom left corner with the text "#1990".