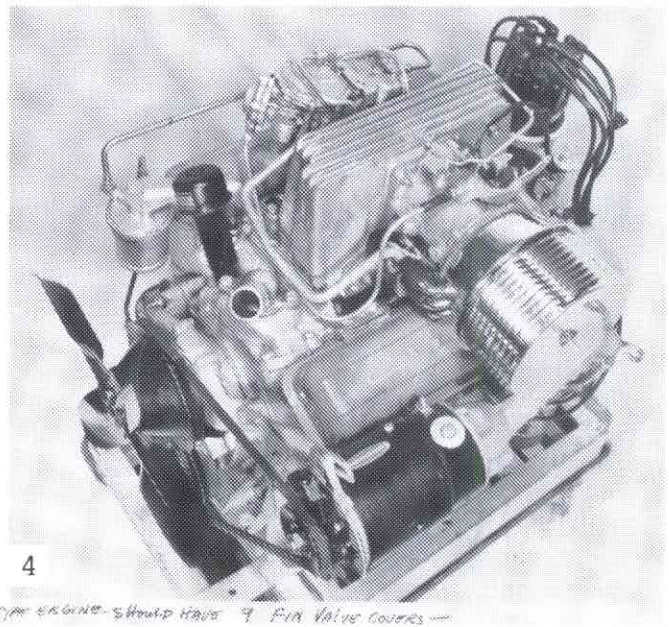
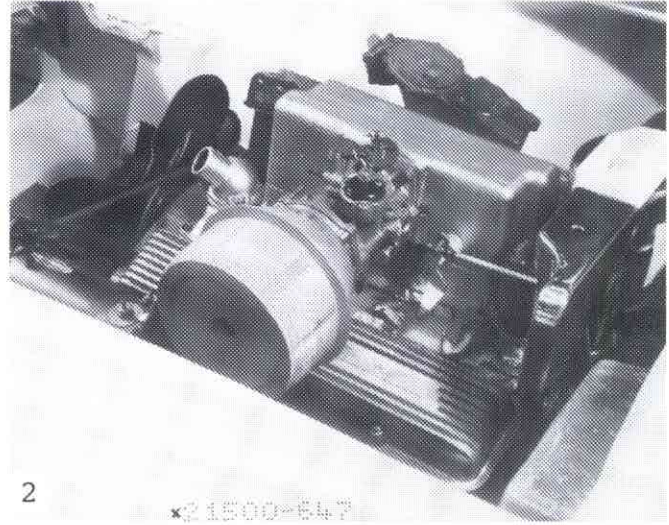
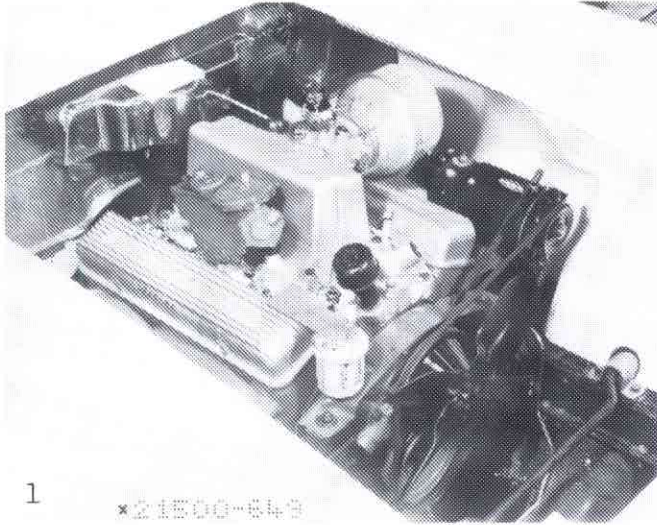
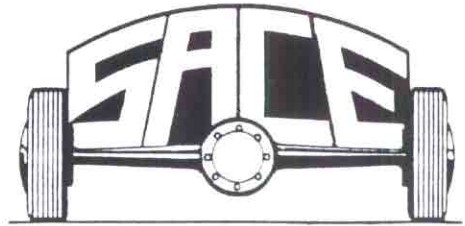


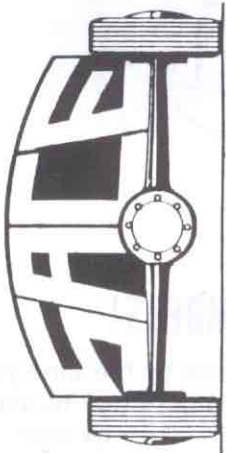
STRAIGHT TALK

VOLUME 6, NUMBER 1

MARCH 1992



Photos 1, 2 and 3 are mockups made out of wood. Photo 4 is the finished product.



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SACE TECHNICAL PANEL

Technical advisors have three duties: (1) answer questions from the general membership; (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.

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 pm 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.

Technical Panel Officers:

Larry Richter, Chief
SACE Technical Panel
PO Box 328
Coos Bay, OR 97420
(503) 269-1815

Roy Braatz, Editor
Straight Talk Magazine
14521 Bear's End Dr.
Nevada City, CA 95959
(916) 265-5947

Lucy Badenhoop, Author
SACE Technical Guide
PO Box 2288
N Highlands, CA 95660
(916) 729-1165

Technical Panel Advisors:

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

(56-57) Ken Kavalchek
6966 Boneta Road
Medina, OH 44256
(216) 336-9611

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

(53-55) Steve Sokoloff
4524 Baltimore Ave.
Philadelphia, PA 19143
(215) 382-6366

(56-57) Jeff Reed
239 W Main St.
Mesa, AZ 85201
(602) 461-3229

(58-60) Jim Lockwood
P.O. Box 691
Mtn View, CA 94042
(408) 723-2775

(53-55) (58-60 FI)
Richard & Carolyn Prince
550 Brook Ave.
Deer Park, NY 11729

(56-57) Ron Smith
1582 Surrey Dr.
Santa Rosa, CA 95401
(707) 579-1341

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

(53-62) Alan Koosed
1115 S Meyer ST.
San Pedro, CA 90731
(213) 548-3883

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

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

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

(58-60) Bill Eldridge
561 Olele Point Road
Port Ludlow, WA 98365
(206) 437-2120

(61-62) Chip Werstein
23317 Schoenborn St.
West Hills, CA 91304
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ATTENTION MEMBERS!

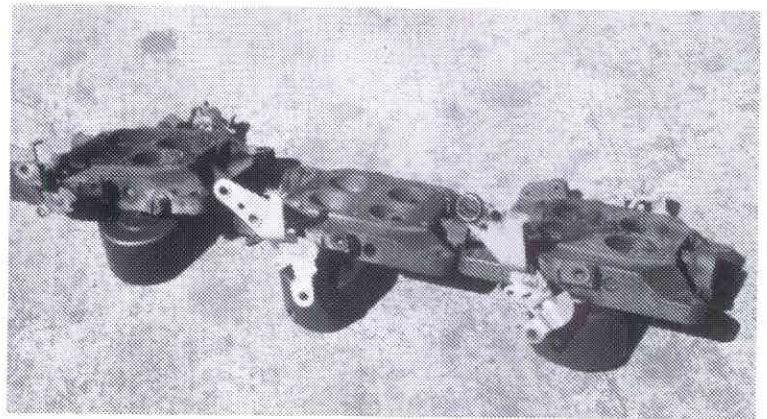
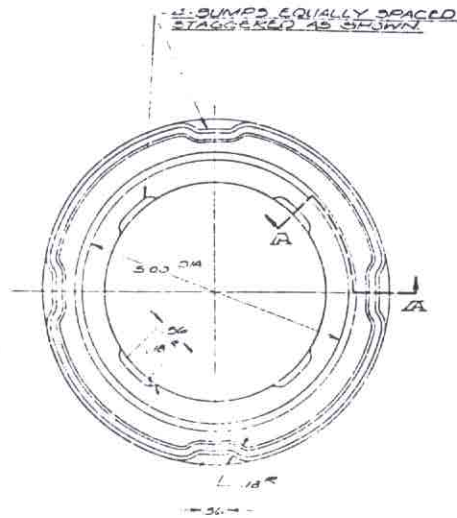
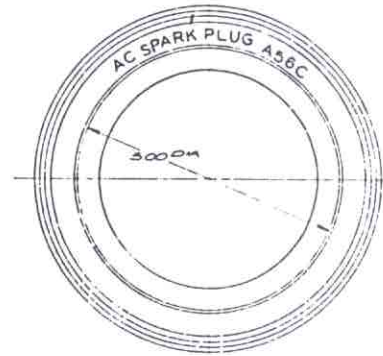
If you have not sent in your dues by the time you receive this issue, we may not continue to send you Straight Talk, please send in dues as soon as possible, thank you for your cooperation.

A.C. FILTER A56C

The print below is the A.C. #1553182 used in 1957 F.I. Vettes. In volume 4, number 2, I wrote about an A.C. filter that can still be bought today under part number #6419309. It has raised numbers on the black rubber (A.C. spark plug A176C). Where as the original one has imbossed numbers of (A.C. type A56C), in the black rubber. As I stated in the article it's about 80% correct, the differences is the wire mesh and it's 1/4 inch narrower. Again, I would like to mention that if you think or need one THEN GET ONE NOW.

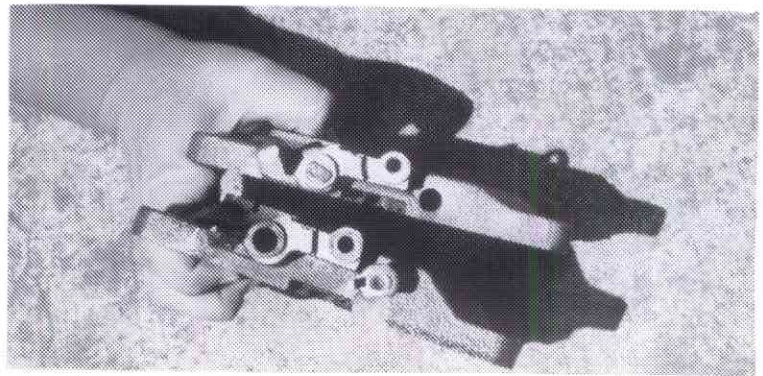
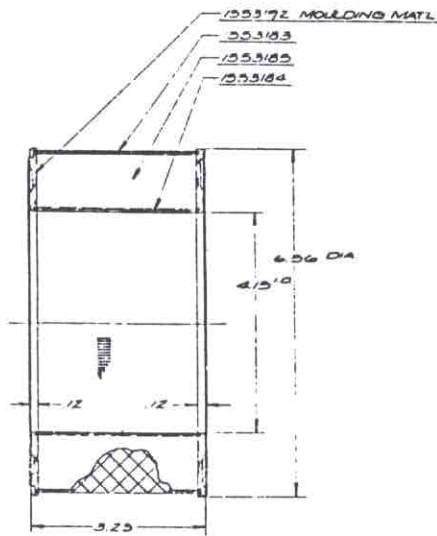
— Editor

① FLAT FACED GOTHIC LETTERS CENTERED ON FLAT AND RAISED. USE ALL LETTERS AND NUMBERS 1/8 HIGH



THROTTLE BODIES

Left:	Center:	Right:
Chrysler	Corvette	Chevrolet
2 x 4	2 x 4	1 x 4



THROTTLE BODY THICKNESS

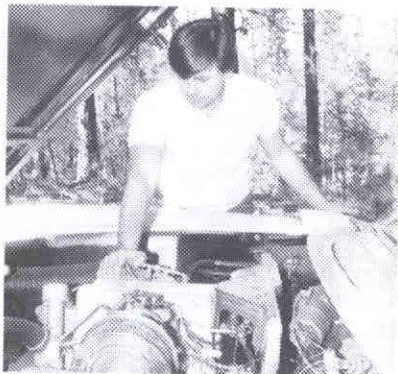
Top: 2 x 4 Corvette
 Bottom: 1 x 4 Passenger & Corvette

EDITOR'S CORNER

BY ROY BRAATZ

Chapters and how to start a Chapter?

A Chapter is an organization that is approved by SACE using SACE's philosophy and rules concerning how members and their Vettes are treated. A



Chapter is an arm of the philosophy that SACE holds, the rules are this: #1. The SACE board members vote on the area or state to become a Chapter. #2. The Chapter shows that they have insurance covering their members and their activities. #3. They install people to the position of President, Treasurer, Secretary, Membership Chairman, Technical Chairmen, Inspection Chairmen, and Publicity Chairmen. Also that they include a monthly newsletter. #4. That all Chapter members are national SACE members too. With this completed, SACE will OK the Chapter, promote the Chapter free through Straight Talk and provide a list of members in your area.

All revenue gained by a Chapter will be theirs to do with so that all Chapter members can improve their Chapter. That Chapters are a gathering of people having the same interest in early Corvette, but only 53-62 are to be recognized, for this is an organization that is exclusively for straight axle Vettes, (they're is talk of a exclusively 63-67 Vette club coming on line soon). So the bottom line is that if a person would like to start a Chapter they need seven dedicated, insurance and a love for early Corvettes and you have a SACE Chapter. Any questions about how to start a Chapter, please call me at (916) 265-5947, evening please.

Dealers or people producing parts may use SACE and to put ones mind at rest as to how Noland or I may judge a part, we'll rate them as A correct or B almost correct, and any part less than B will not be rated or written about because SACE doesn't want to take space or time on any part but for a correct good part. That will help our members so that when they see a part shown they will know that part is a part to invest in. (You send the part to use at your shipping cost and we will SEND the part back to you at your return cost.) We do not keep parts unless you allow us to use them as show and tell or hands on at conventions as does Red Roadster (generator front plate), Repro.

Parts (tachometers), Street Specialty (polyurethane bushings), Allied Bearings (front bearings), Gary Hodges (F.I. 1/8 manifold gasket), Lectric Limited (spark plugs dated), Central Corvettes (side window whiskers). This has proven to be good \$\$\$ INVESTMENT to these people and gives us something to show people that is correct or good. We like replies or questions, so please do so.

— Editor

ADVERTISING INFORMATION

SACE provides free advertising for all members to help locate and sell parts. But on the other hand we will also include dealers business cards at a one time issue, lately we have had owners that make, sell and provide a service that is a on-going business and they ask SACE to keep a on-going ad. I would like to let those members know that if we did, we would not have room for anything else in Straight Talk. Also, dealers that have paid for an ad and will continued to be offered because it does offset some of the cost of the magazine. On the other hand as I've mentioned before if a person provides us with their part or service they will receive free advertising by Noland or I on that part or service, as we will do a follow-up in Straight Talk. This in our opinion would be the best way to inform our membership of your product and if you provide many parts then you will receive more coverage. We will also rate the part for originality and condition. We hope our members understand and will continue to support Straight Talk.

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

BLOOMINGTON GOLD SURVIVOR 1957

THE FIRST AND STILL THE ONLY!

BY JOE TRYBULEC

Once a Corvette and its powerful mystique gets in your blood it can take hold of you forever. It is an amazing effect that non-Corvetters do not understand.

In my case as in most I have loved cars since I was a kid. My father owned a neighborhood grocery store in Chicago on Augusta Boulevard . . . where I would sit for hours on a wooden Coca-Cola case, watching and admiring the many cars going by.

What a thrill it was to see a new 1963 split window coupe race by. It looked like a rocket ship and rocket ships are very important to 10 year old boys.

I lived walking distance from Mr. Norms Grand Spaulding Dodge (hi-performance dealer of the world) and 10 minutes from Nickey Chevrolet with the backward K. So it was not unusual for spectacular hardhitters to melt their tires as they drove by.

As I became a teenager and cars became even more important . . . I would attend the auto shows at the International Amphitheater, predecessor to McCormick Place and collect every piece of free car advertising that was being handed out. I have to admit the cars were great but the models were the bigger attraction. Yes even today.

I can remember the Mako Shark on display and the crowds that gathered to witness its awesome looks. Memories like these provide the basis for the love of Corvettes that I have today.

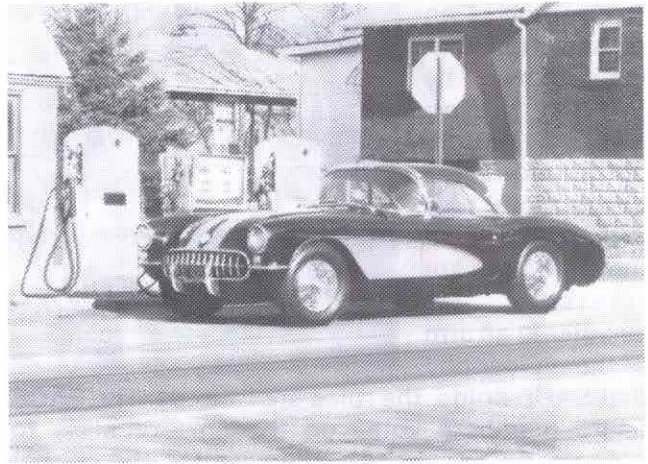
It was not until 1975 that I bought my first Corvette . . . A beautiful white with red interior 1959 with two tops for \$2,800. This car was everything I expected a Corvette to be and more. My wife and I drove the Vette everyday for three years and enjoyed every minute . . . all the way up to the point when we had to sell her (the car, not my wife) so we could afford furniture for our first house.

Luckily we have owned many Corvettes since, but in 1985 we lucked upon an unrestored 1957 Corvette owned by a local family for 22 years. Having been an NCRS member since 1975, I had a good idea of what to look for when I went to look at the 1957 for a possible purchase.

Armed with 10 years of Corvette experience I went to look at the 1957.

When Marie the owner opened the garage door and there sat a "Real McCoy" I knew that this was the car that I had always wanted.

My heartrate increased every time I looked at something different on the car. Original Paint (yes) . . . 4-Speed (yes) . . . Hardtop (yes) . . . 2 x 4 barrels



(yes) . . . Power Top (yes) . . . Original Motor (yes)!

Marie and I sat down in her kitchen to discuss the car. She told me that her husband had passed away 8 years earlier of colon cancer and that she was now ready to sell the car and share the proceeds with her daughter.

She also said that her husband was a machinist and was meticulous in caring for the Corvette. She wanted to sell the car to someone that would take good care of it.

We came to an agreement on the purchase price . . . And I have now owned this great piece of Corvette history for the last five years.

I have truly enjoyed owning this 1957 Corvette . . . but until the summer of 1990 there were no car shows that expressed true appreciation for an unrestored 30-year-old Corvette that showed its age.

Enter . . . Bloomington Gold "Survivor" . . . The Brainchild of Dave Burroughs!

Survivor . . . A special honor bestowed upon Corvettes that appear at least fifty percent unrestored in at least 3 out of 4 categories including, interior . . . exterior . . . chassis . . . and engine compartment.

The honor of having a "Bloomington Gold Survivor" award goes beyond the normal boundaries of top flight or Bloomington Gold in that the Corvette that earns the "Survivor Award" is speaking for the car itself, the Corvette team that built it originally at the Corvette plant!

The 1990 Survivor Award winners and future winning cars will become the textbooks of future Corvette restorations.

My 1957 Corvette has the honor of being the first and only 1957 to win this prestigious award . . . and now after the conclusion of "Bloomington Survivor."

WELL, WE'RE DOIN' IT AGAIN THE PUYALLUP THAT IS

by Tony Catalano

YUP, were doin' it again, our favorite swap meet out on the West Coast, the Puyallup Corvette and High Performance swap meet, just 30 miles south of Seattle. It's put on by a very nice young couple, Larry and Karen Johnson. They own and operate Corvettes and High Performance in Olympia, Washington. Some people have said they prefer this swap meet over Pomona. The only thing that is sold at Puyallup is car parts. No rubber garbage cans for sale, no bird cages or edible articles of clothing, just car parts and piles of them. Well all right there are necessities like key chains, license plate frames and automotive books, you get the idea. There are even lots of Corvette parts. But there is just no way around it, they just keep on getting harder to find. That is obviously why many of what had been traditionally, Corvette only swaps, are now called Corvette and High Performance swap meets, there just aren't enough Corvette parts offered to fill 15 acres. But not to fear, at Puyallup you can still pretty well build a car from the ground up with what is available.

This year there was a great deal of construction going on at some locations around the grounds, making way for larger and newer buildings, but Larry and Karen's large staff of workers kept people traffic, flowing smoothly.

All the usual suspects showed up again this year along with lots of new ones. Back again this year were Darcee and Allen Koosed of Red Roadster Restorations from California, Gary Hodges from Oregon with carburetors, Jack Poddel of Indiana has a complete display of every year of Corvette Fuel Injector units made, quite a sight. Also the Pully King, and of course, Mary Jo Rohner of California were there. Ah yes Mary Jo, I always find myself ten steps or two minutes behind her. Just in time anyway to see a part that should have been destined for my garage, being dragged off in the other direction. The advice was "move your feet or lose your seat!"

The number of vendors topped last year's total with just over 700. Despite the economy the attendance was also greater than last year, with the count nearing the 11,000 mark.

Again as with past meets there was a pavilion with Corvettes of various years on display. There were several 1957 cars, one was a two-four barrel car being offered at 58k. Also this year was the annual car auction. At this auction all kinds of specialty cars are offered. Over 160 were registered. They covered every area of interest.



Mary Jo

Many were from the Steel is Real and Tin is In Rod contingent, along with Mustangs, 5-6-7's, Excalibur, Packard, etc. I only saw two Corvettes being offered at this auction, both mid-series. I guess most Vette folks just like to keep their cars and the auction folks are hoping to trade up to a Straight Axle. The auction cars were great to look at. It was like being at a downtown seven dollar car show.

While at this year's swap meet the S.A.C.E. North West Chapter once again had its Winter Chapter General Meeting. A meeting place is generously provided to the Chapter each year by meet organizer Larry Johnson. There were approximately 40 members present for this year's meeting. Various topics were discussed such as general policies, judging, goals, and the newly established North West Chapter's own S.A.C.E. newsletter. This new addition to the ever-expanding organization is somewhat of a new milestone for S.A.C.E. This is the organization's first expansion of this type. It will add local information for this chapter.

The meeting also covered this years up-coming S.A.C.E. National Convention being hosted this
(continued on page 9)



Bill, Roy, and Tony

PRESIDENT'S PAGE

Job Numbers

by Noland Adams

Photography by: Bob Bacon



Perhaps you've seen those numbers written on various panels throughout your Corvette. We're going to explain why they're there, and what they mean to us now.

If you haven't seen them, let's first explain what to look for, and where to look. Job numbers appear as a one to three digit number (like "323") written in green lumber crayon. These are large characters, varying from 2 to 6 inches in height. Some are written on an angle, or even upside down.

The location of job numbers vary with the year, to some extent. Job numbers aren't in plain sight, so it's no wonder that not everyone is familiar with them. In 1956, one must remove the door panels. The job numbers are written on the door's inner fiberglass panels. A third location is the front of the firewall beside the clutch pedal rod (or, on Powerglide cars, where it would have been).

In 1958, some new locations were added. The new padded upper dash pad was glued in place. Removal of the pad and perhaps some of the padding, one expects to find one to three additional job numbers. There will be one or two on the upper panel, around the radio speaker area. The third job number appears in the radio area: the exact location varies a lot.

So much for the where-to-look part. Now, why are they there? Let's start by examining the body assembly line at the St. Louis Corvette plant. Beginning with the floor pan, the front and rear panels are bonded (glued) in place. Then the hinged panels are installed: hood, trunk, top lid cover, and doors.

At this point, the bodies are complete, but bare fiberglass. Next, all the hinged panels will be adjusted to fit properly. Then the body exterior will be prepared for priming and painting. Right here, before further work resumes on the bare body, the bare body is called "the body in white." And it is at this point that the job number and body paint are installed on the body in white.

If you don't know what we mean by the body color name (on 1958 on 1962s), write to me for details. Include a large self-addressed stamped envelope, please.

Back to job numbers. They began with 1 (maybe 1, 01, or 001) and went up to 500, then cycled back to 1, up to 500, then 1 to 500 over and over. The reason was to identify the body in white, now undergoing fitting of body panels and paint preparation.

The bodies are not assigned a serial number in this area of the assembly line. There will be no other means of identification until just before the body is mounted on the chassis. That's why the job number is so important, it's the only way of identifying the body at this point.

Suppose a part is missing, or a panel (door, hood, etc.) won't fit. Or a bond joint needs special attention, perhaps filling or some type of repair. They need some sorts of identifying the bodies in white, because they all look alike. So now 112- or 421- can get the individual attention they need.

Now we know where the job numbers are, and why they are there. What does this mean to us 30 years or more after these cars were built? Well, frankly, not much, really. Because they're hidden, our inspectors and instructors can't use them to determine the originality of the cars.

So we present these only to satisfy your curiosity. The more we understand our special cars, the Straight Axle Corvettes, the more we can enjoy them.

Your comments are always welcome. Don't forget to save the wave. We save the wave by using it. By all means wave at the owners of new Corvettes; they'll wonder what that funny old car was!

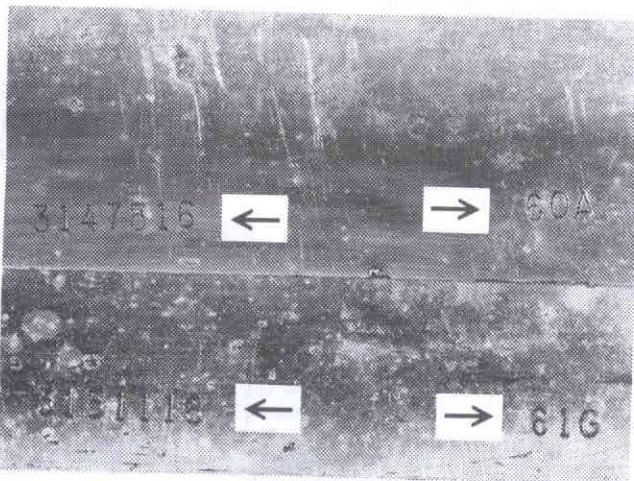


TOP-TANK ALUMINUM RADIATORS

BY SKIP SHARPE

Two years ago, I was at the Puyallup swap meet in Washington state. I was walking around and I spotted a guy negotiating the purchase of what appeared to be an NOS top-tank radiator. Being the owner of a 1960 270 HP, I was curious. It was painted black except for the upper part of the tank which was unpainted aluminum. The odd thing was the Harrison tag screwed on the tank. It had part #3151116 on it. From past experience and reading various judging manuals, #3147516 is the correct part number. #3131116 was assigned to the 1961 non top-tank radiator used on 270/315 HP cars. The date on the tag was also odd: 63F. Alan Koosed of Red Roadster was there and had a few used (extremely) top-tanks. I went over to his space and asked if I could look at the tags on them. Sure enough, some of them had the #3151116 part number with post 1960 dates. Alan said that Harrison probably kept producing the top-tank as a service part for many years. The reason for using the 1961 part number is unclear, but Alan said the #3151116 radiator was only produced for that one year, and the radiator part number 3150916 which was used for the 1961 juice lifter cars and all of the 1962 cars, probably became the service replacement for the 1961 #3151116. This left Harrison with the option of using #3151116 for the top-tank service unit. Since both the #3147516 and #3151116 were designated for solid lifter engines, it sort of makes sense. Of course this is purely speculation, but I haven't heard any other theories on the subject.

The picture shows two original tags, one on top of the other. The tag on top is from an early "No Hole" top tank that I have had for 20+ years. The bottom tag is from a top-tank "Leaker" I purchased from Alan. Any comments?



CRANKCASE VENT TUBES



PR-542 1958 (late)-62
 Crankcase vent tube\$55.00
 PR-542K
 Crankcase vent tube bolt kit\$3.00

Fig. 1

CRANKCASE VENT TUBE

Many vent tubes on early Corvettes have been replaced or lost over the years and owners that replace it may buy or use the wrong repro. 1953-1954 original has a large X at the top area where car uses a small X. 1955 cannot be mistaken because it ran through the block at the rear. 1956-1958 Vette or 1956-1958 car vent tube was rounded at the top area where a bolt held it in to the block. Also the pipe was welded on its side leading down under the engine. Fig. 2 late 1958-1962 was a second design where the pipe was welded at a 45% angle at the top area. Fig. 1 This is the repro most Vettes have installed because no one reproduces the first design that I know of. 1956-1962 has the factory logo located near the spark plug support bracket on the pipe. Also the clamp that supports the tube at the bottom to the bell housing has the same logo mark.

— Editor

CRANKCASE VENT TUBE GASKETS

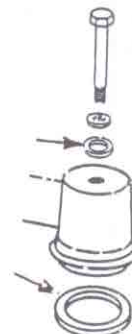


Fig. 2

PLAUDITS, PANS, AND PERPLEXING POINTS

BY TONY CATALANO

During the past few years I have had the opportunity to deal with a number of vendors and individuals in the pursuit of acquiring automotive parts and services. Some have been so so and some have been great. But I am able to say, in all my long distance dealings, that I have never been out rightly cheated. I do realize that some luck may have been involved, but I feel that it also says a good deal for our hobby and the people in it. I have encountered some folks that I would recommend to my friends. Just as it is important to know what the correct part is and how to apply it, it is important to know where to get the correct part or where to have them serviced with the minimum amount of hassle. The following is my short list of a few folks and outfits that I have had positive dealings with. I am not including address because most all of these individuals advertise regularly in the trade papers and magazines. For those that are interested you will recognize their ads and names.

ZIP. Extremely efficient, most things in stock.

PARAGON. Lots of hard to find good quality reproduction gee gaws.

CENTRAL CORVETTE. Good selection and many times lower prices.

CLIFFS CLASSIC CHEVROLET PARTS COMPANY, Portland. This is basically a 5-6-7 shop but has a good cross-over selection and good service.

CORVETTE CLOCK & GAUGE, Georgia. This fellow made me chuckle. When I wrote for an estimate of cost to rebuild a tacometer, he advised me that it would save time if I were to send him the tachometer for repairs as he was the only one who actually did the face painting and that the other shops sent him their work for paint. He did an excellent job, plus his restoration job was \$30 less than the next lowest quote.

GARY HODGES, Salem. Friendly carburetor and F.I. sales and service. He's always at the Puyallup, Washington swap meet.

CLASSIC CHEVY INTERNATIONAL. This is the 5-6-7 club and is worth joining the worlds largest club of its kind. They have a super catalog full of excellent repro parts, many that cross-over to straight axle Corvettes, and they are exceptionally efficient with their computer ordering and 1-800 number for the U.S. and Canada.

RED ROADSTER RESTORATIONS. Lots of for real restored and rebuilt parts.

BILL MACK, Oklahoma. Rebuild water pumps using the correct empellers thus allowing the use of the correct flat backing plate and screws.

KEN NEALY, Georgia. A friendly and helpful hobblist, T-3 head lights, willing to search that junk yard for what you may need.

Of course there have been a few times that make you wonder, "Who's out there;" recalling one company that need not be identified, (they seemed to have solved there problem). They had a very good selection of product and very competitive prices, but their shipping department had a problem. The problem was after the shipment had been received, trying to figure out the shipping receipt. The individual filling the order made out the bill of sale long hand. The handwriting was totally illegible, there was no way that it could possibly be read. It looked just like the Richter scale. This establishment had customers request that their order be cancelled if the shipping receipt were to be filled out in this manner. Some of these customers were large retail buyers that would purchase thousands of dollars of merchandise every week. For these businesses it was essential to be able to decipher what they had received and what was on back order.

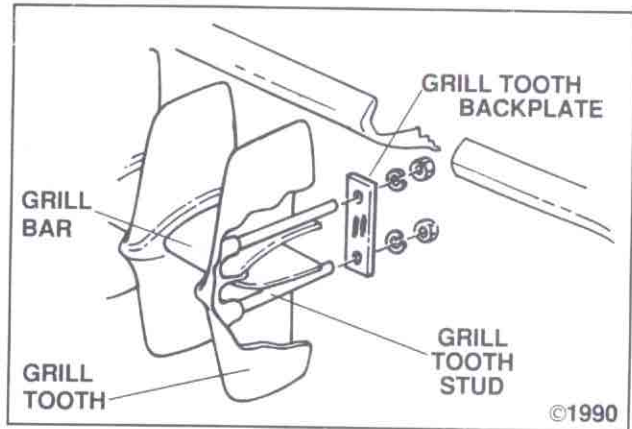
There had also been a tendency to throw all the parts into the bottom of the box, sometimes with the heaviest parts on top and then stick all the shock absorbing packing material at the top of the box over everything. This afforded big foot the Parcel Service driver an excellent opportunity to flip all the boxes upside down and walk across them, thus defeating the purpose of the packing material. Fortunately for all, the receipt deciphering problem is over, they are for the most part up on a computer and the receipts are produced on a printer.

This of course is just a few names that come immediately to mind. The lack of inclusion of any name is not necessarily an indication of dissatisfaction. The names that have been mentioned are people that I have dealt with and they have treated me well in the past so I am happy to let others know. So to those, keep up the good work.



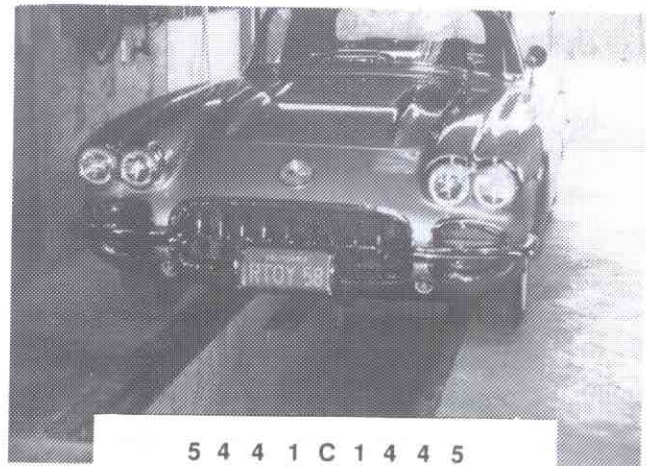
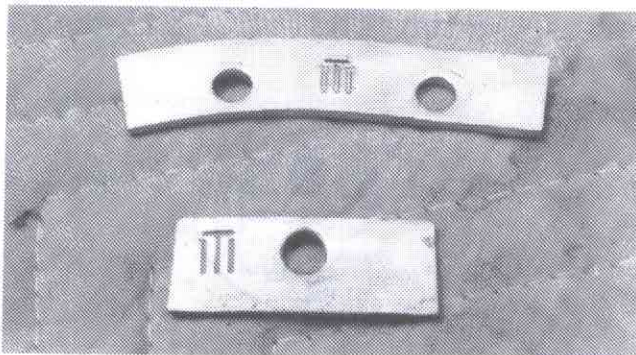
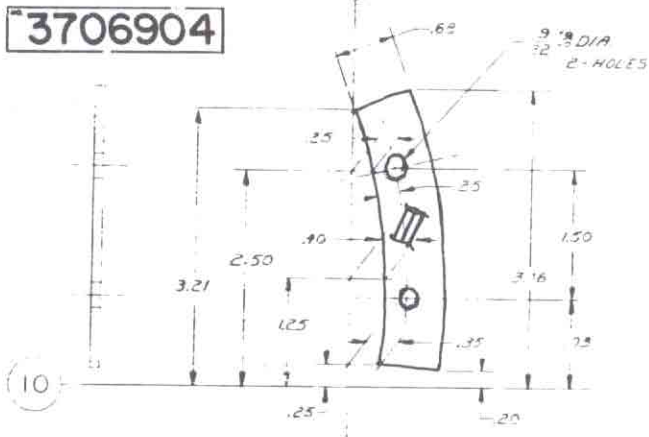
GRILL TOOTH & GRILL SHELL BACKPLATE

I would like to discuss grill fit! First I will consider that the body has not been damaged, and that the front area where the grill fits is O.K. #1. The backplate that holds the tooth on to the center bar has a mark or logo stamped into it having two lines, see drawing. These were original first design parts used on assembly #2. The four brackets or bars that hold the grill bar and teeth were black enamel and were slotted at each end so that you could expand the shell to help fit it on the body #3. Once you install the grill assembly, the backplates that hold it to the body were also stamped with the same logo as the tooth plates, #4 but the most common area that is lacking is the round area at each end of the grill where fit is usually poor. The drawing showing part #3706904 is what is usually missing if the grill has been taken out in the past and lost. It also will have a logo the same as the others. Owners may not know that this part is missing or haven't seen one before, they may try to install something different to bring the body to the grill and that is O.K., but if you haven't or are in need of the right part, then use the drawing to make one and install one. As far as logos go, this may not concern you, but I thought I would just let you know of this. Also, the repro tooth studs are about an inch too long from the original length, but if you simply cut them to where they protrude about 1/4 inch they will look not so obvious to others.



1953-1957 Grill (13 teeth)

3706904

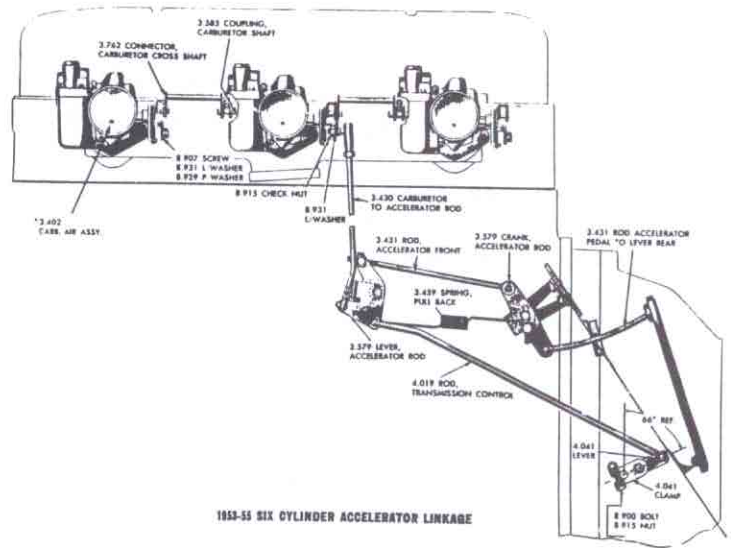


1958-1960 Grill (9 teeth)

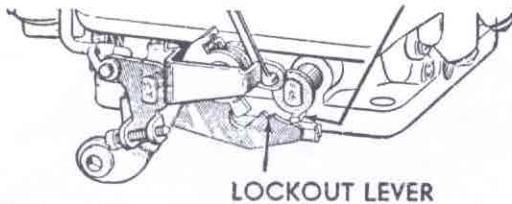
CARTER CARBURETORS

Secondary Throttle Lock-Out Adjustment

After completing the fast idle and secondary throttle lever adjustment, then make the secondary throttle lockout adjustment. Proceed as follows: Holding the choke in the closed position, open the primary throttle to the wide open position. With the primary throttle wide open, the tank on the secondary throttle arm should engage in the recess on the lock-out lever, preventing the secondary throttle shaft from movement. If it does not engage clearly, bend the tang on the arm until it will enter the recess. Now hold the choke wide open and open the primary throttle valves all the way, the lock-out lever



SECONDARY THROTTLE ARM TANG

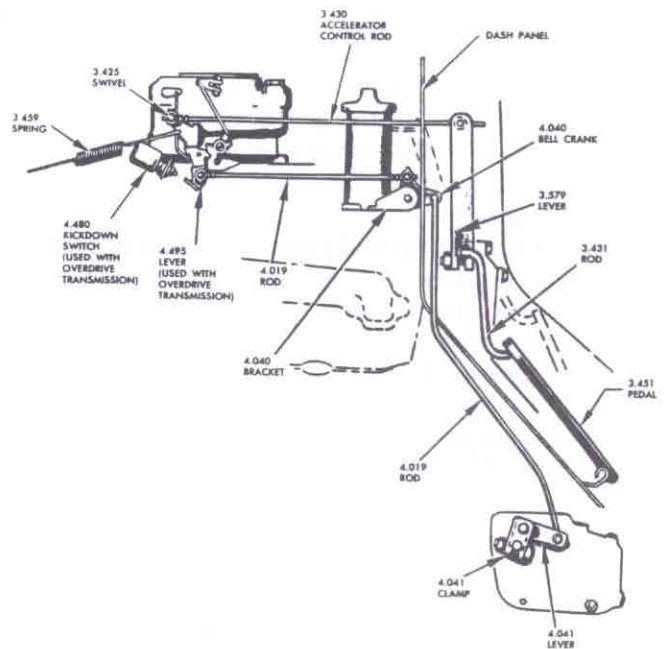


Secondary throttle lock-out adjustment

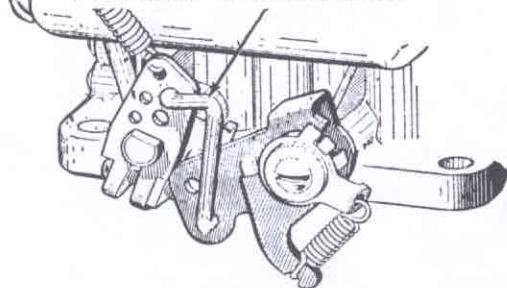
should fall free so that the secondary throttle valve will open before the primary throttle.

Secondary Throttle Lever Adjustment

Both the primary and secondary throttle valves should come to the wide open position at the



SECONDARY THROTTLE LEVER



Secondary throttle lever showing angle which can be bent for adjustment

same time. If not, adjust by bending the upper angle of the throttle operating rod.





The Northwest Chapter invites all STRAIGHT-AXLE CORVETTE ENTHUSIASTS (1953 - 62) and their families to the RESORT AT PORT LUDLOW in Port Ludlow, Washington for the 6th Annual National Convention.

The National Road Tour along the Pacific Coast of California, Oregon and Washington on Highway 101 is being organized by Lucy Badenhop, phone (916) 729-1165.

The featured year Corvette will be the 1962 on the 30th year since it's introduction. A special collection of 62's is planned and a commemorative award will be presented to everyone who brings their 62.

We are putting together an all day trip to Victoria, British Columbia, Canada on the Victoria Clipper, the cost to be determined by the number of people wishing to go.

If you have questions, or need additional information, contact the meet organizers, Bill & Donna Eldridge, 561 Olele Point Road, Port Ludlow, Wa. 98365.

PHONE (206) 437-2120 or FAX (206) 437-2450

**1992 NATIONAL CONVENTION
JULY 23-26, 1992
Port Ludlow, Washington**

Name _____ Spouse/Companion _____

Non-Member Guests _____

Address _____

City _____ State _____ Zip _____ Phone _____

Membership Number _____

Year Corvette you are bringing _____ To be inspected? Yes No

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

Complete VIN if car is to be inspected _____

I'd like to help inspect. Specify Division 53-55 56-57 58-60 61-62

I'd like to help with tabulation of score sheets.

Please reserve me a space(s) on the Victoria Clipper. How many? _____

Registration Fee (postmarked by July 1, 1992) \$40.00. Late Fee (after July 1) add \$25.00.

Guest Fee (must accompany member) \$10.00 each.

NOTE: Anyone wishing to have their car inspected must volunteer to inspect in a class other than their own.

1953-62 Inspection Certification \$25.00. Display car only (no fee)

Reception Hamburger Barbecue \$10.00 each. How many? _____

Barbecue on Beach \$18.00 each. How many? _____. Children 12 and under \$13.50. How many? _____

Local Road Tour (plan to participate).

Awards Banquet \$25.00 each. How many? _____. Children 12 and under \$18.75 each. How many? _____

1992 National T-Shirts Small Medium Large @\$12.50.

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 _____

Please send completed form and checks to:

SACE NATIONAL 1992
561 Olele Point Road
Port Ludlow, Washington 98365
(206) 437-2120

First 25 to register will be entered in the "EARLY BIRD REGISTRATION DRAWING"!

STRAIGHT-AXLE CORVETTE ENTHUSIASTS 6th NATIONAL CONVENTION PORT LUDLOW, WASHINGTON JULY 23-26, 1992

The resort at Port Ludlow is located on the beautiful Olympic Peninsula across Puget Sound from Seattle. It features a championship golf course, marina, olympic size pool, sauna, tennis courts, boat rentals, and sandy beaches for long strolls. Playing and relaxing, plenty of fresh air and open spaces. Reservations should be made as soon as possible by calling the resort at 1-206-437-2222 outside Washington state or 1-800-732-1239 in Washington. Our rooms are blocked until June 23, so make your reservations now. Make sure to mention SACE when registering.

SCHEDULE OF EVENTS

THURSDAY, JULY 23, 1992

- 12:00- 5:00 Registration Package Pickup
- 12:00- 5:00 Swap Meet
- 12:00 Car Wash
- 1:01 Arrival of Highway 101 Road Tour from California
- 2:00- 5:00 Tech Session/Workshop
- 5:00- 6:30 Welcome Reception
- 6:30- 7:30 Barbecue
- 8:00-10:00 Tech Session/Workshop

FRIDAY, JULY 24, 1992

- 7:00 Car Wash
- 7:30- 6:00 Boat Trip to Victoria, British Columbia for sightseeing and shopping
- 9:00 Owner's meeting
- 9:00- 3:00 Inspection Certification
- 12:00- 1:00 Lunch for Inspectors
- 4:00- 5:30 Tech Session/Workshop
- 5:30- 6:30 Blind Man Dinghy Race
- 6:30- 7:30 Barbecue on the Beach
- 7:30- 9:30 General Business Meeting
- 9:00-??? Dancing at The Wreck Room

SATURDAY, JULY 25, 1992

- 8:30-10:00 N.W. Chapter Meeting
- 9:00 Swap Meet
- 10:30- 4:00 Scenic Road Tour (Bring your camera)
- 6:00- 7:00 Social Hour
- 7:00- 9:00 Awards Banquet
- 9:00-12:00 50s & 60s Dance

SUNDAY, JULY 26, 1992

- 8:30 Farewell Breakfast

FOR MORE INFORMATION CALL: BILL OR DONNA ELDRIDGE AT (206) 437-2120.

SCHEDULE SUBJECT TO CHANGE

SACE CORVETTE CARAVAN

15-22 JULY 1992

REGISTRATION

Pacific Coast Hwy 1 thru California, Oregon, and Washington. Scheduled to arrive in Port Ludlow WA in time for the SACE Sixth National Convention 23-26 July (separate registration required).

NAME _____

STREET _____

CITY _____ STATE _____ ZIP _____

PHONE _____

COMPANION NAME _____

COMPANION PHONE _____

Corvette Year _____ Color _____ License _____

Will you bring a car trailer? _____ enclosed? _____ length? _____

Would the trailer be available to help breakdowns to town? _____

It is strongly recommended you bring a CB radio. Will you? _____

Coastal town you plan to join us _____

YOU WILL BE PROVIDED MAPS & A LIST OF OVERNIGHT STOPS & HOTELS. Note: You must make & guarantee your own hotel reservations.

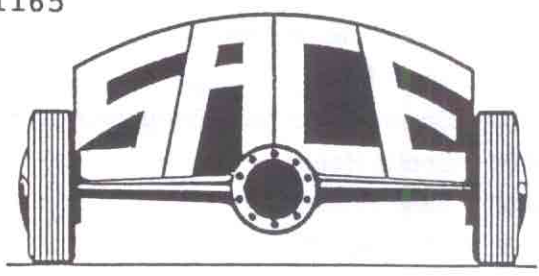
HOLD HARMLESS AGREEMENT: I agree to insure my vehicle and property against loss, damage and liability. I agree to assume the risk of any and all damages of injury and to indemnify and hold harmless the organizer, representatives and participants of the road tour for any acts or omissions which may result in the theft, damage or destruction of my property or injury to me or to others occurring during or as a consequence of this event.

SIGNATURE _____ DATE _____

QUESTIONS: Lucy Badenhoop (916) 729-1165

MAIL \$25 U.S. FUNDS & THIS FORM TO:

Lucy Badenhoop
P.O. Box 2288
N. Highlands, CA
95660-8288



CONCEPT OR DREAM CARS

The date is January, 1953 and Rich is in the 8th grade. Ford, General Motors, and Chrysler are having their motorama show at the Jantzen Beach Exposition Hall in Portland, Oregon. A couple of the General Motors Motorama cars were there, the Buick "Wildcat II", and the Cadillac "El Camino". These cars were called Concept or Dream cars. That very next week Richard LaValley's 8th grade nose was pressed against the window of the Chevrolet agency looing at a brand new 1953 Corvette . . . Polo White . . . Red Interior . . . Does that sound like the Rich LaValley you know? Well something you don't know about me is that one of these Concept cars that I have always loved is the Pontiac "Bonneville Special", which is affectionately known in the car collector world as the "The Bonny".

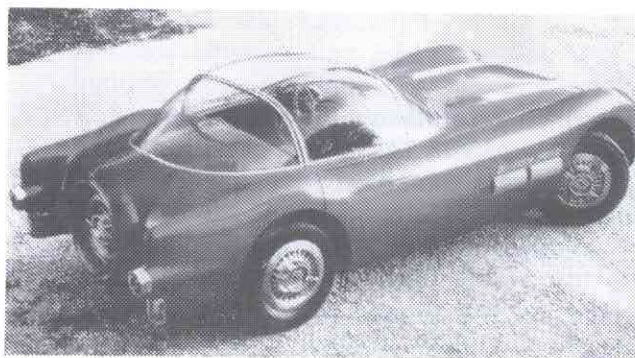
January 14, 1992 (39 years later)

Early Tuesday morning as I was eating my Trix (because I'm a kid!) and reading my "Old Cars Weekly News and Marketplace" newspaper (because I'm a nut!) that I receive every Monday, I saw an ad that shocked me out of my slippers.

The ad read: 1954 PONTIAC Bonneville special dream car in excellent unrestored condition, complete, needs only cosmetics, one of two of the most famous of all dream cars. The first serious dream car offered for sale or trade by the Bortz Auto Collection. Please serious inquiries only.

One of two cars! My God! I never knew that there were two Bonneville Specials! "For Sale or Trade!" . . . Mmmmmmm . . . Naaaaaaa . . . Forget it! While driving to work, this very special car re-enters my mind . . . Trade? . . . Naaaaaaa! If I get this car I'll have to leave the Corvette Club that I've joined, I thought . . . Well, maybe my friend John would sell me his old 1975 Corvette . . . Mmmmmmm . . . Naaaaaaa! At work my friendly auto body buddy Moe Miller asked me the question that set me on my quest. "All you have to lose Rich, is a 90 cent phone call to the Bortz Auto Collection in Illinois!" . . . Mmmmmmm, well, why not?

The gentleman on the other end of the line had a voice like a "Rolls Royce" silver cloud. The high class voice politely asked how he could be of service. "Well" . . . I said "I have read the ad in the Old Cars Weekly, and I noticed the ad requested only serious inquiries. Well, I have no idea what a serious offer is, could you tell me something about the car?" "Most certainly", Mr. "R/R" replied. "As you know our collection has both cars." "Yes" I replied, "the restored and the unrestored car." "No" said Mr. "R/R", "Both cars are unrestored, the owner wishes to keep the one that is PERFECT in his collection. "Well" I said



"Does the engine run?" "Sir", he shot back, "The car is excellent, however, the other car is PERFECT." "Okay, okay, I have a very nice 1954 Corvette and a 1956 Corvette that has won a national first place award in the Antique Automobile Club of America. So I could offer two very nice cars, plus I could put together between \$25,000 and \$35,000, if I'm in the ballpark." "Well . . . 'er . . . Ahhhhhhh . . . The owner was hoping for, . . . well . . . 'er . . . Ahhhhhhh . . . Dusenber money." "DUSENBERG MONEY", I said in a voice about three octaves higher! ". . . Well, have a nice day." I hung up the phone and thought, Dusenber money means 1.3 million and up! Ya know, I just offered a person a buck-and-a-half for an item worth ten bucks. Boy is my face red!

I called my buddy Moe Miller and we had a good laugh. Moe reminded me, however, that next week when I get my little newspaper and that ad is gone, at least I would know. Had I not tried I would have never known!

Boy, this hobby is fun!

—Rich LaValley

(continued from inside front cover)

year by the North West Chapter. This will be coordinated by North West Chapter President, Bill Eldridge and his better half, Donna Eldridge. If some of you have not had an opportunity to come to a S.A.C.E. convention, particularly a North West chapter convention, you should really try and make this one. Bill and Donna and others really out do themselves. They really provide a very well organized event with lots of fun, food, cars and a swap meet. Look for National Convention information in this issue of Straight Talk. This years winter meeting also covered the possibility of providing a local chapter roster and a board of directors meeting to be held at the National for the election of officers.

All of this has really started the new year. With so much enthusiasm, this year is bound to be a great year to own a Straight Axle. I hope to see every one at this years National.

PROJECT 58

By Max Brochouse

I read Tony Catalano's article, on page 2, Vol. 5, No. 4, STRAIGHT TALK, with great respect.

I too, had the same experience while working on our 1958 while installing the top fender molding.

Our 1958 did not have enough space between the top of the metal bracket and the fiberglass fender for my fingers either. We have the 1st design aluminum bracket (photo #4 in Tony's article) but no small holes that correspond to the location of the studs from the bottom side. To help locate, I drilled a pilot hole from the top down. I drilled a 9/16" hole from the bottom to enlarge the hole to accommodate a speed nut and wrench. While I was drilling up from the bottom I placed a 1/4" scrap of plywood to protect the fender when the drill went through the aluminum bracket.

I had plenty of room to work because the Vette was completely stripped out anyway. If all the dash and related parts are in place you probably will not have enough room to do as I did.

Little did I realize GM made the same running change in 1959 when they went to the metal bracket. See photo #5 on page 4, in Tony's article.

Thank you for the great article. The sharing of information is one of the best things about SACE membership.



Repro Parts, Inc.

227 JAMES ST., #5 BENSENVILLE, IL 60106
(708) 860-6950

REPLICA (Reproduction) TACHOMETER

Approximately one year ago, a personal friend of mine suggested that I should consider building the tachometers. Being involved with metal fabrication, the formed housing appeared to be a challenge, and a very interesting product. After doing some preliminary research, I took the plunge into this project. I soon learned that this was no simple task, however, one year later, I feel that the mountain has finally been climbed.

Listed below is a brief summary on the basics of this program.

Models - 16 Varieties from 1953 through 1962.

Main Housings

1953-1957 - First style with the mounting brackets forward flat side mounted upward.

1958-1962 - Second style with the mounting bracket on back side with flat side of housing mounted downward.

Outer Retainer

1953-1962 - Same on all models, used for mounting the bezel to the housing.

Tachometer Faces

1953-1958 Low (Red Line) - First style with REV counter.

1958 High (Red Line) - Second style without REV counter.

1959-1962 - New design of metal formed faces with a different silk screened surface to suit the different years and red line specifications (8 Various Styles).

Inside Lens Retainers

1953-1958 - Style #1 - Held lens in convex position.

1959-1962 - Style #2 - Held lens in concave position.

Tachometer Pointers

1953-1958 - Style #1 - Small body with white tip.

1959-1962 - Style #2 - Large body with green pointer.

All of the above items are manufactured in Bensenville IL by Repro Parts. The outer chrome bezel and clear lens is purchased from another supplier. All of the internal functional parts are purchased from AC-DELCO. These units are assembled and calibrated to original GM specifications.

As any one can see, this program suddenly became a lot larger than I originally expected. As a fellow Corvette owner, I also felt that the pricing of these units must be realistic. We at Repro Parts feel that this has been accomplished without sacrificing any of the quality.

Rich Verba
Repro Parts, Inc.

Authentic Replica Tachometers

RPI 200591	1959	5500 Red Line	Generator Drive	List - \$350.00
RPI 200592	1959	6500 Red Line	Generator Drive	List - \$350.00
RPI 200593	1959	6500 Red Line	Distributor Drive	List - \$350.00
RPI 200601	1960	5500 Red Line	Generator Drive	List - \$350.00
RPI 200602	1960	6500 Red Line	Generator Drive	List - \$350.00
RPI 200603	1960	6500 Red Line	Distributor Drive	List - \$350.00
RPI 200611	1961	5500 Red Line	Generator Drive	List - \$350.00
RPI 200612	1961	6500 Red Line	Generator Drive	List - \$350.00
RPI 200613	1961	6500 Red Line	Distributor Drive	List - \$350.00
RPI 200621	1962	5500 Red Line	Distributor Drive	List - \$350.00
RPI 200622	1962	6500 Red Line	Distributor Drive	List - \$350.00
RPI 200535	1953 - 1955	0 - 5000 RPM	6 Cyl. Distributor Drive	List - \$450.00
RPI 200567	1955 - 1957	0 - 6000 RPM	Generator Drive	List - \$450.00
RPI 200581	1958	0 - 6000 RPM 5300 Red Line	Generator Drive	List - \$450.00
RPI 200582	1958	0 - 8000 RPM 6500 Red Line	Generator Drive	List - \$450.00
RPI 200583	1958	0 - 8000 RPM 6500 Red Line	Distributor Drive	List - \$450.00

Also Available:

RPI 200150	1959 - 1962	Tachometer Pointer	List - \$17.50
RPI 200151	1953 - 1958	Tachometer Pointer	List - \$29.50



**Repro
Parts, Inc.**

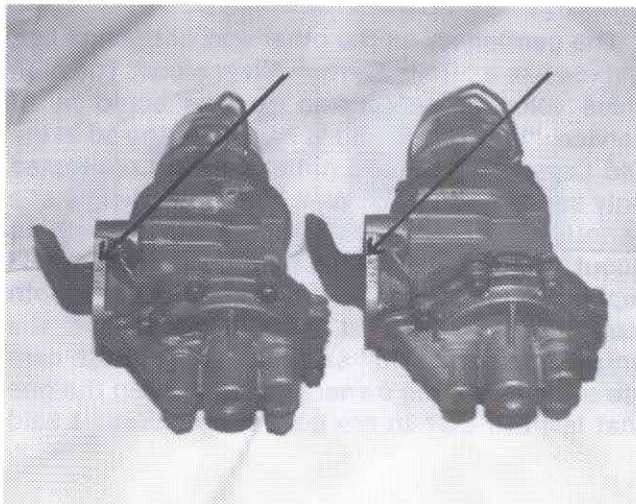
227 James Street, #5
Bensenville, Illinois 60106
708/860-6950

All parts made in U.S.A. • All assemblies calibrated per specifications.

FUEL PUMP

At Spring Carlisle, a 1954 owner insisted that the rare 4132 fuel pump did not exist. He felt that in 1954, the factory simply rotated a 9797 (used in 1953 models).

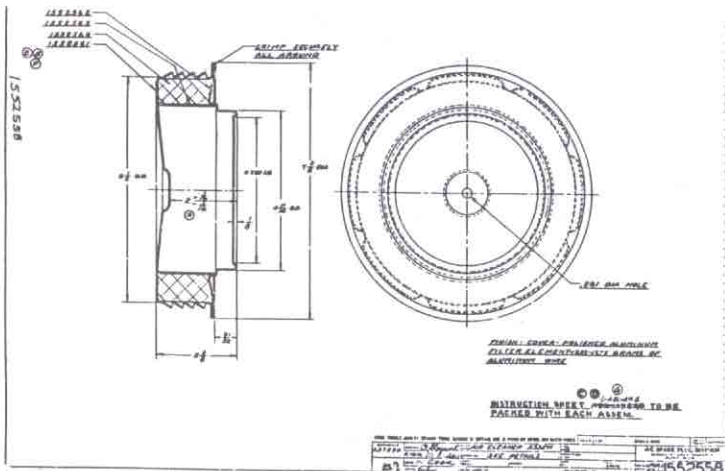
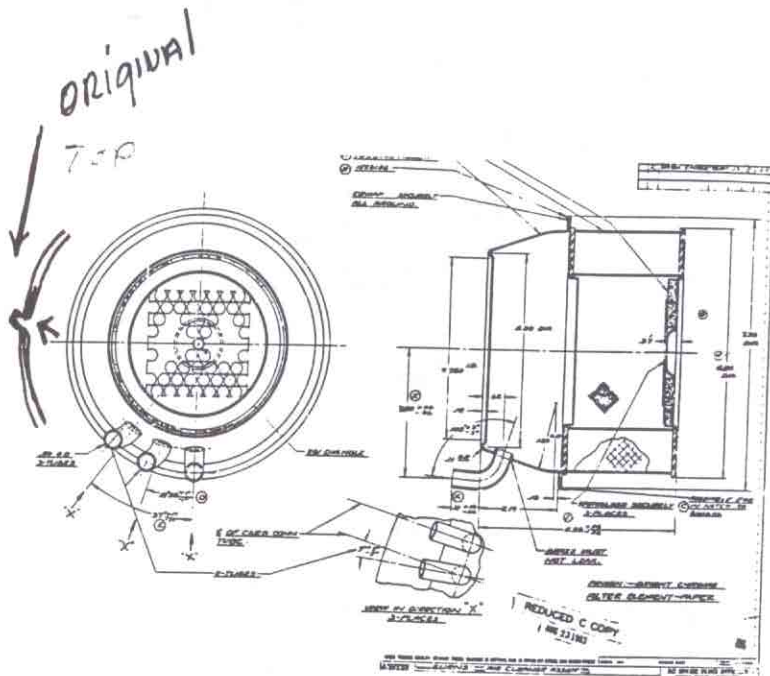
Photo shows the two parts together.



1957 F.I. A.C. AIR CLEANER ASSY.

Below is the second design that A.C. made for the 1957 Vette. Missing from these prints is the alignment tab, that was incorporated in production, (see picture). Again repros were made from prints that were later changed in production. So by them not checking to see if the real part was the same as a print, one can tell a repro from original. This is done in many cases using prints and photos, and not going out into the field to see what really happened. So now you know how to tell a repro F.I. cleaner from original. This tab arrangement was to keep the two parts from rotating, some people think it was a alignment tab.

—Editor



NEW CHAPTER HAS FORMED

A new Chapter has formed which will include Illinois, Nebraska, Kansas and Minnesota. Dick Bennett who is the instigator was elected President on February 16th. Their next meeting will be held on April 5th. The first event will be a road trip May 17th. Any and all interested call Dick at (515) 987-1410.

CORVETTE EXPERTS REVISITED

I recently had the occasion to read an article in "Straight Talk" (the SACE magazine) superbly written by Carolyn Grasso-Prince, titled, "The Corvette Experts." I must say that I can't agree with her more when she says: "Why can't the 'EXPERTS' swallow their pride and face the facts?" I have the good fortune of owning an unrestored 1962 Corvette. The car was repainted once in 1978, and other than the soft top, the car is original, down to the chrome. This past year it earned two "Top Flight" awards at NCRS regional meets. And I don't plan to, or wish to restore the car.

Not meaning to take anything away from those who have spent countless hours, and dollars on restoring their cars, but there is a need for unrestored cars. I recall Mike McCagh, the NCRS president's comment during the judging of my car in Toronto. As the trunk was being judged a question arose on the point deduction for the condition of my original trunk mat, which contains a couple of minor tears. If I can recall his comment to his partner in judging, it went something like this: If we deduct too many points he'll just go out and buy an aftermarket replacement, and we'll never get to see the original part again. A comparison was even made to show the difference between an original door molding and an after market chrome molding. The difference was very noticeable, to say the least.

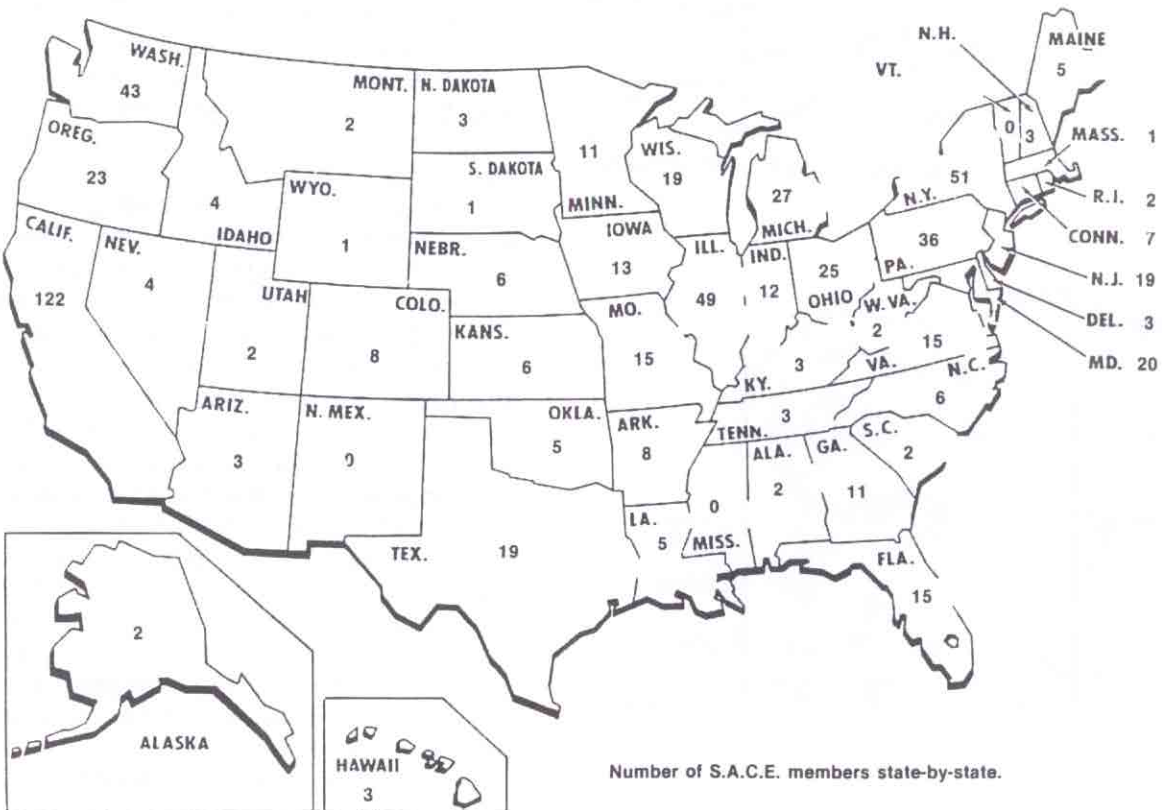
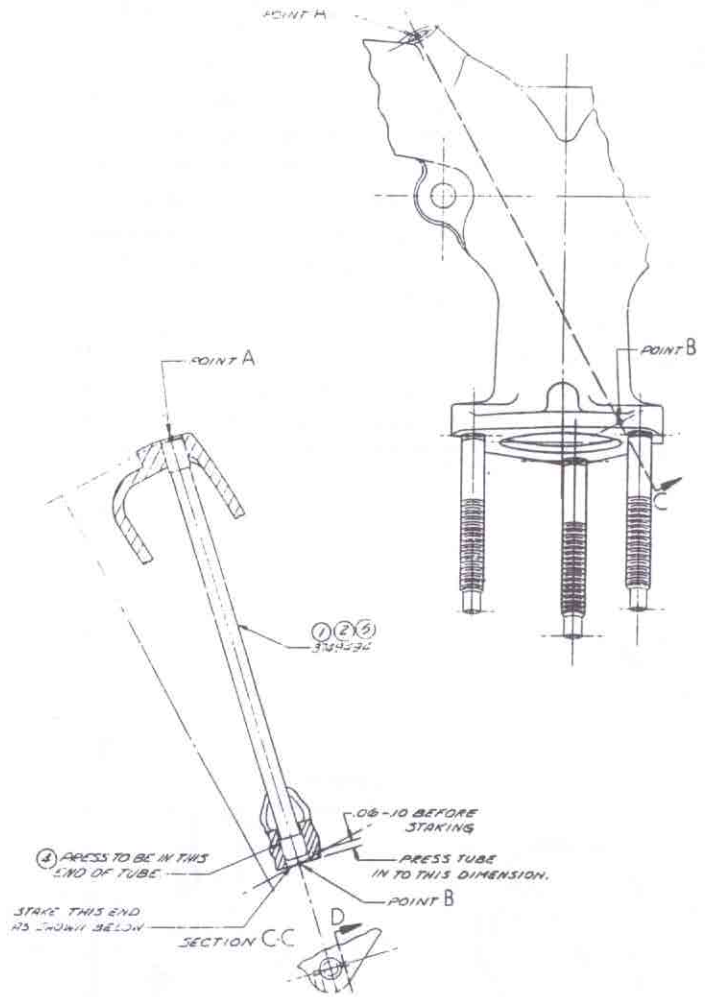
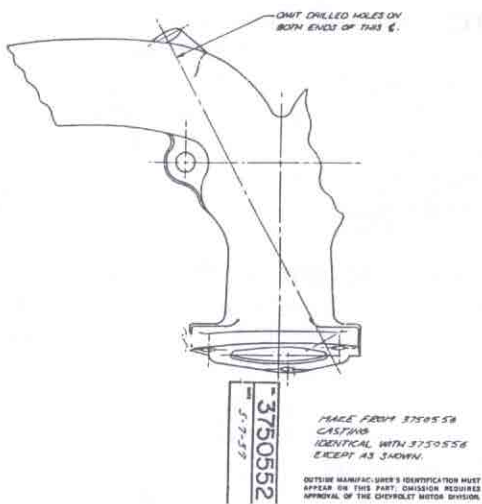
Judges take note. There are restored cars and there are unrestored original cars. And as "enthusiasts" we should do our best to see that the hobby remains just that, a hobby. Besides, judging everything against a "perfect car" is not something that we should base our soul judgment on, **judge each vehicle for what is is.** An original unrestored part in less than perfect, but yet good condition, is as good as an aftermarket perfect part, especially in the eyes of the true enthusiast.

Every judging opportunity should be looked at as a "Learning Experience." Learn to appreciate a totally restored car, but also learn to appreciate the good original car, which needs to be preserved so we can continue to learn.

Vincent Peters, Patchogue, New York

CONFUSING PART NUMBERS

Exhaust manifolds 1956 early first design have the same part number casted into them, and there is no right or left. Second design 1956, the casted part number is in the center of the Y, right and left. 1957 F.I. or non-F.I. right side have the same part number. 9-fin valve cover or 7-fin have the same part number. First, second, third or fourth design and so on will also have the same part number and on and on. That is why you must keep a sharp eye when buying a part or looking at G.M. prints. The drawing below shows the 1957 right side manifold which calls out using the same casting number which was not used in production, but the #3733976 was.

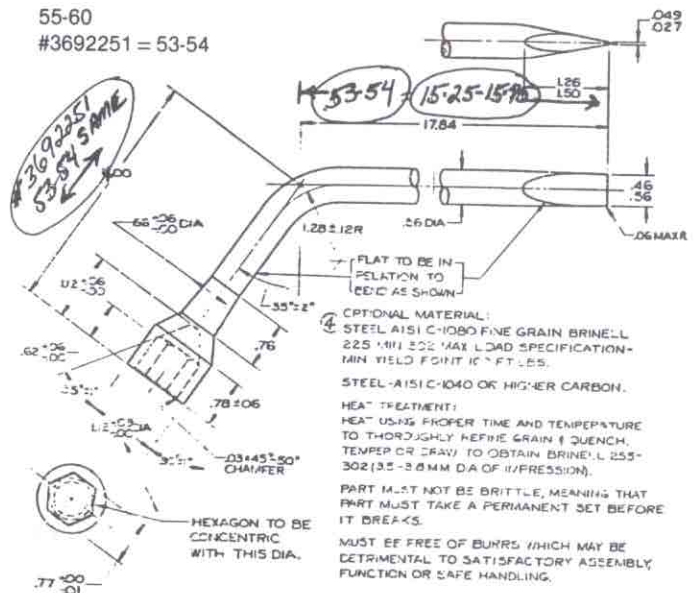


WHEEL WRENCH AND HANDLE ASSY.

There has been some confusion as to which year and size is correct for a 1953-1962. These prints from the great one, Noland, will help you in determining if you have the right one. I didn't find the print for 1953-1954 so I added the part number and size to the 3710686 print. To be sure you understand, the 1953-1954 is the same length from the HEX head to the first bend (4 inches) then from the bend to its tapered end, 1953-1954 is (15.25-15.75), where 1955-60 is (17.84), a difference of about two inches. The handle assemblies are the same for 1953-1962. The difference in 1961-1962 handle is the radius bent at the end, most likely to make it easy to remove the hub-cap. Also because the jack was changed in 1961-1962 now having a hole added, so that you could pull the jack out from under the Vette easy, the wrench end was changed along with some minor dimensions (see print). The paint was an enamel, glossy and having no part number on the handle or wrench. att. (the jack was also a glossy enamel paint). All three parts were dipped through a bat of paint and not sprayed.

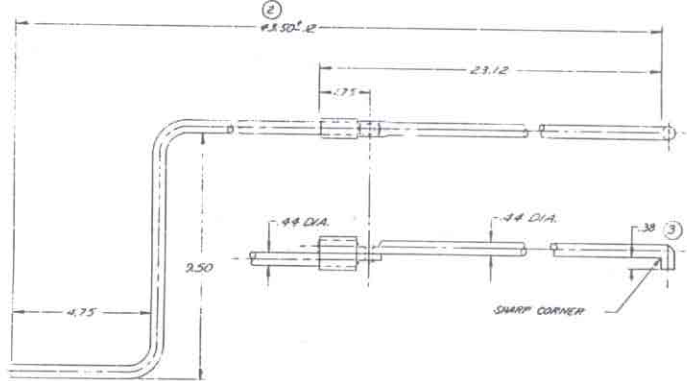
—Editor

55-60
#3692251 = 53-54



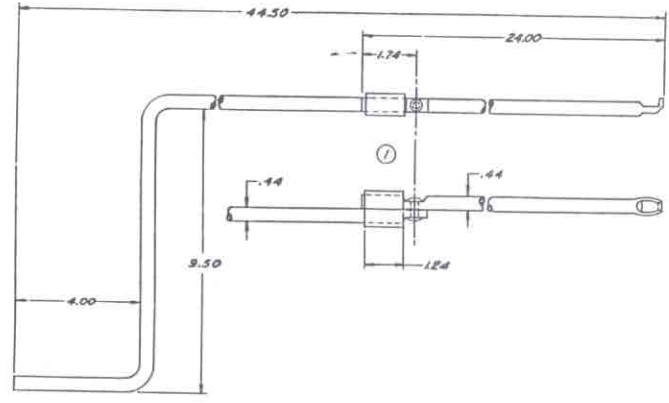
#3710686

MANUFACTURER'S IDENTIFICATION MUST APPEAR ON THIS PART; OMISSION REQUIRES APPROVAL



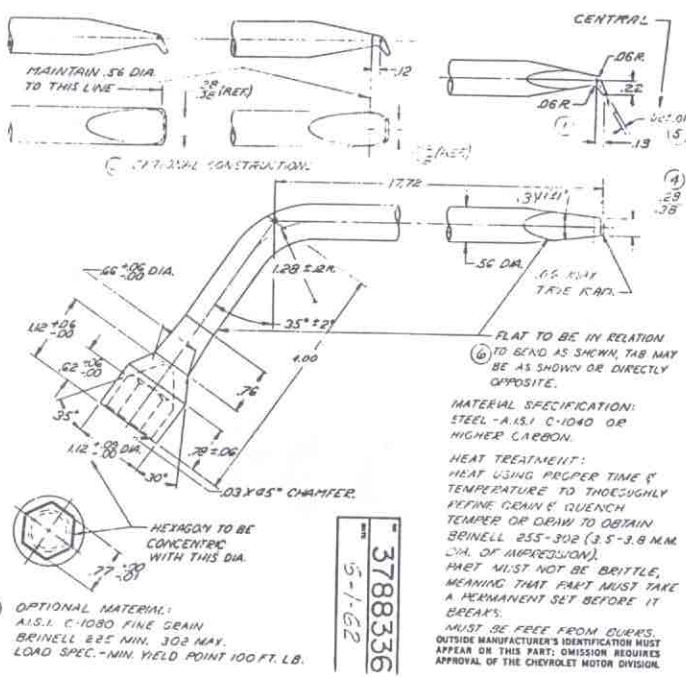
61-62
#3815940

FINISH TO BE BLACK ENAMEL AT SOURCE.
PAINT ADHESION MUST BE SATISFACTORY AFTER 24 HOURS EXPOSURE TO 100% RELATIVE HUMIDITY AT 100°F.
OUTSIDE MANUFACTURER'S IDENTIFICATION MUST APPEAR ON THIS PART; OMISSION REQUIRES APPROVAL OF THE CHEVROLET MOTOR DIVISION.



53-60
#3706351

FINISH TO BE BLACK ENAMEL AT SOURCE
PAINT ADHESION MUST BE SATISFACTORY AFTER 24 HOURS EXPOSURE TO 100% RELATIVE HUMIDITY AT 100°F.
MFR'S. IDENTIFICATION MUST APPEAR ON THIS PART.



3788336
53-62

61-62
#3788336

1953-1954 was part #3692251, not available.

FOR SALE

I am the previous owner of the 1956 Corvette in your article "How Not To Buy A Corvette".

I have most of the history: pictures, etc. If they (Rick & Karen) would like to contact me, I would be willing to U.P.S. what I have for \$50 plus postage.

Thomas Scott
622 E. Larkspur Circle
Pearland, TX 77584
(713) 436-1924
(No Collect Calls)

FOR SALE: Short block, 3720991, dated K-14-5; Heads 3703523, dated E-24-5; Intake 3783244, dated K-15-61; Wanted soft top for a 1959 Corvette. Ron Smith, 1031 Road B, Redwood Valley, CA 95401.

FOR SALE: 1957-1965 Fuel Injection, Fuel Pump, Drive Shafts. A/C 6409698, \$36.95 PPD. Also, complete Flex Shaft and Housing Assembly with Knurled Nut 6409648, \$87.95 PPD. Original 1958 -Early 1961 F.I. Air Cleaner w/NOS Element \$950. Ron Jones, Box 351, Botsford, CT 06404. (203) 426-8896.

FOR SALE: Limited find. Excellent condition 1956-62 Steering Gear Assemblies and Housings. Sector Shaft Roller Assemblies \$125, Worm Shaft Assemblies \$125, complete Steering Bearings and Components as sets \$40. Steering Housing only (box) w/No Column \$25. Restored like new inside and out complete Steering Housing and Gear Assembly \$325. Steering adjustment instruction and information sheet provided. Exchanges accepted. C. or W. David Harrington, 27 Oak Tree Circle, N. Little Rock, AR (501) 758-2177.

FOR SALE: Corvette Service Operations Manual-Chassis (1956-1960), as mentioned in the June, 1991 issue of Straight Talk (Volume 5, No. 2, Page 11). This manual, which is no longer available through Helm or Chevrolet, "is presented to supply the competent mechanic with the necessary information to properly service the Corvette chassis components and satisfy the owner's requirements . . . the operations involved in tuning the various Corvette engines . . . and Regular Production Options available on the Corvette . . ." It includes the heavy duty brakes and suspension, the four-speed transmission, posi-traction rear axle, and an extensive section on the various fuel injection units. It is 106 pages long and has been reprinted (not merely photocopied) on slightly heavier stock than the original for better durability and is three-hole

punched and staple-bound as the original. Cost per manual is \$25 plus \$3 shipping. Bill Herron #229, 5033 Bunyan Street, Sarasota, FL 34232 (813) 377-0007 (evenings).

FOR SALE: 2 deep groove, stepped, water pump pulleys \$35. 1 excellent, ready to go, 539 head for 1957 F.I. cast F67 (June 6-57) \$150. OBO. 1 excellent aluminum T-10 4-speed with NON-matching numbers, 2:20 low, excellent for a driver. Gears, syncros, and case are very good and main shaft is STRAIGHT! \$350 OBO. Tom Parsons, 3600 Oakcliff Drive, Oklahoma City, OK 73135. (405) 672-4602 after 4:30 to 11:30 p.m. CST.

FOR SALE: 1959 Corvette, stripped, no hit body, original, mostly complete, inventory of parts, \$2,000 new parts, 2 engines, 4-speed, car is apart so you can see, \$17,000. Also, 548 block with 997 heads, 2x4 intake, 7 fins, exh 975/976, pkg only at \$3,500, or trade all above for nice, real 1957. Ken. (913) 381-1501, 5-9 CST, KS.

FOR SALE: The first and only Bloomington certified "Survivor" 1957 Corvette in the world after two years of judging. VIN #VE57S004353 black/and silver w/red interior, hardtop, softop, 283/245HP 2x4 Barrel. Factory original 4-speed, window washer, courtesy lights, emergency brake light, heater, wonderbar radio, jack/handle, wheels and wheelcovers, original paint, carpeting, chrome, etc. . . . this is the "Real McCoy." Includes survivor trophy, Bloomington certificate, judging sheet and survivor pin. This is a rare opportunity to purchase a documented unrestored original 1957 Corvette.

My children's college tuition dictates the sale of this unique example of Corvette history. Price \$85,000. Call Joy Trybulec, (314) 831-7841.



FOR SALE: Mint set "Sensuous American" all 19 in slipcovers \$975. Corvette collectables 100's toys, kits, promos, misc. reasonable. S.A.S.E. for list or send wants. Lance Hulin, 420 South 55th, Tacoma, WA 98408. (206) 472-5890.

FOR SALE: Exhaust manifolds: 3704791, 3704792, 3733975, 3733976, 3749965, 3750556, 3797901; call for other numbers. Cheryl or Roger in Northern California at (415) 968-3777.

FOR SALE: Attention 1963 owners . . . just found 30 mint original Chevrolet showroom brochures, which include the announcement of the new Corvette. Just \$20 each. Hurry these won't last long. Joe Trybulec, (314) 831-7841.

FOR SALE: 20 years of Vette Vues! 1972-1992. Volume 1 #6 through Volume 20 #7 . . . Thousands of cars, articles, technical details and more. The perfect addition to your Corvette library. First time offered . . . \$500 firm.

FOR SALE: 1958-1961 2 x 4 intake, 15" x 5" wheels, 1961 heater core, 1960 230 h.p. carbs/intake, 001 Rep., fender spears, 1960 air cleaner, T-3 headlights, 1960 valve covers, 1967 coupe 427/435, blue/white, partial trades considered (713) 540-9622, Terry Stark #61.

FOR SALE: 3-speed transmission, removed from Corvette #s case 3743368, date C319, #s tailhousing 3787087 date J170. Aluminum radiator, 1965 sm blk excellent condition #3155316 tag #69k. Call Frans, (916) 268-1776.

FOR SALE: 1960 positraction pumpkin, casting #3743833, casting date E200=May 20, 1960, assembly date=6/29, axle stamping code=AN=3.70/manual \$850.00. NOS 1958-1962 under dash wiring harness part #2980982 (in original box) \$450.00. Regulator to generator harness part # 2970213 (in original package). Call Mike, (314) 926-0959, St. Louis, Missouri.

FOR SALE: Original style intake/exhaust manifold clamps for 1953-1955 6-cylinder Vette engines. These are the correct "solid cast iron" version, not the stamped style found on passenger cars! Set of six \$100.00, including shipping. Limited quantities. C. Hora, 845 Old Mill Road, Erie, PA 16505, (814) 833-4141.

FOR SALE: Cast iron T-10 D-8-0 \$950.00. 1959-1962 shifter \$275.00. 1959-1962 steering wheel w/hub excellent \$475.00. 1954 rear drum to drum from car 011 \$800.00. 1960 F.I. unit w/dist. \$3,500.00. 1962 F.I. unit w/dist. and repo a/c \$3,800.00. NOS 1110985 dist. \$350.00. Several 1959-1965 rebuilt WCFB carbs \$325. Day (301) 760-4272, Eve. (301) 255-8210, Fred Mullauer #441.

FOR SALE: Mirror, interior rear view, 1961-1962, perfectly restored original. Tag, P.V.C., as supplied with positive crankcase ventilation system on all California Corvettes (R.P.O. 242). Ratio Tags, ring and pinion, for installation on rear axle stud, a perfect reproduction for each ratio. Clips, trunk divider panel, set of four with correct trademark. Radiators, 916 (1961-1962), one NOS, one mint. Exhaust Manifold, 2-inch passenger side for fuel injection, excellent condition, never

had a hole. Brake Shoes, R.P.O. 687, sintered metallic, complete set for 1961 Corvette, also some spare 1961 metallic shoes. Heads, cylinder, 461X, I-28-2, perfect condition. SERVICES: Mirrors Restored, 1961-1965, four week turnaround. Harrison radiator tags correctly stamped and dated. Delco distributor and generator tags correctly stamped and dated with correct rivets deformed as originals. WHERE: Contact DOWNTOWN VAROOM at (901) 783-5276. (Note that the phone company has seen fit to change my number to a commercial version!). Try (901) 662-7960, (my residence), if you feel justified in those 2 a.m. to 4 a.m. calls, (paybacks are dear!). Dale Pearman, UPS COD, Rt 1 Box 358, Atwood-By-The-Railroad, Tennessee, 38220.



FOR SALE: Parts . . . 1956-62 brake drums w/outer spring \$50 ea., window and vent cranks \$25 a pair 1963-64, 1965 to 1966 and 1967. 1958 driver's side window post \$45, exhaust manifold with no choke hole dated L8 \$75, early jack handles (2) \$40 ea. 1955 Chevy wheelcovers 4/\$100, 1956 starter w/solenoid \$75, 1957 fuelie heads C137 and C187 \$500/pr, 1968 427/400 HP intake \$750, US 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, 2 ashtrays \$15 ea. new repo early 1956-57 side view mirror \$35, \$15 ea. exhaust hangers 1954 repo \$15 ea. Early style AC dome top fuel filters used on early 1953 Corvettes (6) NOS \$150 ea. 1963 style American Safety seat belt buckles \$25 ea. (4), 1967 day/nite mirror \$35, 1965 day/nite mirror \$35, 1956-1959 steel valve covers w/staggered holes (3) \$40 ea. T-3 headlights 1958-1959 NOS \$75 ea., 1960-1967 used \$75 set, 1968-1971 used \$75/set, twelve (12) assorted WCFB Carter carburetors, applications unknown \$125 ea. 1957 topshield rough \$50, 1962 topshield nice \$125, pace car 1978 three piece front spoiler from #541 \$175, #891 dual point distributor \$150k, original GM key blanks \$15 ea. Call Joe Trybulec (314) 831-7841.

WANTED

WANTED: Exhaust manifolds with GM casting numbers of 3732498, 3750556, 3797901, 3797902, 3797942, 3846543, 3872735, 3932461 with A.I.R., and 3989036. I'll buy them outright or I have others to trade. Call Roger in Northern California at (415) 968-3777.

WANTED: Puyallup 1989-90? information on a 1961-62 Corvette body and frame, with a tilt front end?

Body was altered, rear fender wells cut out, etc.

Car was for sale on a trailer in front of the south barn.

Seller also had F.I. air cleaner and 1956-57 rear bumpers, etc.

Car appeared to be set up for drag racing?

Call Rick, (206) 337-4370. Everett, Washington, (206) 568-5832.

WANTED: Looking for information on a 1959 Corvette #J59S109363. Would like previous owner information as well as information on original engine. Call or write: Fred Wittenberger, P.O. Box 352, Hartford, WI 53027 (414) 673-7698.

WANTED: 1957 parts car. Can be very rough, or frame and tub only, will consider all, also any 1957 parts, please help. Harald Lamberts, (515) 986-3381 la.

WANTED: 1959-1962 hubcaps, need not be in mint condition. Kurt Weidner, #113, (415) 382-1934.

WANTED: For 1956 restoration, beige steering wheel and hub, 1x4 11 inch air cleaner, carb #WCFB 2366S, and AC fuel filter. Pat Cloonan (707) 539-7243, 5400 Yerba Buena Road, Santa Rosa, CA 95409.

WANTED TO TRADE: Set of 1960 2x4 carbs, running in excellent condition, trade for set of 1956 2x4 carbs running in same condition. George Marra #174. (916) 273-8016.

WANTED: WHEELS: R.P.O. 276, 1957-62 15 x 5½, (please no 8080 wheels). Wheels, 1961-62 15 x 5 standard. Wheels, plain Chevrolet steel 15 x 7 used on passenger cars. **TIRES:** Non DOT 6.70 x 15, U.S. Royal or General Jet-Air. **EXHAUST MANIFOLD:** 902 for Fuel Injection, (please no filled-in holes). **PEDALS:** accelerator, originals only. **HEAT RISER VALVES,** 2 inch and 2½ inch, must be original. **NUTS:** Stover and Tinnerman, as used in original factory production. **BOLTS:** original head markings 1961-62. **HEAVY DUTY CORVETTES,** 1958 to 1962 only, must be reasonably original and correctly priced. Dale Pearman, UPS COD, Rt 1 Box 358, Atwood-By-The-Railroad, Tennessee, 38220.

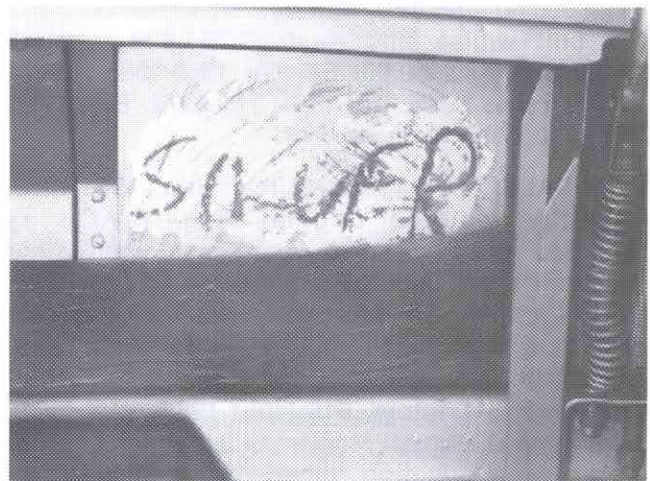
WANTED: Cast iron T10-1 transmission main case. Would appreciate any help with this. Call Tony Catalano, (604) 536-8435 or send, written communications only, to 15545 Cliff Ave., White Rock, British Columbia Canada, V4B 1V8.



1959 CORVETTE

These photos were taken of a friend's 1959 Corvette last summer. This was a hardtop only car and the letters HT were behind the passenger seat.

Chip Werstein
1961-62 Tech Panel



THAT CHOKE . . . GOT YOU CHOKED?

If most of the choke components on your V-8 WCFB or AFB carburetor engine with a heat activated automatic choke system are still intact, there may still be hope in reactivating a integral part of your carburetors function.

A little T.L.C., cleaning, and maintenance to the choke may help those cold starts (Winter or Summer) from becoming a frustrating experience. Those of you with standard transmission can get moving a little quicker than those poor souls with "automatics" simply because you have access to heavy throttling and double clutching through the coughing and sputtering prior to a complete engine warm-up. Those individuals with the automatics have a little different scenario. A cold start is initiated with the shifting lever in "N" or "P" along with several minutes of revving done in the stationary position. If the car is put in gear prematurely without a complete warm-up, you can expect two or three times of "sudden death" to the engine. The other alternative, if you are in a hurry, may be throttling to 1500 RPM with the brake applied, popping it in gear which at that point could inflict possible whiplash to oneself, not to mention potential troubles to the transmission and differential.

I have talked to some owners who justify the situation by saying "mine has never worked and the car seems to cold start just fine!" My car never did, so I tinkered with it (a lot), and came up with some maintenance which may be of some help. Illustrations are made from a 1960 Corvette 283ci/230hp 1x4 Carter Carburetor Choke System. Fig. 1. Loosen the choke tube with a 1/2-inch open end wrench. Next remove the choke by removing the 3 screws holding the choke cover bracket or collar. There is a gasket between the choke cover and the piston assembly.

Fig. 2. This reveals the piston assembly. Remove the piston by lifting straight up and swiveling the piston arm slightly to the left. At this point you can also remove the small clip holding the piston assembly linkage attached to the butterfly arm.

Fig. 3. There are 3 screws holding the assembly to the carburetor, 2 exposed and 1 screw located in where the screw driver is shown. Also notice the reverse side of the choke revealing the spring. Heat from the exhaust manifold through the choke tube relaxes the spring which is connected to the piston arm which in turn opens the carburetor butterfly to draft more air. The piston moves down the cylinder closing off the heat duct to and from the carburetor. The spring (check) and back plate can be removed and cleaned with a mild solvent.

(continued on outside back cover)

Fig. 1

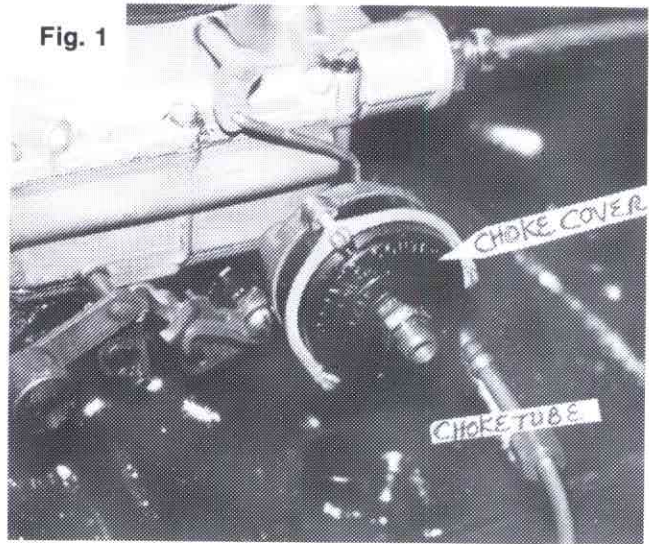


Fig. 2

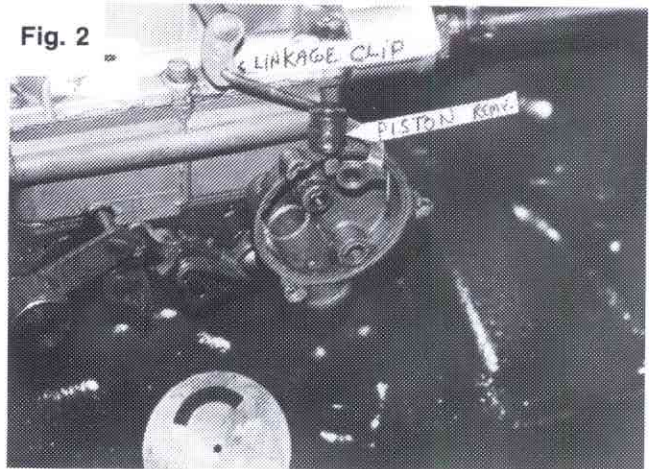
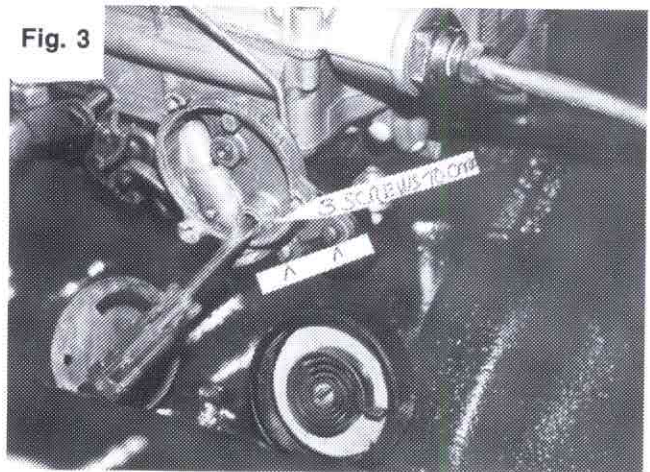


Fig. 3



(continued from inside back cover)

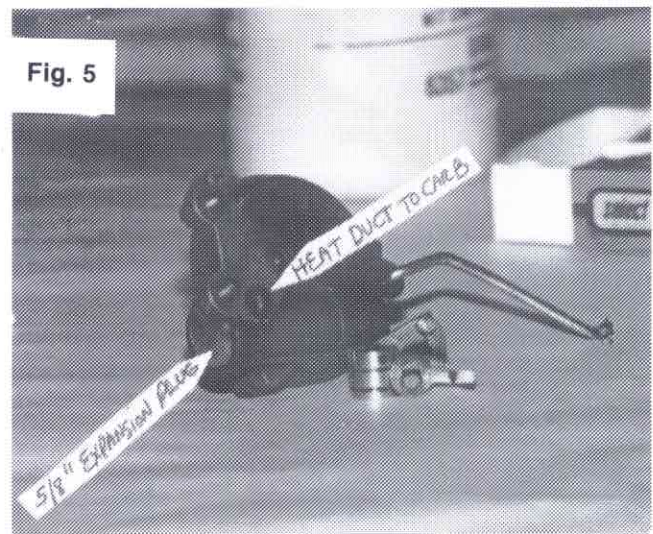
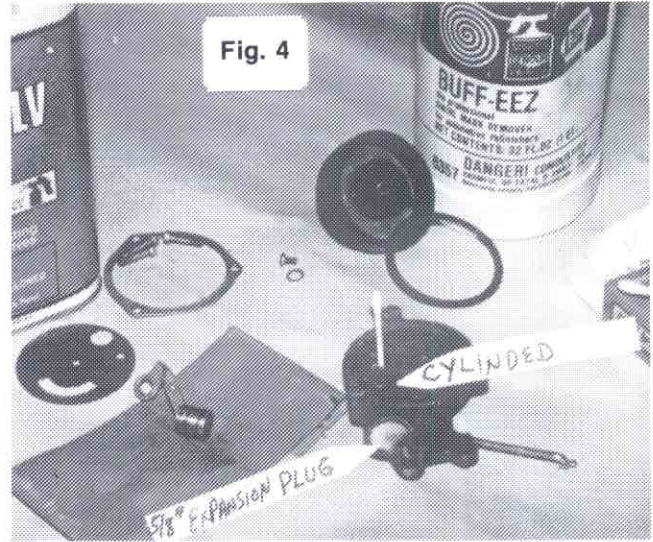
Fig. 4. Shows all the components to the piston assembly. The pistons' inability for movement in the cylinder is primarily where the choke system sticks. Clean cylinder wall with mild solvent and Q-Tips. This may require several swabs as there is usually a build-up of carbon dust. The 5/8" expansion plug can be removed for easier access to the cylinder wall, but is not necessary. In my case this plug was sealing improperly, so I replaced it. These plugs are easily found where hydraulics are sold. You will find the sides of the piston may be scored. The piston surface can be smoothed by rotating it on 1000-1500 grit wet sandpaper with your fingers. Use a soft towel and polishing compound to buff piston. Remove any residue left in the two piston rings. Do not apply any lubricants on the piston or cylinder wall. I found that even high heat lubricants will eventually break down and "gum" the action of the piston.

Fig. 5. Use a pipe cleaner or a fine hair brush to clean the hole or heat duct on back side of assembly. There should be a small "O" ring at this opening. Do the same cleaning in heat duct (hole) on carburetor.

Replace choke parts in sequence as they came off. When replacing the choke cover collar (bracket) do not over tighten as it will bend and pinch the choke cover. Make sure choke spring catches onto piston arm. With a cold engine turn choke cover to the right (lean) until carburetor butterfly is in the closed (choked) position with some slight spring tension. This is a good starting place for rich-lean choke adjustment.

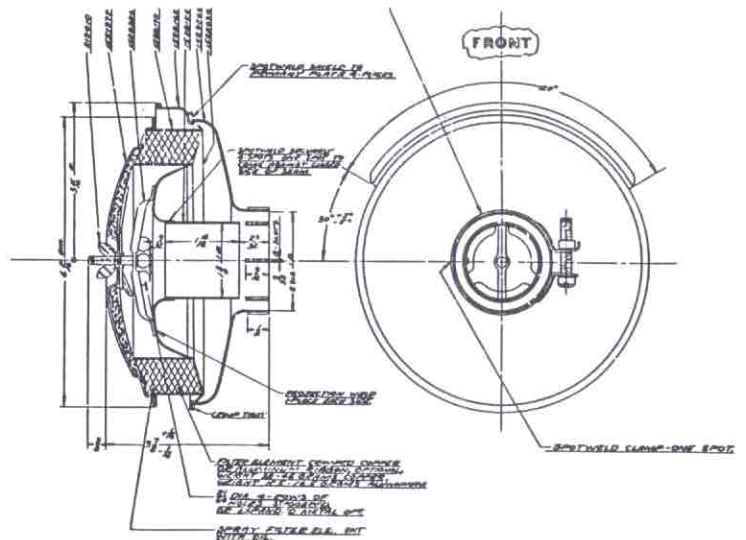
Test: Bring engine to temperature (180 degrees). Choke (butterfly) should move to the open position. Let engine cool completely (overnight). With cold engine the choke will be locked in the open position by the throttle adjustment screw. Slightly pull throttle linkage back with finger or if in car tap accelerator peddle. You should see or hear the choke linkage release and the butterfly snap closed. The choke spring has cooled and coiled to put tension on all the choke linkage. With the piston moving freely, it will move to the top of the cylinder. Exposing the heat duct opening to and from the carburetor. Good luck!

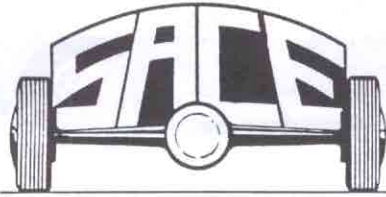
David Harrington
27 Oaktree Circle
N. Little Rock, AR 72116



SIX CYLINDER AIR CLEANER ASSY. 53-54

Below is the print from A.C. showing the cleaner #1551969 black lacquer was used but for the cover, which was chrome.





STRAIGHT-AXLE CORVETTE ENTHUSIASTS (SACE)

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1-2 Fall 87	2-2 Dec 88	3-2 Dec 89	4-2 Dec 90	5-2 Jun 91
1-3 Mar 88	*2-3 Mar 89	3-3 Mar 90	**4-3 skipped	5-3 Sep 91
1-4 Jun 88	2-4 Jun 89	3-4 Jun 90	**4-4 skipped	5-4 Dec 91

* Originals are sold out, but xerox copies are available.
 ** Volumes 4-3 and 4-4 were skipped so 1991 could begin with 5-1 and put our membership year and magazine year on the same schedule.

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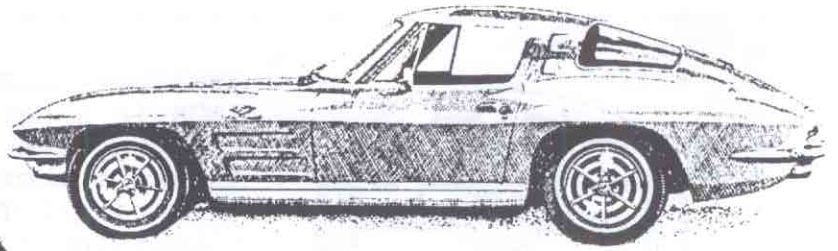
The club also offers for sale the SACE TECHNICAL GUIDE, used to inspect cars during our shows. Vol I General and Vol II Mechanical are currently available (a total of 250 pages for \$25). Vol III Interior is in work and Vol IV Exterior is planned. The Technical Guide covers all ten years of the straight-axes, showing you which part numbers were correct for which series of cars.

Magazines & Logo Items:
 SACE
 PO Box 2211
 Nevada City, CA 95959
 George Marra (916) 273-8816

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 Lucy Badenhoop
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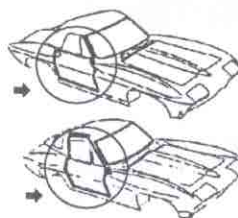
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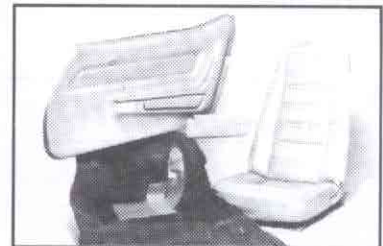
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