

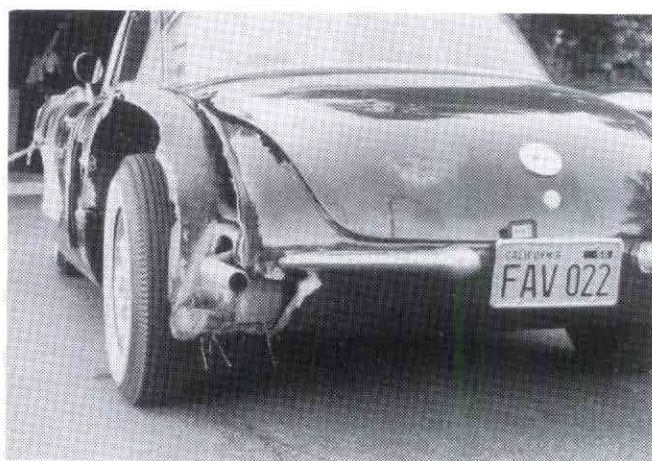
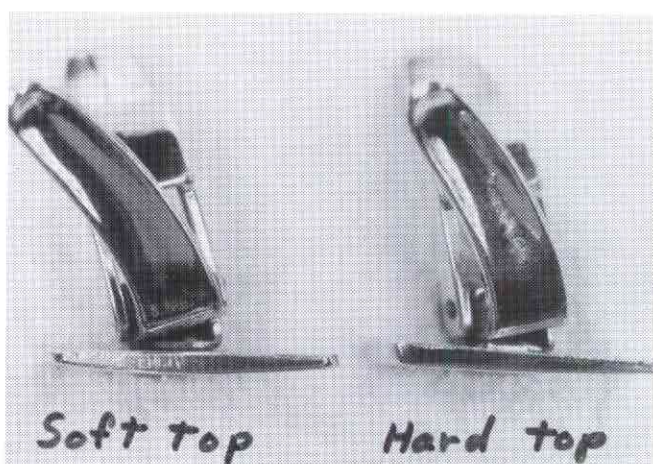
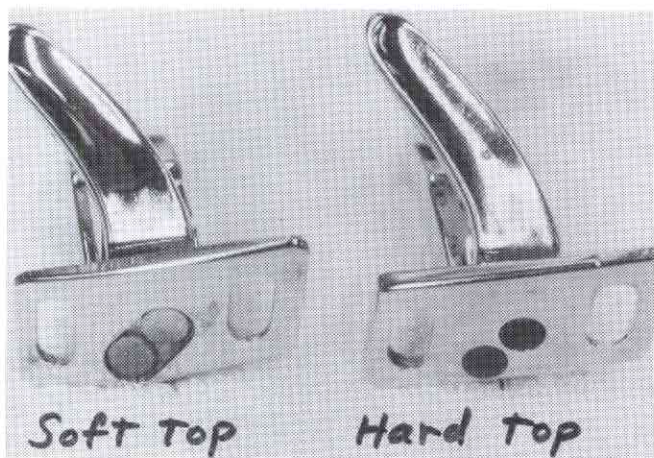
STRAIGHT TALK

VOLUME 6, NUMBER 3

SEPTEMBER, 1992



93 Convention will be in Springfield, Ill.
94 Convention will be in Carlisle, Pa.



Rick LaValley
(Story on Inside Back Cover)

Corvette Collection & Sales...Over 100



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ProTeam

The Largest Collection of Classic Corvettes In The World!!!

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Road tour to Hurricane Ridge at 5270 feet.

SACE CONVENTION

There were 49 registered families in attendance with 36 straight-axle Corvettes and a few other wobbly axles. The tour was 178 miles with lunch at Crescent Lake and then a climb to the top of Hurricane Ridge. The climb was from sea level to 5270 feet. All 31 Corvettes on the tour made that without a problem.

For further information call Bill at (206) 437-2120.



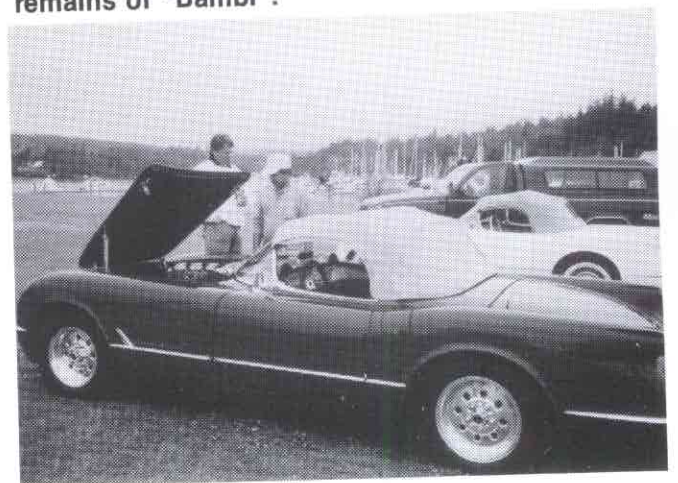
Noland and Wife Mary.



Larry Richter and Lucy Badenhop looking at the remains of "Bambi".



Dale Pearman drove his 62 from Tennessee by way of Germany, I think!



A beautiful 54 with a V8-350, 3 Carb, Turbo Trans.

1992 Port Ludlow Inspection Results

Custom

Dale Schultz1960 92.5%

Trailerred

Russ Morgan1954 95.8%

Bill Taylor1957 98.3%

Wm. and Karen Verboon1962 98.7%

Bob Johansen1962 98.3%

Contemporary

Rich and Karen LaValley1956 86.5%

Leroy Sherman1956 60.5%

Dottie Saint-Clair1957 72.4%

Harry Cianci1957 63.6%

Kent Van Dusen1960 79.7%

Driven

Marlowe Jorgenson1958 91.2%

Bill Cook1962 97.1%

Larry Richter1962 96.7%

Greg Wines1962 93.2%

Other Awards:

Display

George Marra1956 Corvette w/Vintage Teardrop Trailer

Hard Luck

Lucy BadenhoopLost Hubcap

Long Distance Driven

Dale PearmanFrom Atwood, Tennessee

Comment by Chief Inspector:

I was quite pleased at Port Ludlow to see the quality of cars that we inspected. Several of the owners related to the inspection teams that because of the teaching that we are accomplishing at our conventions, they are becoming more knowledgeable about these great old Corvettes.

I am looking forward to future years and the inspection of these automobiles to further upgrade the automobile whether it be restored, contemporary or custom.

—Larry Richter,
Chief Inspector

Chief Inspectors Column

At Port Ludlow I was given the direction to implement standard deduction tables for the authenticity column regarding inspection of our Corvettes. After visiting with many people I have come up with the standard deduction tables to be used in Jacksonville, Illinois (Springfield) in 1993.

Authenticity Column	Credit
1. Any part or combination of parts thereto, that is absolutely correct in the way of numbers, date codes, casting marks, stitching, chrome, stainless, etc. whether that part is N.O.S., used, restored or reproduction.	100%
2. Any part that is the very best that you can purchase today, whether that part is reproduction or second or third design General Motors part and generally not available to be restored or in N.O.S. category. Examples: Exact reproduction tires, but with DOT stamps; complete interiors for 1956 and 1957 Corvettes.	90%
3. Any part that is a correct appearing and functional part, without a date code or with the wrong date code, but in all other aspects correct. Examples: Correct generator with no tag; carburetors with no tag; LOF glass date coded but not within acceptable limits (i.e., date after build date of car); totally correct convertible top without the rear window being date coded.	75%
4. Any part that is incorrect either reproduction, wrong part, etc.	0%

Examples: Diehard battery; K-Mart mirror; Radial tires; non-LOF glass; incorrect upholstery and/or top; etc.

5. You must receive 25% authenticity in the trailerred, driven and original class in order to receive any condition points. The reason for this is that many of the items are grouped together, which in the future I will try to break out within the scoring sheets. So you may receive a 0%, 100%, and a 75% that may add up to 70% or 80%. In that case the condition is to be inspected and points awarded.

This whole idea stems from the theory that we are attempting to teach in these three classes what is correct and what incorrect. In the contemporary class you are allowed to have the incorrect block and that is simply marked out and not judged, so you take no deduction assuming that you declare that the block is incorrect. This allows a vast array of Corvettes that are basically stock and are running incorrect blocks.

In the custom class, personally I would like to see more of the custom cars at our convention. In that class we judge strictly condition, this is predicated on creativity, neatness and general appearance without regard for the correct part. This allows a person to put under dash air, do chroming under the hood (or a 427) and other items of unique interest with neatness and creativity being the goal for this class.

If you have any comments regarding the inspection, especially the standard deduction tables, whether it is good or bad please call, write or send up a smoke signal.

—Larry Richter,
Chief Inspector

Bumper Fit (1958-1962)

by ROY BRAATZ

I had a call from a person asking how to correct the bowing out of the fender above his tire opening on a 1958 Corvette. The 1958 Corvette was the first year that used bumper brackets that were bolted to the frame (right and left front corners) as later were also. The thing to remember here is that the brackets besides being bolted to the frame, is that they were also bolted through the fender (in two places, each side).

Fig. 1 view A, you see a cushion, spacer and most important the shims. Now think of the PRESSURE, that would be applied right above the fender at the top of the tire if the bumper were to be pushed inward from a vary little bump to the corner area of the bumper, which in turn would bend the bracket inward. This can be detected or seen most often where the bumper is bolted to the grill teeth BAR (there you will see a gap where the two come together (I have seen this, even on restored vettes). Where the owner hasn't realized that the bracket is bent, or hasn't used the right amount of shims. Here is where the shims come in to play. As I wrote before about the need and use of shims in the last issue. On 58-62 concerning

shims or washer, meaning the same thing, you determine as (required), when dealing with the bumpers, how many shims are needed to add or release PRESSURE to the fenders. You either straighten the brackets or add more shims to relieve the PRESSURE, causing the bow to lessen, which may or may not correct the problem completely.

This condition is seen most often in years of 58-60. The 61-62 body is thicker, and the 62 cove area where the side s/s would be is now gone and replaced with a ridge of even thicker glass. Also an extra bonding strip is added at the lower front fender that I wrote about in one issue.

3 Inch Holes

All power top corvette bodies will have these two holes, where the cylinders lines that raise the top frame come through. The reason that they are so large is do to the fact that the unit was assembled completely having fluid and lines installed and tested. Then they just past them through cylinders and all .This is the easy way to tell if a corvette had the power top option.

You can see them in Noland's book where he talks about power tops.

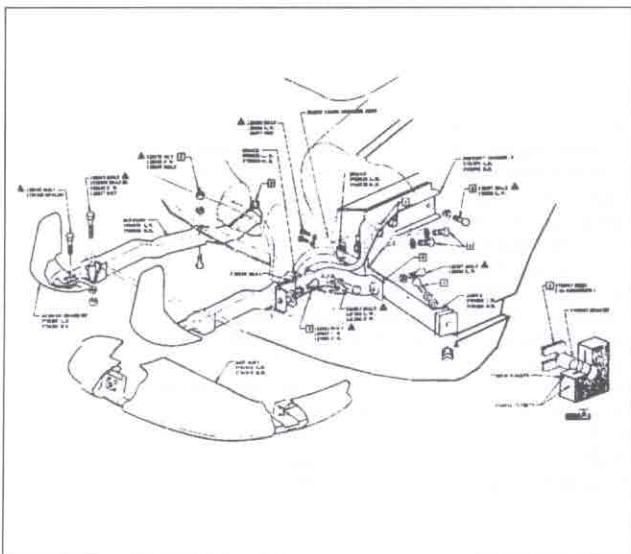


Figure 1 "View A" cushion, spacer and shims.

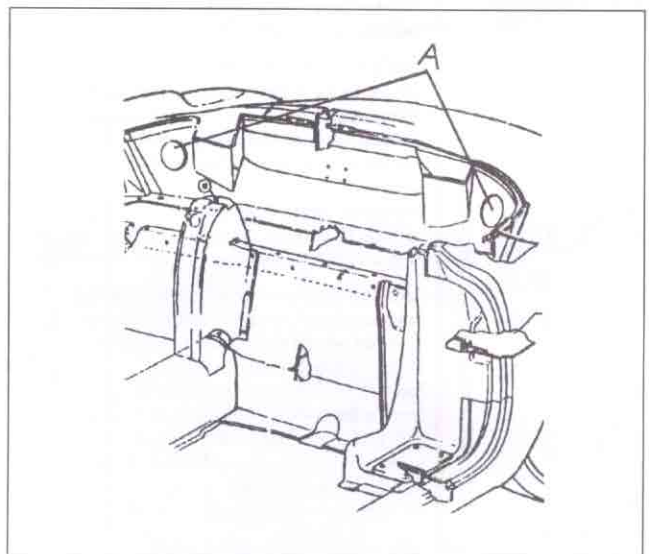


Figure 2 "A" rear trunk area having three inch holes.

ENGINE OVERHEATING PROBLEMS:

An easy solution could spell trouble!

SEVERAL YEARS AGO I wrote a couple of articles for NCRS concerning my experience with an apparent overheating problem in my freshly rebuilt and restored 1960 Corvette. It turned out to be erroneous readings from a new temperature sending unit. Many folks (especially from the hot southwest) called and asked how to solve the problem. I guess I thought the solution was obvious, and that was to go out and find an old original sending unit in the junk yard that read 700 ohms. It turns out several guys thought they had an easy way out and several published their ideas. The article in the December, 1991 *Straight Talk* suggests the same method proposed by several others after I wrote the first article. That is, add resistance in-line between the sending unit and the gauge to get the apparent readings lower to match the actual reading. It is suggested that to determine the extra ohms necessary, place a potentiometer (variable resistor) between the sending unit and temperature gauge. Remove the radiator cap while the engine is cold, start the engine and allow it to idle. Add ohms by adjusting the potentiometer to get the temperature gauge to match a thermometer reading of temperature in the radiator.

Sounds good, and in fact is accurate for that moment. There is a potential problem that may be worse than the erroneous high readings. Take a look at the graph of correct versus bad readings from a new sending unit. First you will notice that it is a non-linear relationship between temperature and ohm readings (i.e., the ohm reading error changes as the temperature changes). In this particular relationship, the error at 120 degrees is 100 ohms. At 160 degrees the error is 60 ohms. At 200 degrees the error is 30 to 40 ohms. I am sorry I could not hold the instruments over the hot water at 210 degrees, however, I believe the error is probably 20 ohms.

DON'T GET STUCK IN TRAFFIC

So what does all this mean? If you add resistance to calibrate while the engine is idling, I believe you will probably calibrate at 150 to 170 degrees. If that is the case, you will have added approximately 60 ohms. Everything will be O.K. until you are either stuck in traffic on a hot summer day or when your radiator hose springs a leak after several years of use. As your actual temperature reaches 220 degrees, the extra ohms you have added will now be too many. By my calculations, the gauge will now be reading about 190 or 195 degrees. Your gauge will not even show the temperature at the first hot mark. The extra ohms in-line to calibrate idle will probably mean your gauge will never register the overheat condition of 220 degrees or higher.

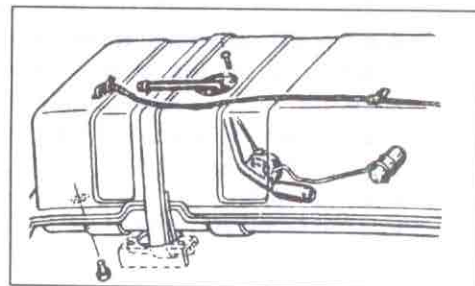
I hope I don't offend those who have worked hard to help our with an easy solution, but in this case, its possible when you need the gauge most, it will be sending the wrong information. The solution is go out there with a good ohm meter and dig around for old manifolds in the junk yard. That's what I'm using and it works just fine. Just remember the quick and easy way to tell if you have a correct old sending unit. If the sending unit is in your car, let it sit overnight to insure all of the heat in the engine compartment is gone. this is very critical. If you have it out leave it on the work bench overnight. Take an ohm reading in the morning when the ambient air temperature is 65 to 80 degrees. It should read 700 ohms. If it reads 600 or less toss it out. Its not worth the agony you will encounter if you use it.

I hope this has reclarified the data I obtained and has prevented the worst of all possibilities and that is ruining an invaluable original engine by causing an overheat seizure, cracked head or worse yet a cracked block. After getting my 60's sending unit correct, I have noticed that in most situations, that old 283 cubic incher runs between 160 and 170 degrees even when the radiator is a little low. At idle while sitting in stop and go traffic at Virginia Beach in the summer at 90 degrees my gauge only goes to 190 degrees, and that's with a four blade standard fan. I continue to believe that many of the stories about hot running engines is just a case of using a newer replacement sending unit. Again, just put on the old work clothes, borrow or buy a good ohm meter and hit the junk yard. Who knows what you may find. Just maybe an old fuel unit that never worked either! Good luck guys.

—D. Farmer, Virginia

Gas Sender

Gas Sender G.M. #5642125, in group.03.107nk unit is available from your dealer that is for a 58-62 Corvette. In issue #1, number 4 on fuel tanks, I mention the different types for each year. This unit can also be used on 56-57, you add the female brass nut, then cut and flare the pipe to fit the gas line and you have a 56-57 unit. If you think you may ever need one then buy this one and store it.



HOW NOT TO BUY A CORVETTE . . .

The Sequel

YOU'VE NO DOUBT seen the ads in NCRS, Driveline, Vette Vues, or even our own magazine, ads that look something like this: "HELP, HELP! I'm seeking some information about my old Corvette, #E565003934", etc., etc., etc. I review these ads along with all the others. Yet, I've wondered what possible chance do these people really have of ever getting the attention of the previous owner. "Slim to none?" How about a "snowball chance in Hell!" These are some of the phrases that pass through my mind. But, oh contraire . . . thanks to our super magazine, "Straight Talk", Rich and Karen LaValley have hit PAY DIRT!

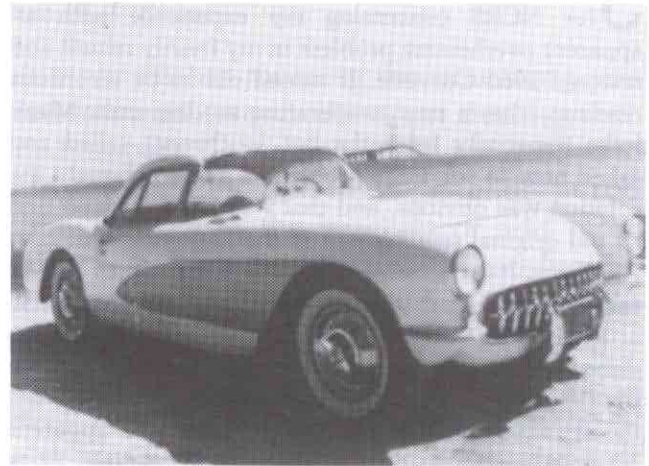
A SACE or NCRS member in New York, Mr. Joseph Chess, read my October article, "How Not To Buy A Corvette", and he realized he knew the previous owner, Mr. Thomas Scott, from the NCRS organization in the old days. Scott had moved to Texas, so he copied my article and mailed it to him and . . . BINGO! Thomas Scott mailed a note to Roy Braatz for the March 1992 issue, and the rest is history.

What a thrill . . . after so many months of looking . . . to actually talk to Thomas Scott and hear the history of our car. Mr. Scott promised to send everything he had by UPS. Oh joy! . . . Hurrah! . . . Yippee! . . . Then the waiting . . . two days, then five, six, seven days. "Oh gee" I thought, "Where's our package?" Finally it came . . . and like a little kid as if it's Christmas I'm opening this box and I want to get at that new toy inside! Wow! What great stuff, so much more than I'd hoped for. After my shark-like frenzy, I looked about my small office, and it did indeed look like Christmas . . . little pieces of paper all tossed about the rug! Well, my office didn't look too professional. However, I wanted to make sure I didn't accidentally throw away any small item of importance so I carefully sifted through the carnage as I cleaned it up.

This is what we got!

A LIST OF THE OWNERS OF OUR '56:

1. Rich and Karen LaValley, 7/14/90.
2. Mr. "Very Rich" Texan, 2/1/90 (name unknown).
This might have been one of the guys that was bidding me up at the auto auction (see Part I). This guy sent a person to see Mr. Scott's Corvette. He walked around the car . . . looked under the hood . . . and in a few minutes approved the payment of \$21,000 to Mr. Scott in early 1990.
3. Thomas Scott, 12/16/75.
4. Fred and Joan Dickson, Pre-1975.
5. Original owner?



PAST LICENSE PLATES FOR OUR '56:

Time	State	Number	Color
1956	CA	NBS-137	Gold
1974	CA	IUY-282	Blue
12/16/75	CA	56-Vette	Blue
4/77	Mich.	BVV-807	?
7/14/90	CA	2-JRV-538	White
11/7/91	CA	FAV-022	Gold*

*We restored an old 1956 California license plate.

THESE ARE THE THINGS WE GOT:

1. One 8 x 10 color photo of our '56 painted white with a silver cove.
2. A '56 Corvette brochure in mint condition.
3. An article from July 1956 Road and Track road test, '56 Corvette.
4. Two certificates from the Antique Auto Club of America, First Place National Senior Division award and National Junior Division award.
5. An original operations manual for our car.
6. A Xerox of the December 16, 1975 California registration.
7. A California suspense receipt dated January 2, 1976.
8. The invoice and inspection report and tag from Kenosha Auto Transport Corp. dated July 22, 1976.
9. A letter from Martin Ball of San Leandro, California dated April 19, 1977.
10. The receipt for a post office money order to Blair Northern, Jr., Atlanta, Georgia, for a chrome-plated shift ball (\$10.95) dated April 4, 1977.
11. Eight photos from Fred Dickson when the '56 was first restored, pre-1974?
12. Six photos from Thomas Scott during the 14 years he owned the car.
13. A letter from Scott inquiring about paint color: Inca Silver, dated April 15, 1977.

14. Receipt from Al's Auto Paint for Inca Silver paint.
15. Receipt from Randal Auto Spec for refinishing fender air scoops dated May 26, 1977.
16. A letter and envelope from Mr. Wilson Swilley, a friend of Thomas Scott who was handling the transaction. This letter has no date but must be pre-July 17, 1976. It tells how the deal went down. A cashier's check was *not* acceptable. Thomas had to wire the owner cash!
17. Another undated note from Wilson Swilley after December 16, 1976.
18. The original receipt for a money order for \$6,400, the price of the 1956 Corvette, dated July 16, 1976.
19. Original Western Union telegraphic money order receipt to Wilson Swilley for \$6,400, dated 7/16/76, 3:08 p.m.
20. One photo of the interior of our 1956 Corvette dated 1990.
21. Plus many little parts that Scott still had after all those years.

Mr. Scott said that years ago our car was a top flight NCRS winner.

Well, that's my story up to now . . . proving that "slim is more than none" and . . . "a snowball may have a chance in Hell if it's dressed for the weather." Well, okay, okay! I do believe . . . I do believe! There is a Santa Claus . . . there is a Santa Claus. Hey, is this a fantastic hobby, or what!

—Richard LaValley

SACE TECH QUESTIONS

by CAROLYN PRINCE

Q. Should 1958 Corvette seats (bottoms) be raised or depressed?

SUBMITTED BY TERRY STRASSBERG, N.Y.

A. In my professional opinion and experience I feel these bottoms should have a slight depressed look. I base my answer on looking at two original unrestored low mileage 1958 Corvettes as well as page 221 of Noland Adams Vol. 1 Restoration Guide which is a factory photo of a new 1958 interior.

Q. Where would you suggest that I purchase an interior for my 1962 Corvette? Who sells the most correct items? Who can you recommend for top quality chrome?

SUBMITTED BY STEVE EULAU #711, N.Y.

A. For all interior items except carpet, I like to use Al Knoch Interiors. His repro items are top quality and he stands behind his products. As for 100% correct dash pads, I do not know anyone who has been able to repro exactly. Al Knoch Interiors is as close as you're going to get at this time. For carpeting I recommend Auto Custom Carpets. A woman named Vicki Lano works there and is the carpet expert. To the best of my knowledge they are the only company with 100% correct carpet and binding (especially for 1958 pl & bl binding).

For chrome I recommend Frank Ford Metal Refinishers of Philadelphia, Pennsylvania. Their prices are high, but their work is top quality and well worth it for the serious restorers. They stand behind their work and have been in business for many years.

SACE CORVETTE

THIS STORY really begins in early spring of 1966. I'm stationed with the military in Minneapolis, Minnesota, making pretty good money for that time between "Uncle Sam" and working a nearly full-time, part-time job. I'd been commuting to/from and between work on a (then new) Honda. What I really wanted was a Corvette! I kept checking the Minneapolis and St. Paul papers for 56 - 60 Corvettes for sale. I must have looked at a hundred. Gee, guys really beat on these things! Some look like 30 years old instead of 6 - 10! I decide to qualify them a little more on the telephone. I'm responding to an ad in the Sunady paper and the guy says he has a 59 which he describes as "nice . . . looks good . . . it's no rat" and *he's even willing to take a bike in trade*. He wants \$1,400 which seems reasonable. O.K., I'll come look at it!

"It's only got a 3-speed?" "Yeah, someone must have taken out the 4-speed." (All Corvettes come with 4 speeds don't they?) "No convertible top, hard top only?" "Someone must have taken it off." "Yes, I suppose you're right, a hard top's better in Minnesota when it's cold out, and unless it's going to rain I won't really need a top." "Only one carb?" "Well the guy I bought it from took off the 2-4's and put on the AFB and nice chrome air cleaner." (At least that part was true.) It is clean though, no damage, silver outside, nice red interior, although the tach doesn't work. I haven't seen that particular radio in a Corvette up until now — I guess it will probably be more reliable than the self-tuning one. Looks about 1000' better than most I've looked at. Nice tough sounding idle! Reassuring clatter from solid lifters! Best of all, he'll even take the honda in on trade.

We make a deal on the spot! He'd prefer cash but he'll take the trade. The next day I'm worried all day long. I go to the bank and get financing. "Hope no one else gets there first with cash." At the appointed hour of 5 o'clock I arrive on the Honda, title in one hand and a Bank draft for the difference in the other. No Corvette! No one home! For half an hour I nervously fidget around, sweating blood and hyperventilating. Finally, here comes the Vette down the street. Had to work late. An hour later I drive away in my Corvette — the title to it and a new payment book in my pocket.

VIET NAM CALLING

Less than 5 months later, Sam thinks I'll be more help in Viet Nam. I've hardly enough time to drive the car to my parents home in Iowa, make sure the anti-freeze is good, cover it in my Grandparents old garage with a few old blankets and I'm on my way to Saigon. One bright spot, with nothing else to spend my money on for the next 10 months or so, by the time I get home, I'll have the Vette paid for and be able to spend a little more

money to modify and make the thing REALLY run! My parents have never let me forget that in almost every letter I wrote them, my primary concern seemed to be my Corvette. I would ask them to be sure they were starting it every week — but only reach in through the door and don't sit on the seats. It gets cold in Iowa during the winter, I don't want any cracks in the interior. Keep plenty of moth balls around in cans to keep mice away, keep it covered with blankets and make sure it stays locked. Keep the garage closed and don't even let my brothers go near it!

Those months in Viet Nam seemed like an eternity. Faithfully each day, the first thing I did was to fill in the appropriate space on my "F.I.I.G.M.O. chart" until finally . . . The night (2 a.m.) I arrived home my priorities in order were: 1. Go to the garage where the Corvette is stored, and take a little drive to "blow the dust off." 2. Go into the house and surprise my family that I'm home a couple of weeks before they expected me.

Now back to this story, Reno is a long way for the two of us to move all of our belongings in the limited trunk space of my Corvette. There was simply no room for a stereo! We knew we needed something akin to a VW van but the Hippies and Flower Children had cornered the market on V Dub busses at that time so . . . we found this wonderful . . . clean . . . well maintained . . . very low mileage (less than 20,000 miles) . . . vehicle, with plenty of space in the back for all of the earthly possessions we might wish to take with us. These possessions consisted primarily of 2 sets of blue jeans and a weeks worth of T-Shirts each, some well worn fatigues and jungle boots which I'd vowed I'd never wear again (until I found they made ideal receptacles for the grease/oil which sometimes dripped on one while working under a Corvette) plus of course, the stereo. All this still left plenty of sleeping space. Who knows, maybe we actually started things with "Winnebago", after all they're built only a few miles from my parents Iowa home.



The 1952 Pontiac Hearse and 1959 Corvette.

WHAT KIND OF A VEHICLE IS THIS?

Now this particular vehicle had been previously driven (very slowly) almost exclusively by a quiet distinguished looking gentleman, accompanied by silent, disciplined passengers that were always squeaky clean, impeccably dressed, and never smoked (in this vehicle anyway). No bubble gum on these seats! Still smells like . . . what is that smell? New? . . . Antiseptic? . . . Formaldehyde? Since a fair amount of its miles were driven on grass, even the original (non D.O.T.) tires had a lot of life in them. Having taken one final ride in it himself, neither he nor his wife had further use for it and she was now offering it for sale. To be more precise, this vehicle was a 1952 Pontiac Hearse . . . \$200? Sold!

A trailer is out of the question! "They cost serious money! Mick, do you think we can build a tow bar for a Corvette?" "We could take off the front bumpers and tie it to the frame!" "Nope, I don't think so, look how small the opening through the body is, we could never get sturdy enough and besides it wouldn't look good without the front bumpers. Just not right for a Corvette!" "Well, then we go underneath and weld some brackets to the frame and cross-member." That will leave minimum ground clearance but the shocks are good and we aren't planning any off-road exercises. Let's do it! Hacksaw, arc welder, scrap steel, pipe, a few nuts and bolts, ball hitch, strong safety chain (later turns out to be *very* important), some silver paint to give it that finished look . . . half a day later we're cruising around Whittemore, Iowa in an old black hearse with this little silver car following us. Did we turn heads or what? Heard on the street: "Look at that guy - loved his car so much he wants to take it with him!" This is going to be great Mick! Let's leave tomorrow.

Hurry up Mom! We need to hit the road! . . . O.K., we'll take time for one quick picture but just one, and then we really have to get going . . . no, not just us Mom — get the cars . . . the cars! I'll smile when we get to Reno Mom, but for a picture — we've got to look cool (that's me looking cool on the right, Mick looking cool on the left).

This is great, but let's keep an eye out to make sure the little silver car keeps following close behind us. Wouldn't it be fun to be driving it instead? You know . . . just like Route 66. I know, I know, we would have had to leave the stereo behind. What sacrifices we make.

RENO BOUND

"Nebraska is HOT! If I had been those guys on Route 66 I'd have put in an air conditioner." You can get a new Sting Ray with air but I don't have that much money and besides, I prefer the classic look of the 56 - 60's. "I'll bet if we can build a tow bar for it, we could install an air conditioner in it."

Iowa, Nebraska, Colorado, Utah ("there's Bonneville - maybe we should unhook 'Silver' and see if it will really do one-sixty"), Nevada, and finally, there is the sign: Reno — The Biggest Little City In The World.

Summer in Reno's great! Wow! Mount Rose Highway — this is definitely Corvette country! Mountains, and curves. I think often about my buddies back in 'beautiful Southeast Asia'. Less than a week after we get to Reno I receive word from the wife of one of my best friends that he didn't make it.

Harrah's automobile collection, Lake Tahoe, the Reno Air Races but soon September's here, I've got ink on my pilots license, and all good things must come to an end. We need to get on with this business of making a living. Sorry, 'Silver', we've driven lots of memorable miles out here but it's time to endure the indignity of following the big black car again. Our homemade tow-bar worked perfectly all the way out here and everything still looks good. Early Saturday morning, time for one last picture of the 2 cars in front of our apartment before we hook them together and sadly pull away from Lemon Valley and Stead Air Force Base for the last time.

We've only been on the road a few hours and are approaching Ely, Nevada, when we notice the Vette seems to be slewing to one side. Nuts! One of the brackets we had welded to the bottom of the frame to which the tow bar attached had cracked loose! We'll have to drive it into town. It's almost noon, Saturday, most businesses are closed! We're stranded here until Monday unless we can get it welded or drive both the Hearse and the Vette. The old 283's starting to get really tired. Smokes, fouling plugs, I question if it would make it. I'd rather be able to get it home to Iowa and fix it before it totally lunches. We find a pay phone and locate a wrecking yard that has a welder. They will come back and weld it up for us "after lunch". We get directions to the wrecking yard, wait impatiently until almost 2 o'clock. By 3 o'clock we're back on the road with the bracket welded and reinforced. "Maybe we should have taken the time to reinforce the other side." Nah, that was probably the first one we welded when we built it and we just didn't burn the weld deep enough." Everything seems O.K. but I'm now a bit nervous since the unthinkable almost happened. We could have smashed up the front of my Corvette.

MURPHY'S LAW

Reaching Colorado we remember we have friends living in Denver. "Let's take a little side trip, stop by and look them up — say hey!" These mountains are the steepest we've encountered. We stop frequently to check the tow bar attach points, but in spite of our precautions a few miles west of Denver the Corvette suddenly jerks to the side so far that it disappears completely from the rear view mirror. the unreinforced bracket has broken clean off. It must have been over-stressed back at Ely

taking the whole load when the first side broke. We are traveling about 20 m.p.h. at the time, just starting uphill and are able to stop without incident. Safety chain saves the day! (We were no doubt very fortunate the bracket didn't break going down hill).

It sure is fun driving her again in the mountains. If she'll just hold together until we can get to Denver we'll reinforce it like we should have in Ely. We'll be in flatlands the rest of the way home. Then I'll take some time to wrench on the engine and put some life into it. Three quarts of oil later, we're towing again.

Poncho's been very trouble-free. Except for the loss of an A-frame pivot bolt once back in Reno, which caused a lot of squealing and a little excessive tire wear, it's been maintenance-free. The old "straight eight" isn't bad on gas . . . and who cares? The average price of regular is less than 30 cents a gallon. We filled both cars in Denver. Cheap gas! 15.9 for Regular, 17.9 for Premium . . . Gas war! That was before Sadaam forever changed the meaning of those words).

Now comes the Heresy of this story (please forgive me die hard NCRS members). I wish I could say I carefully restored the power to the 283, but when I got back to Iowa, I found I could buy a new crated motor from the local Chevy dealer who gave me a break, for about what it would cost me to overhaul that 'obsolete old 283'. A brand new 327 c.i., 375 h.p. motor for just over 550 bucks. I opt for the short block version for about \$400. I'm back on the street in a couple of days with a bigger motor, more power, almost everything new . . . How can I go wrong? The forgotten, tired old 283 is relegated to a dark corner on the dirt floor in my grandparents shed.

HEATED DECISION!

By August of 1968 this air conditioner thing finally gets the best of me. I don't have the time to try to install one and I'm HOT! In a weak, vulnerable (read: extremely hot) moment I trade the Corvette in on a new Caprice with air conditioning. A stupid move I've regretted since about two weeks after the trade when the hot-spell ended and about the time the first payment was due. I still regret it alot! Even today!

Soon after that dreadful decision my fortunes changed and I met my wonderful wife, Barb. A couple of years later we started a family. Typically, with the arrival of children the need for shoes, Pablum and payments to pediatricians outweighed my desires for a Corvette. But the 'want' just wouldn't go away!

In 1974 I made a few extra dollars flying a spray plane in lieu of taking a vacation, and I was able to convince my wife we could fit a Corvette into our family budget. Fortunately for me, Barb LIKES Corvettes and performance cars. She owned a new big block Mustang Mach 1 when we met. Certainly she wouldn't mind two sweet little girls sharing her seat on pleasure drives. We start scouring the papers!

My job as a pilot on a corporate jet takes me all over the country, and in August I find a nice 59 in Seattle. A ladies car, low HP FI engine, power glide, power windows and top for \$1,300. Barb and I discuss it. I still have the tow bar but my experiences and the difficulties towing my 59 home from Reno are still too fresh in my mind. I'm certain that if I'd try to drive it home, "that old fuel injection unit will leave me sitting half way across Montana. Then if I have to rent a trailer to bring it home I'll have another 4 or 5 hundred in it (total of \$1,700 - \$1,800) before I get it in our garage. We'd probably never be able to recover it!" I pass on the deal! Add another BIG ONE to my now lengthy list of regrets!

Quite a few years pass before I finally fulfill my dream and acquire another straight axle. We are still looking for a decent 59 or 60, when I stumble upon a 300 h.p., 4-speed, black/black, 2 top 62, that has been repainted 'Resale Red'. It's stored in a barn a few miles out of town. We buy the 62 and the four of us thoroughly enjoy many 'Dairy Queen' runs during the summer. A little crowded but no one complains and we're all smiles.

MIGHT AS WELL!

I decide to 'fix it up a little!' "No Barb, cross my heart! I'm only going to strip the old paint, remove the (California option) extra taillights, and repaint it back to its original color." Somewhere in the process I get a bad case of the "might as wells" and before I know it the Corvette is occupying less space in the garage and more of the living room, closets, family room, hallways, workshop, and areas under our bed (I have a very understanding wife).

The son of a former owner contacts me. He had fond memories of riding in his dad's Red Corvette and would like to buy it. I know how he feels! But, by the way, it's going to be BLACK! I'm not tempted. I learned my lesson very well in 1968. Thanks but, it's not for sale.

Barb continues to remind me that it's taking me awhile to get the car finished. She tells me it's going to really crowd the front seat with her and our (now) two college student daughters. Needling me about *how* long it's taking; she tells me it will probably be even more crowded with son-in-laws and grandchildren before I get it back on the road. I reply that a second straight axle would be a perfect solution. I think she's softening. She still complains when I spend too much time scouring magazines looking for 'that perfect NOS part', but she really is a good sport, very supportive and she thoroughly enjoys our annual forays to "Bloomington."

After I finish paying for college for which I now estimate that cost to be somewhere between the National Debt and the price of a totally restored, 99.9 percent perfect 57 fuelie, and pay the restoration costs of our 62 (its really not that expensive Barb — I'm doing

most everything myself) maybe I can find a reasonable 58 - 60.

In the meantime, if someone out there, possibly in the St. Paul Minnesota area where I traded it to Midway Chevrolet in August, 1968, has an Inca Silver with Red Interior 1959 Corvette, originally 270 HP, with a 1967 327, 3 speed, radio delete, hard top only, and you're wondering about the areas on the forward underside of

the frame that show signs of something having been welded there, I may be able to shed a little light on the origin of the welds. I'd love to hear from you. I could provide some earlier pictures, offer some history, information and documentation, etc. But be prepared for another offer to purchase!

—Ken

Bloomington "The Big One"

by MAX BROCKHOUSE

ACCORDING to a recent news release, attendance was up about 1,500 from the 1991 event. 20 more vendors were added to increase the list this year to 460.

Bloomington Mayor Jesse Smart was quoted to say "In the last week, if I've heard it once, I've heard it 50 times, how unfortunate it is that the Corvette show is leaving.

He said some Bloomington/Normal residents have finally come to realize how much the event means to the Twin Cities.

It is possible that a Florida based Corvette Owners Club will hold a show following Bloomington Gold in Springfield next year. If it does, that could mean 2 weeks of Corvette shows in Central Illinois in 1993. SACE National will be the lead off meet.

Several SACE members were in attendance sporting the SACE logo. Our famous author of restoration books, Noland Adams was the official on duty.



Joe Trybulec, Andy, Alex and Max Brockhouse at Joe's swap space with Joe's "Survivor" '57 and many survivors from the St. Louis Factory. Perhaps the Exit sign, PA speakers, brake time horn, or bricks from the wall, will make someone happy.

THREE SPEED LESSONS LEARNED THE HARD WAY

by HARRY CIANCI

When I bought my '57 (Number 4412) it had a Muncie four speed transmission in it. It was geared all wrong for me, the speedometer didn't work, and it wasn't original. I decided I wanted the original three speed. I told myself the only difference between the passenger car and the Corvette three speeds was the tailhousing and the shift linkage so it should be no problem to assemble a correct three speed. Wrong.

I found a transmission in Fort Jones, California, and a tailhousing in New York State. I bought a shifter at a swap meet (from Roy?) and the linkage and shifter arms from a dealer in Pennsylvania. That was when I found out the side covers are in different locations. It was suggested that I just weld the Vette arms to the car sidecover shafts, but I wanted this to be done right. I bought a Corvette sidecover in Oregon, and put everything together. Everything fit in the Corvette now, except I had to change the front driveshaft yoke from the Muncie style to the '57 Chevy style. Then I met Roy and learned about the long Corvette style yoke.

I looked and looked for the correct style yoke, and finally spotted one holding down a pile of Hemmings magazines at the Sacramento swap meet. I inquired about the price of the magazines and the paperweight, and was promptly told the paperweight was an early Corvette front yoke and they were worth a lot of money. I passed on the Hemmings and bought the yoke.

That was when I found out that not only are the yokes different between the car and the Vette, but so are the transmission tailshafts. The Vette yoke is an inch longer than the car yoke, and the splines in the Vette's transmission tailshaft are also an inch longer than the car's. You cannot use the Corvette yoke with the

passenger car tailshaft. I bought a tailshaft from New York, and hope to have the correct shaft and yoke installed this summer.

The following chart summarizes the above:

	Yoke Length	Trans Shaft Spline Length
Passenger Car	3-3/4	4-3/8
Corvette	4-3/4	5-3/8

Special thanks to Roger Brower for his help with my transmission problems.

EDITOR'S NOTE:

The article from Harry is correct. And while reading his letter, I realized that I didn't mention the out-put shaft of the tranny when I explained the difference between a car and vette drive shaft yoke. The Corvette tranny out-put shaft splines are longer than the car, by one inch. The reason for the one inch difference to the yoke was to back up the axle dropping if the rebound straps were to brake, so that the yoke would not come out from the tranny, causing damage to the rear seal. This in turn caused the rear out-put shaft of the tranny splines to lengthen so that if a hard (bump) was incurred the yoke could also travel deeper into the tranny and not damage itself which it would using the shorter car out-put shaft. I didn't think at the time that some one would use a car tranny by replacing the side cover and tail housing. That is why the high cost of an original part!! Or paying attention to detail. Sorry Harry

-Editor

1102268 Generator End Plates

by Skip Sharpe

The 2268 Generator first made its appearance in 1961 as the second design unit for the 315 hp engine. It continued in 1962 as the 340 & 360 hp generator.

A friend of mine has some NOS goodies for my 60 and is willing to trade them for a generator for his 62 FI big brake car. Knowing very little about this unit, I started looking for one at the Puyallup swap meet last February. I wasn't having much luck until I ran into fellow S.A.C.E. member George Marra. George just happened to have one with him. We negotiated a price we could both live with and I put it in my "Swap Meet Bag" and went merrily on my way.

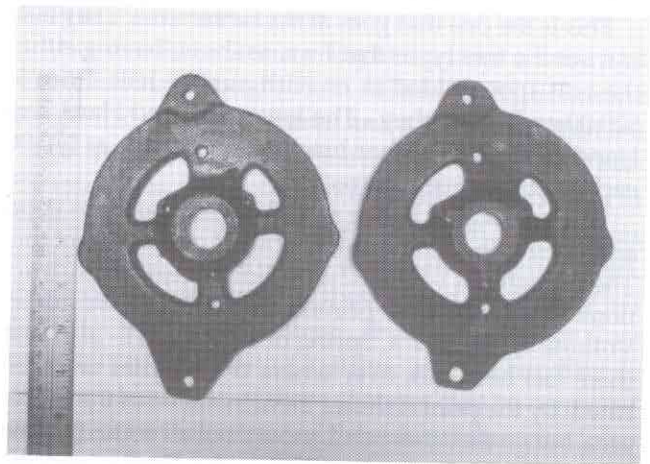
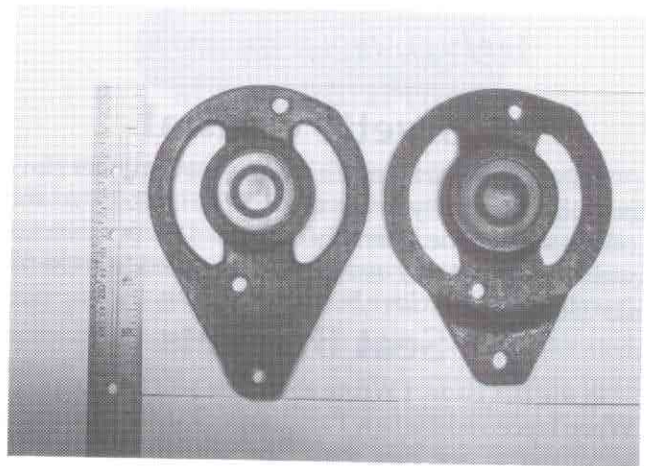
A little later, I spotted Alan & Darcee Koosed's Red Roadster trailer and went over to show them my prize. Alan said it was a good looking generator, but it had the wrong end plates on it! He then produced a pair of end plates that he is having reproduced and sure enough his were different. Each of his plates were about 1/2" longer than the ones on mine. I asked him what gives and he said he thought that the plates on my generator were from a cadillac, but wasn't entirely sure. I found George and told him what Alan had said and George told me he was sure that the person he got the generator from had said it was original. I went back to Alan and purchased a pair of repo plates from him so that I would be able to photograph both sets for this article.

In the photos, the units on the left are Alan's reproductions. Other than the length, the only other difference is in the front plates. The front bearing retainer plate holds are bossed all the way up flush with the outer surface on the short plate. On the repro, they end about half way to the outer surface. However, this could just be another case of more than one supplier for a particular part, each one doing it a little different, but within specs. Obviously, one-half inch in overall length would make one set out of specs., but which one?

So, let's take a little survey. Write Roy and tell him which plates are on your 2268 (assuming you have what you consider to be an unmolested original).

Ain't this hobby fun?

Skip Sharpe #272
Portland Oregon



COMMENT

Concerning the end plate that Skip wrote about, I would like to give another thought as to which plate may be right.

Red Roadster could be right about the plate being correct (long) or George Marra saying (short). But now lets look at the Tack-Drive generator that I wrote about in 91 Volume 5, Number 2. The long plate, having fins and part number on the front plate and none on the long rear plate are car plates, where as the short plates having no number on the front plate or rear is Corvette plates. Now knowing this to be true, using long plates, in turn would effect the fan belt length, which in turn would effect the throw as you tighten the belt and clearance for the hood.

Then why would a H.P. generator use long plates of 1/2" difference from the Tack-Drive generator. These are my thoughts and have not been investigated by S.A.C.E., yet. — Editor.

Corvette Central

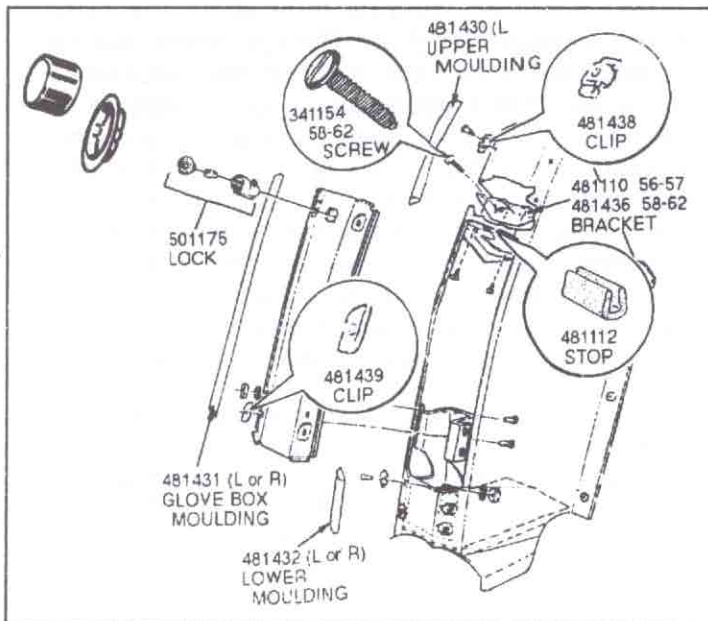
In their new parts book it shows a new rubber clove box door bumper you can order. G.M.... #3725720 and can be seen in the assembly manual. This is a part not well known to many owners and was used from 56-62. It will keep your clove box from rattling.

Seat Brackets

In the last issue, I Wrote about the seat brackets. When I received the new Paragon book in the mail I was surprised to see that they the underbody seatbelt reinforcement bracket.

This is the one that goes at the center area. They also call out the two types that I wrote about, having either the bolt spot welded in or with out the bolt. Price is \$20.00 each. Also they . The lower Soft and Hard Top Handles seatbelt anchor bracket, 4 per vette, at \$20.00 each, and they seem correct.

Most stuff, that I have seen Paragon has been good and correct, but some stuff is called out incorrect too. Their number is 1-800-882-4688 Editor Seat Belt Instructions Sheet was first printed in the NCRS Restorer-Volume 5, Number 4, Spring of 1979. NOTE- also that there has been talk over where the handles were located. By the print it shows them installed at the center area, but on the other hand, most if not all vettes (no one knows for sure) were installed at the Dealer, and the person doing the installation, could have put the handle out board, do to the fact that most cars had the handle out board. If someone else would like to take up this argument, please do!



Positracion Rear-Axle

NCRS Volume 18, Number 3, Winter 1992, has a great article on Servicing the Positraction Rear-Axle Unit. This was a booklet sent out to the service department of dealers on how to service and installing a It covers the field installation of a posi into a 55-57 car or 56-57 Corvette.

It mentions that on early 57 production models you have to grind down the reinforcing ribs inside the carrier, to allow clearance for the Posi-unit. It also mentions cutting off .140" from each axle on 56 vette or 55 car to clear the spider gear shaft so that it doesn't touch, and it says to replace the 57 axle with a #3743035-6 axle because of the change at the outer end, having a different shape. This is the reason early posi 57's didn't have the large (P) on the case, as the later posi did. But the thing to understand is! That you could find a posi-unit also in a 56, because an owner could return to the dealer to have one installed do to the later service manual installation. (It would seem that the carrier would be the same as 57, with maybe a restamp over the old one). Calling out the fact that it is now a posi? Early 57 did call out posi where there is no large P on the case.

Soft top Hard top Handles

I have added a better pictures to show what to look for when determining weather you have the right handle for each application. Fig. 1 shows the bottom side of each handle, for hard or soft top.

As you can see the two are different as seen here. Fig. 2 shows clearly the round type and tapered type. (Remember, 56-67 are constructed the same, but for having either a short handle or long handle).

Cover Picture

53-55 Soft Top Mohair Flap -the picture was upside down, hope not many 53-55 owners were going crazy trying to understand what they were looking at?.

Elbow

Volume 6, Number 2 I wrote about the fuel pump ELBOW and said that Corvette Central sells them as #351416, I was later told that they are a replacement part four sided ,and not correct as original, six sided.

UPDATE . . .

1993 Sace Convention June 20-23 Bloomington-Springfield

Max and Mary Rae Brockhouse, of Chaplin, IL has informed me that the 93 National next summer will be hosted in Jacksonville, a 25 minute drive west of Springfield. All of Springfield is booked. The rates are lower, plus anyone staying over to take in the Bloomington-Springfield event can stay over at the Holiday Inn. For any information call Max or Mary at (217) 457-2555, and or Holiday Inn of Jacksonville at (217)-245-9571. Or thier center at 1-800-Holiday.

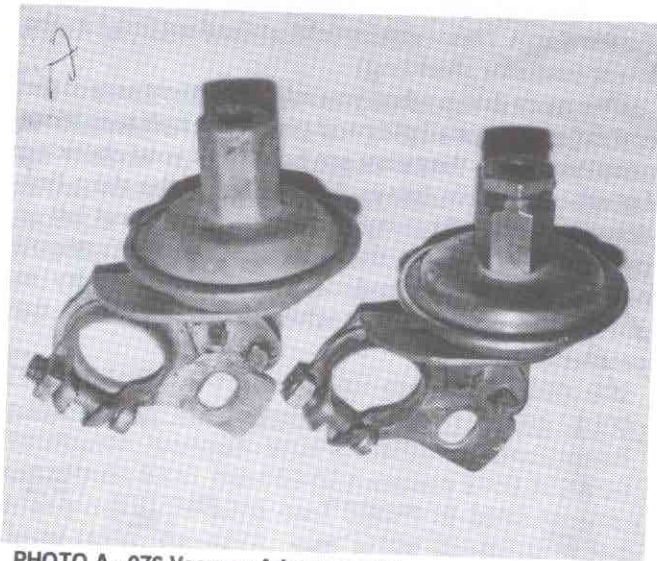


PHOTO A - 076 Vacuum Advance unit has a removeable head to replace the spring on originals, where as the repro didn't.

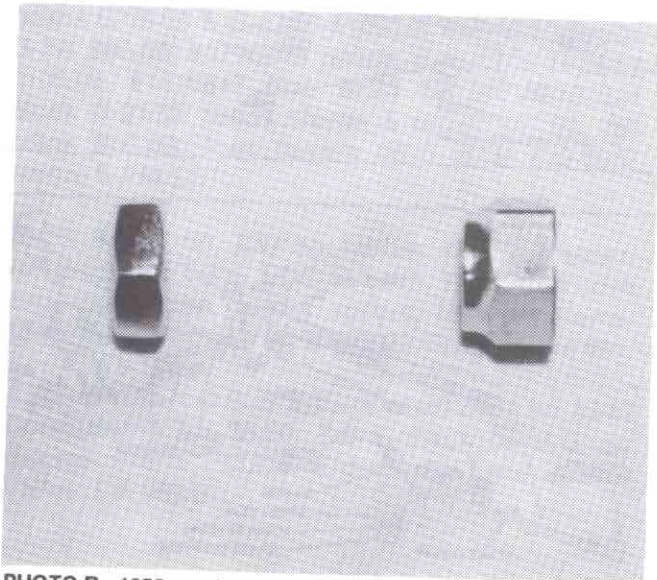


PHOTO B - 1953 used a smaller lock nut for the insider mirror, where the 1954 used a larger nut.

A question was asked about radial tires.

As many people know, I drive the %\$#@%\$ out of my 1955 corvette that is dead stock but for the following items. First and most, I took the stock wonder-bar radio, boxed it and installed a Pioneer AM-FM cosset radio that picks up stations even if I'm in no where, the speaker is installed where the power pack was located, which also has a tweeter. Then I installed gas front shocks, and air shock to the rear to help when I pull my 1947 tear drop trailer. I also added neoprene bushings #10032854 from G.M. parts department, for better handling at the front sway bar.

Also installed roller bearing at the front wheels and rear axles that I bought from Allied. Then just lately I bought 215-75-215 BFG tires, and KMC wheels that are 7 inch wide, they replaced the 6.70x15 wheels and Bias Ply stock tires. The size I choose, matches the height of the old tire and the reason I used new KMC wheels, was so that I could have my stock wheels and tires mounted, reading to put back on for shows. And I'm hear to tell you, that with these changes, its like a different Corvete. More of a pleasure to drive, and the handling is unbelievable. None of these changes cant be corrected in a day, or have they ruined the value of the vette. I also added dealer options, which is a radiator filter I showed in a past issue, a tissue dispenser, compass, flameless ashtray, and right side outside mirror. To some owners this is a sin, but if you drive your vette as much as I, you may think of installing one or more of those items your self. Other owners that have changed their corvette to improve handling or comfort please let me know and I'll pass it on. ROY

Springs

53-62 used #3756540 having a dot of black paint on the 2nd coil from lower end-1235 lbs. weight load, with dia. of wire .550 (13,3/4 free height, when not in the vette).

53-62 could use the #3748140 having a gray stripe at the lower 4th. coil from lower end-1145 lbs. weight load, with dia. of wire .636 (11 1/8 free height, when not in the vette).

The height is important to know, so that the front of the vette sets correctly . Either low or high, if either spring is used.

Many years ago, I used the heavy load springs, which helped to keep the front from rolling on turns.

Post Cards

We sent out post cards this year because some members dropped out.

The response was good and we decided now, that this would be the way we do billing. I tried in the last two issues of 91 to put a RED reminder in the issue and a message in the 92 first issue (which we carried over all 91 members, to 92 on the first issue of this year). So if you were late paying for 92- up until JUNE, you have received all 92 issues, other wise the 6-1, 92 issue is your last one. Remember, to keep the book work managable, we collect dues once a year on January of each year. And if someone joins anytime during the year, they will receive those issue that were sent out before they joined and be on the mailing list. So it doesn't matter when a person joins. But after talking to many people, the post card is the way to get attention. Here is what the post card read:

We are running a survey to determine your reason for not continuing your membership. It would help me to know, so that I can improve the magazine or correct mistakes I've made. I believe the reason may be, that the magazine always got out late. NOW, having a computer and George Marra taking over the membership mailing and correspondence, it has been going out on time.

I would be greatly appreciative if you would please return a post card, with any comments to guide me, along with your comments.

1. HAVE YOU SOLD YOUR CORVETTE?
2. ARE WE PROVIDING GOOD INFORMATION?
3. ARE WE COVERING ARTICLES ON YOUR YEAR CORVE5TTE?
4. DO YOU HAVE ANY SUGGESTIONS THAT WOULD IMPROVE THE MAGAZINE?

ANSWERS:

1. Very few have sold their corvette.
2. An overwhelming yes, noting that most were surprised about different designs and the real look of an original part. Information that they have never heard before, like how to find the color, about headlight bulbs, wheels, distributor, and so on.
3. That we do fairly well to cover all years, by talking of rear ends, bearings and so on.
4. Suggestions were for the most part, and I must admit were about the quality of the magazine. From poor grammar to layout.

I don't mean to excuse the magazine, but other organizations have people on staff (paid), thousand of members, resource and influence. WE on the other hand are 1012 members, no paid staff and next to no clout and given no credit by other organizations information that we have brought out. And I alone put together the magazine. Many suggestions were great, but still we need to grow larger, by members getting other people on line, and for now this is the best we have to offer. Editor

Steering Gear Adjustment

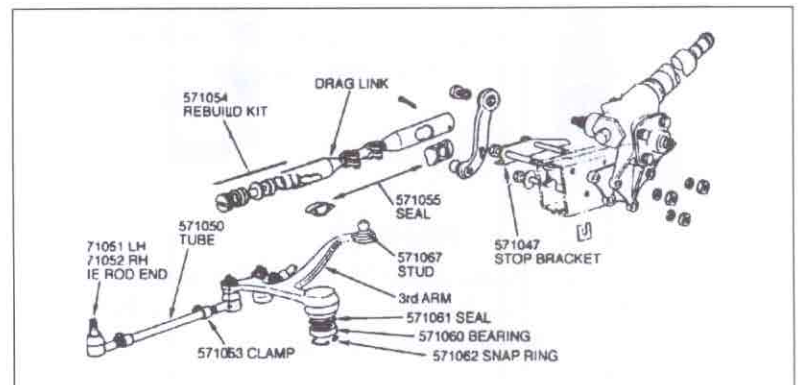
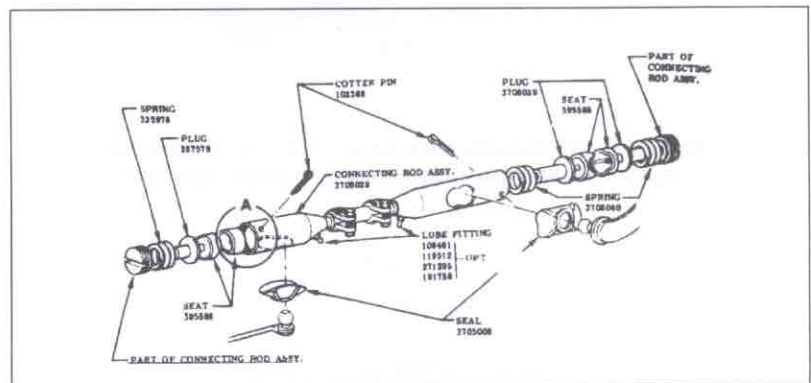
Many things can be done at this location, (1) After your Vette wheels are aligned, this is were you align the steering wheel. With the wheels pointed straight ahead and with the markings on the shaft and the steering wheel are aligned, adjust the connecting rod, tell the steering wheel is straight or [Picture] correct.

(2) If you have a dead spot while driving straight ahead, you can shorten or lengthen the rod so that the steering shaft is off center a little. The dead spot is usually caused by a chip in the worm or sector shaft, this would cause some loose in one direction on a hard turn, like when parking.

Note, the long end is connected to the pitmen arm, and the short end to the third arm. I have seen corvettes were the Drag Link is installed where the long end is at the third arm. This would work but the drag link hits the lower (radiator shielding)

One more thing, when you adjust the tightness of the end caps, remove all play and give it one half turn more or tell you align the cutter pin hole. Or if your checking for wheel wobble (play), look to see if the drag link doesn't move right away as you turn the wheel left or right, and if not, then the inner caps are worn or you need to tighten the end caps. (Some owners try to remove steering box play when the drag link is the problem).

-Editor.



• FOR SALE •

FOR SALE: 1962, 327, 4-speed big brakes, 2 tops, silver/black interior. VIN #2086751000117. Not matching engine, 1963 340 h.p. rebuilt to 360 specs. Eng. #3116932-FOS14RE has orig FI unit (7360) completely restored by Powell VG Condition over all good driver on resto-caudate \$19K OBO leaving country. Jack, (916) 238-6312. Member #1018.

FOR SALE: Third arm with new bearing cast #370623, 53-55 only \$165; RPO 687 front drums \$1,200 or trade for an original FI air cleaner 58-62; Trade front RPO 687 backing plate rear covers (2) for your (2) forward covers. Trade my original 2173 generator, May 25, 60 for your B, C, or early D generator. Alan E. Wilms, (415) 349-4050, 137 W. 40th Ave., San Mateo, CA 94403.

FOR SALE: 62 FI unit w/distributor and original air cleaner \$4,500, N.O.S. 61-62 radiator \$2,000, 022 master cyl. S.S. sleeved \$300, 58-65 WCFB carbs rebuilt and detailed \$325, mint 59-62 hubcaps \$750, cast iron T-10 \$850, 3731394 and 3739653 intake manifolds \$275 each, 3 YHI carbs and intake manifold F4 date \$850, Rays, (410) 760-4272 eve., (410)255-8210 Fred Mullauer #441.

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FOR SALE: #3731398 intake — \$75.00, #3703523 heads G-16-55 & G-22-55-\$100.00, #3733330 heads G-7-8 \$80.00, #3795896 heads H-24-62 & H-26-62 \$100.00, #1110847 dist. 5F23 \$30.00, #3703524 block G-21-55 needs sleeve & repair \$40.00, 265 crank \$60.00, Tom Sayers #690 (814) 432-6657 before 9 PM EST.

FOR SALE: 60, 230 hp intake, carbs, cleaner, valve covers, T-3's, NOS 15" rim, NOS side cove trim, 2x4 intake, fender spears, NOS emblems, 67-coupe, 427/435. (713) 540-9622. Terry Starke #61.

FOR SALE: N.O.S. S.S. valve stem caps for 53-62 Corvettes, 5 for \$5.00. Send check or M.O. to: George Marra, 13239 Elderberry Lane, Grass Valley, CA 95945.

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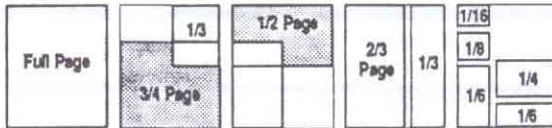
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MEMBERS

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SACE Advertising Information



Display Advertising Rates and Sizes

All Display Advertising Will Be Charged at the Rated Schedule Below:

Size	Width & Height	Member	Non-Member
Full Page	7-1/2"x10"	\$90.00	\$150.00
2/3 Page	4-7/8"x10"	\$60.00	\$100.00
1/2 Page	7-1/2"x5" or 4-7/8"x7-1/2"	\$45.00	\$75.00
1/3 Page	2-3/8"x10" or 4-7/8"x5"	\$30.00	\$50.00
1/4 Page	4-7/8"x5"	\$22.50	\$37.50
1/6 Page	2-3/8"x5" or 4-7/8"x2-1/4"	\$15.25	\$25.00
1/8 Page	2-3/8"x3-1/4"	\$11.25	\$18.75
1/16 Page	2-3/8"x1-1/2"	\$ 9.00	\$15.00

- ★ Your name, address and phone must appear on each ad.
- ★ SACE is not responsible for any transactions made through our advertising section. We reserve the right to refuse advertising.
- ★ Print or type all ads on a minimum 5 1/2"x8 1/2" sheet of white paper. Do not write. Please print in Upper and Lower case letters!
- ★ Proper funds must accompany all advertising before press time.
- ★ Contact Office for Contract Rates.
- ★ Advertising that appears in the SACE doesn't mean that the SACE endorses its promotion or use. Only club items are promoted for sale.

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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 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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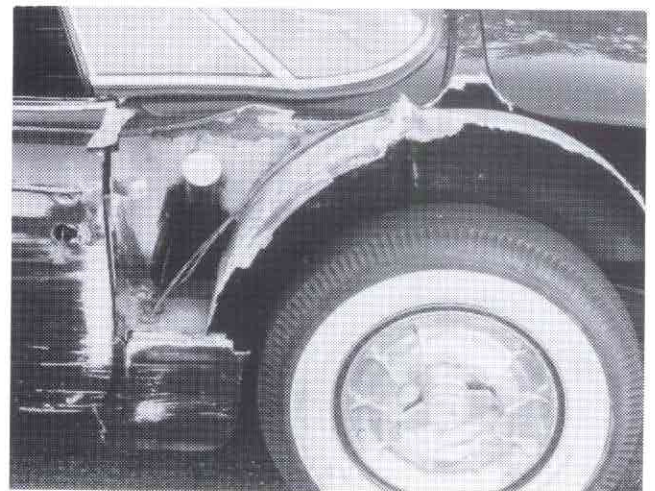
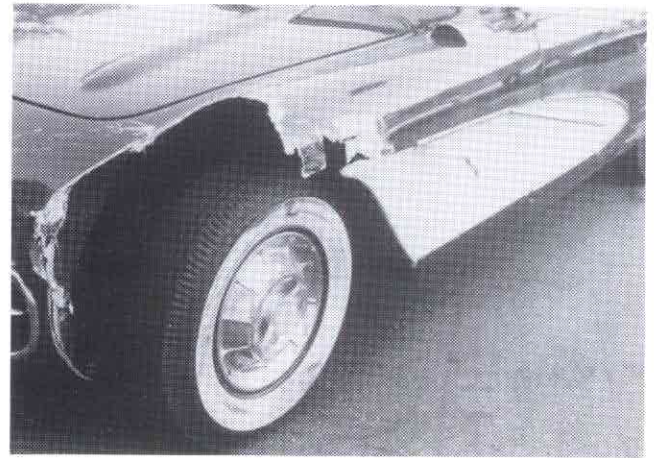
A PASSENGER IN A PROJECTILE

THE SACE CONVENTION was history and this kid is going home.

I was five miles south of Red Bluff, California when it happened . . . the left rear tire dropped off the asphalt of the fast lane, and the sound of gravel made me look up from what I was reaching for on the floor (sounds like I'm a dummy, huh!). Reaching for whatever was on the floor took only a heart beat, however, that was a heart beat I could not afford, for when I looked up all I could see was a cement bridge rapidly filling my windshield. **HARD RIGHT!** Wow! Close call. The nose of my little red car just missed the guard rail that was protecting the bridge. Then to my horror, I realized that the left rear of the Corvette was sliding left . . . right into that same guard rail. What a terrible crunch . . . "Oh ~~^!&~~!" I glanced off the guard rail and then headed hard right . . . for a head on with the middle of the right side of the concrete bridge. **HARD LEFT!** (oops, too hard!). Now I'm heading left to the middle of the bridge and I'm not able to catch up with the steering. My new two-ply Firestone tires were doing very little to help me steer out of this problem. "Oh! No! **CRASH!** Large bright red pieces of fibreglass from the fender came sliding, like in slow motion, first up the hood and then up the windshield over the hard top and out of sight. If I had had ten more inches the car would have missed the bridge . . . but, no! The Corvette ricocheted right . . . and seemed to accelerate or pick up speed heading to the right side of the highway. At this moment, I felt like a ball in a pin ball machine. At the edge of the emergency asphalt strip the Highway Department had placed a raised asphalt curb. **BANG!** I hit that with the right front tire which made the car catapult up into the air. I must have looked like the Dukes of Hazard on TV. But, here is a true stroke of luck. The angle of the small ravine I was flying into was the precise angle of the descending path of the Corvette I was piloting. All four tires touched down precisely together, almost like a ski jumper. "My, that was easy". Now I'm

heading for a barbed wire fence. **SLAM!** **WHACK!** That didn't even slow me down. I must be doing 45 MPH minimum, I thought. The grass is about three feet high and I'm plowing through it like a lawnmower. All of a sudden the Corvette began to yaw to the left, then broadside sliding through the grass. My heart went to my throat. "Oh, ~~^!&~~, now I'm going to tip my little car upside-down and hurt myself!" For the first time since this event began to happen I'm really frightened! Wait a minute, the car has kept yawing left until I'm heading backwards. Well. This is okay. I'll just hold the steering wheel nice and straight and some day this car will stop!" Finally, 200 yards from Interstate 5 I got out of the Corvette to survey the damage. **OH MY GOD!"**

more later,
Rich LaValley



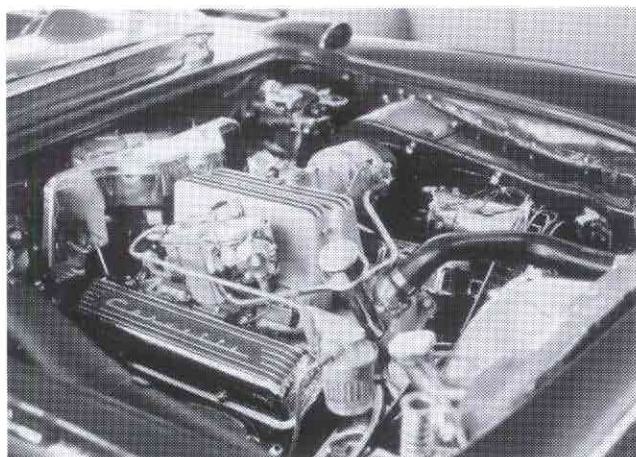
HOT ROD CORVETTE

by TOM PARSONS

Well I finally got an airbox to install on my 56. Even though it was copied from an original airbox, it became a rather arduous task to install, but it was worth the effort. The enclosed pictures were taken before I put the hood back on.

My next, and last project will be heavy brakes.

P.S. I KNOW someone out there has a massive coronary because of what I have done to a 56 Corvette, but I bet they are the same people who drool over 32 Ford Roadsters with big Chevy engines and lots of chrome and think that's great! What's the difference between making a hot rod from an old Ford or Chevy, and modifications or upgrades to an early Vette? None! So just take your high blood pressure medicine and be calm! Pardon me while I get down from my soap box.



CSP CALENDAR

CSP Calendars has been providing Corvette calendars for 15 consecutive years. Three different owners have based the company out of Spokane, Washington. This year, however, Larry and Alice Richter have bought the company and will base the calendars out of Coos Bay, Oregon.

CSP Calendars features original Corvettes from 1953 to the current year. Emphasis is on correct and award-winning Corvettes. This calendar features technical information about each Corvette as well as technical tidbits and questions to further your interest and knowledge about Corvettes.

Alice is a professional photographer and strives to capture Corvette essence in an artistic setting. Larry is a NCRS judge and inspection chairman for SACE organization. His knowledge and connections with Corvettes will make this a quality calendar for Corvette lovers. They will be traveling throughout the U.S. to different conventions viewing and photographing many a fine Corvette.

Corvette At Work

by MAX BROCKHOUSE

SOME TIME back you had asked for members to send in pictures of their Vettes using a trailer hitch.

This past month Andy and I used ours to spread manure. We are not sure if this is what you had in mind, but the next time Andy says we better use a tractor. Mary Rae (wife) has no knowledge that we were up to no good.



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Starting This Fall...2 New Features...Only From **CHEVY VETTEFEST**

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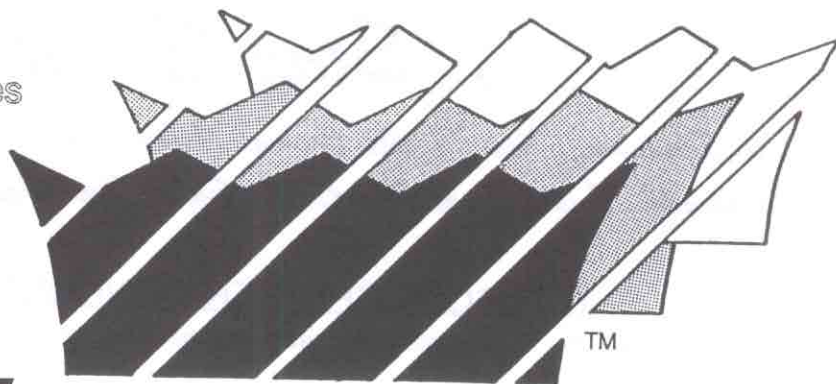
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Display vehicles are by invitation only. For further information about whether your vehicle might qualify, contact Mid America Promotions, Inc. or the Corvette Display Coordinator, Dave Glass at D & M Corvette (708) 968-0031

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CHEVY VETTEFEST

TRIPLE CROWN

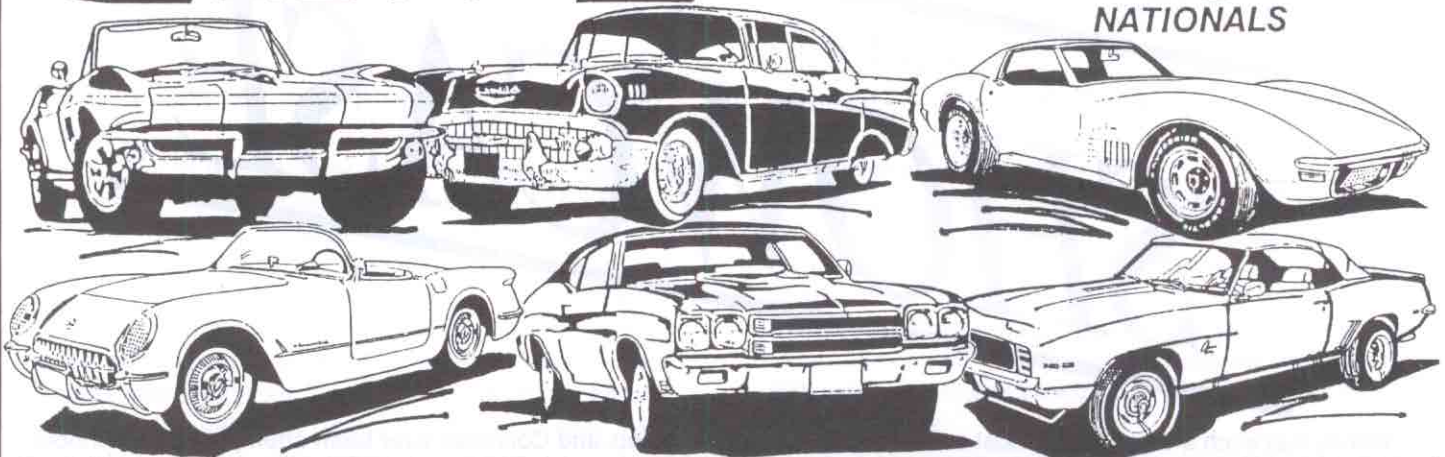
Finally, an award that says it all, The **TRIPLE CROWN™**. This award is the epitome of recognition in the arena of Corvette's most exacting standards.

To qualify for the **TRIPLE CROWN™ AWARD**, a Corvette must have previously earned a Bloomington Gold Certificate, an NCRS "Top Flight" Award and win a Gold Spinner Award at this Fall's show, or future Chevy/Vettefest events. A monumental investment of time, precision research, considerable labor, strong dedication, vast resources and a lot of sweat are the criteria. Few Corvettes will earn all three awards leading to the **TRIPLE CROWN™**, but those that do, should and will certainly be crowned for their noble achievement.

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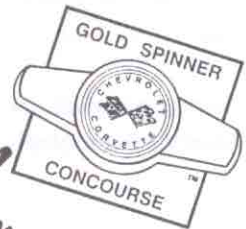
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