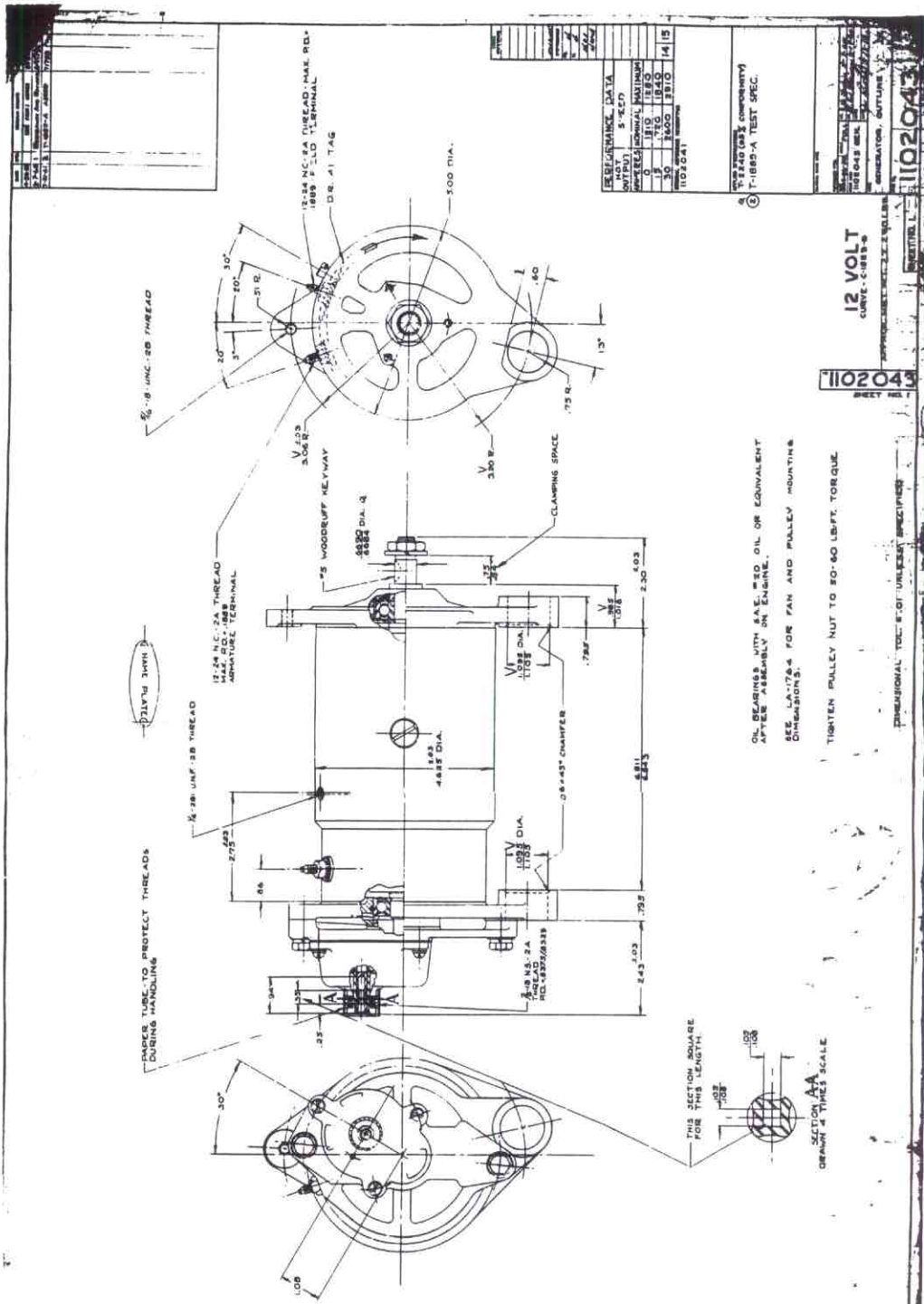
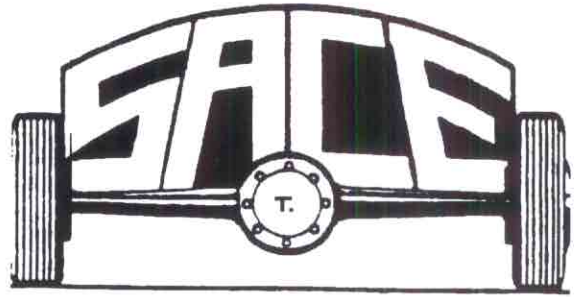


# Straight Talk

Volume 6, Number 4

December, 1992



ON BEARINGS WITH SAE #30 OIL OR EQUIVALENT  
AFTER ASSEMBLY ON ENGINE.

SEE DRAWINGS FOR FAN AND PULLEY MOUNTING  
DIMENSIONS.

TIGHTEN PULLEY NUT TO 50-60 LBFT. TORQUE

PROVISIONAL TOOL #01 UNLESS OTHERWISE SPECIFIED

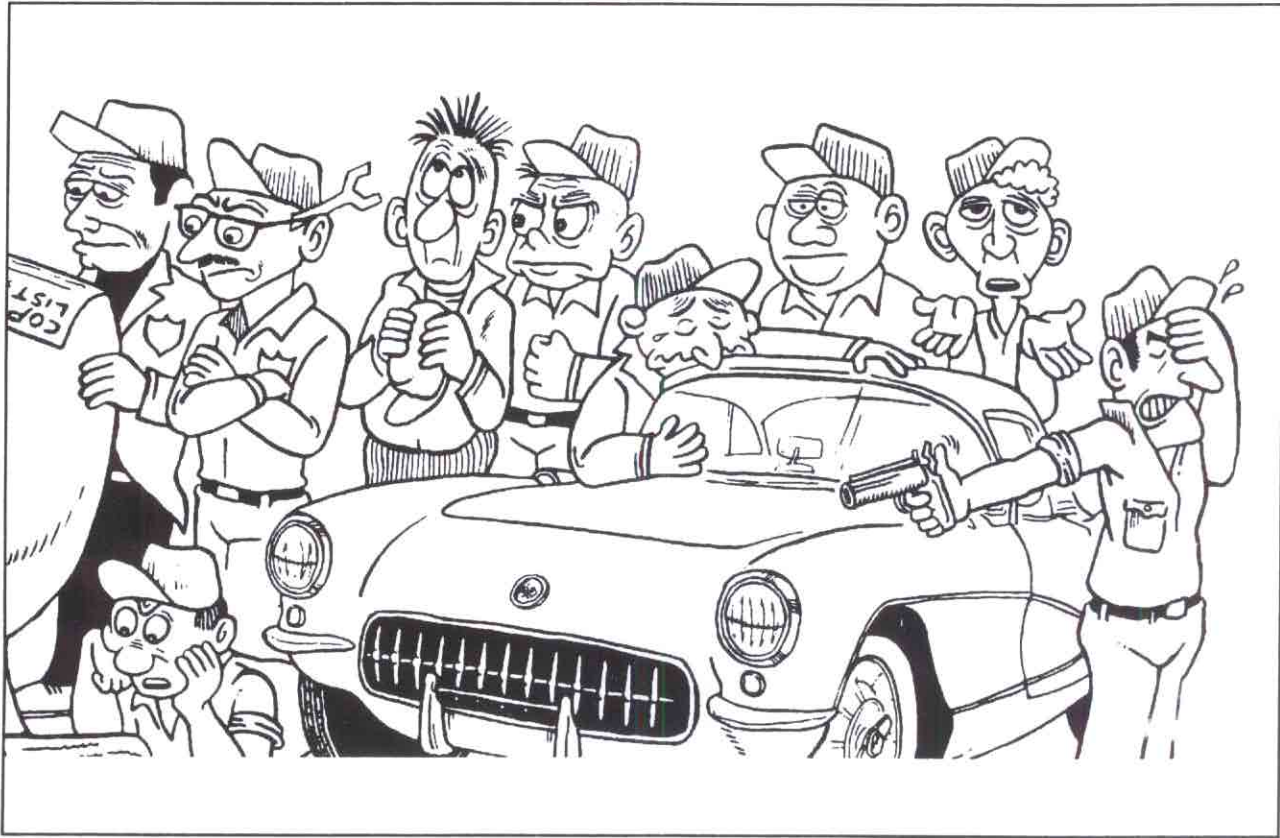
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12 VOLT  
CURVE-CORRECTION

REGISTRATION DATA

(see page 7)

Merry Christmas to all and save the wave!



## The EPA Side Effect

by Noland Adams

I do a little consulting for Corvette Stop, a retail mail order parts source. Last fall we had a customer looking for a 1954 Corvette flex plate. This is the part I know as a flywheel, with teeth on the outer edge to mesh with the starter. Okay, so the proper term with an automatic transmission is flex plate, I still think of it as a flywheel.

Anyway, I called several sources looking for a 1954 Corvette flex plate, and found that they are getting very scarce. So I decided to try some of the local wrecking yards. I recalled one had a stack of about 30 old cast iron Powerglides, so I called them. Their reply was that they had scrapped the whole bunch rather than comply with EPA rules. Well, I called other wrecking yards, and I have become a bit alarmed.

The Environmental Protection Agency was formed to protect us, the public from toxic materials. No one with the ability to think clearly wants polluted air or water, but sometimes I think the EPA goes too far.

EPA representatives are visiting any business that deals with used car parts. These businesses are told that any car part must have a pan or other means to prevent leakage from the parts. Another EPA concern is a large part like a used engine covered with grease. Rain would

dilute the grease, and a certain amount would run off into the ground. Therefore a pan or other means of preventing rain water run off from draining into the ground must be provided.

That means a large wrecking yard with old cars, and stacks of subassemblies like engines, transmissions, rear ends, etc. must protect each polluting the ground below the cars or parts.

Faced with the large task of protecting each and every part, many are choosing to scrap them out. That's what happened to the stack of old cast iron Powerglides. At another wrecking yard, old cars and many other subassemblies are being scrapped out.

I suppose the EPA is doing its best to protect us, but the net result is the wrecking yard where you go to find parts for your old car may be scrapping out all the low profit parts. The next time you are looking for that elusive part, you might find an empty field where a humming wrecking yard used to be.

The bottom line is, the supply of old car parts is drying up fast. Used Corvette parts are expensive, so few Corvette parts may be affected. But those of us with classic cars may not be able to find good used parts from now on — at any price.

# A Club or a Magazine ?

Well again we're at the end of another year! Six years have past and I have made many life time friends. I hope that I have helped people reconsider various parts about their Corvette?

If you are a NCRS member also, then you must realize that we have made an impact on their judging manuals. Many of you were surprised to realize the difference between a car and Corvette, when it came to parts. I hope you agree?

We all have played the number game for years, now we can start to see the parts for what they are, and what they should look like. That is the hardest game to play. There is a group of people that have asked me if SACE is a club. It has been and is at this time a magazine subscription and not a club. I with the help of others write a magazine putting out four books a year, and I sponsor or pay to put on one Convention a year. People have attempted to form a club with my approval at the 92 convention in

Washington, which would result in me giving up a side BUSINESS that SACE has been. Many more car organizations are a business than most people realize. Many people are not happy with the idea that SACE is not a club, that is the reason I agreed to allow others to form a club for SACE. But there were those that did not want my input, direction or to be a member of their board which they tried to form at the last Convention in 92. So I have not allowed it to take place this year and will bring this matter up in our 93 Convention. Members that would like to be involved in forming a club or have ideas, please write Noland or I. I apologize to those that feel they have been misled. Noland in the beginning volunteered to be President of SACE, because he felt we were helping people that owned early Corvettes better understand their Corvette. I have learned more from you the members, than I feel you have learned from me. I thank you all and hope this year finds you all in good health and MERRY CHRISTMAS.

Editor Roy

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# KINGPIN BUSHINGS ARE SUPPOSED TO FLOAT

by DALE PEARMAN

**F**IGURE 1 shows a scene that is commonplace around my shop. It shows yet another time I am replacing the kingpin and bushing set on my 1962 Corvette. The front suspension is the same (virtually) for all 1953-63 Corvettes, 1949-54 passenger cars, and certain Chevrolet trucks. General Motors designed this suspension for bias ply 6.70 x 15 inch tires mounted on 15 x 5 or 5½ inch steel wheels. These old tires weigh about 22 pounds and the wheels about 20 for 42 pounds total. The tire cross section (tread) measures about 4½ inches. When one yields to the macho urges of a big-fat tire mounted on a "Star-Treck" rim, care must be exercised to avoid increasing the unsprung weight unduly since the added weight will degrade the handling characteristics of any sports car and especially straight axle Corvettes. Some may ask, "How much



Figure 1

performance is required to get my Corvette on and off the trailer?" I'm talking of course about those Corvettes that are still driven vigorously and enjoyed to the fullest!

When I first set about improving on the work of hundreds of G.M. engineers, I was careful to select a lightweight wheel and tire set. I chose a Michelin Sport XGT P235 60 VR15 and a 7 x 15 inch steel Police wheel. The combination, at 48 pounds increased my unsprung weight by 6 pounds. Since I replaced the R.P.O. 687 front axle brake system with disc brakes, I made up the weight increase of the wheel and tire with a few pounds to spare.

These tires measure 8½ inches across the tread and are made of a hard rubber for very long life. They are GREAT wet weather tires and GOOD dry weather tires. They provide a rock solid ride around corners and on the straight as well. The rubber is very forgiving up to a point. When you exceed the adhesion limit they unhook and there's no coming back! When this happens you had better be in a place where there are no obstacles because you will do at least one 360 degree turn-around. I am preparing a story with skid-mark photos of a routine trip to work one morning. I use the small "dogpan" hub caps and this set-up looks great on the car!

## METAL ON METAL SUSPENSION

General Motors recommends lubricating 22 grease fittings on your front end every 1000 miles or every Saturday morning, whichever comes first. These old suspensions used kingpins and bushings instead of ball joints. The whole suspension is bushed metal-on-metal. Figure 2 is a photograph of a steering knuckle and spindle with kingpin, bushings, thrust bearing, shims, and inside the bag are welsh plugs, dust caps, retainer bolts, and nuts with lock washers.

Figure 3 shows the steering knuckle holder. Figure 4 is a G.M. drawing of how it all fits together. My knowledgeable friend, Paul Adams has for years insisted that since my tires are twice as wide, I need to lubricate the front suspension twice as often or every 500 miles. The reason is that the wider footprint sees more pavement surface irregularities and causes the suspension to work twice as hard. I have come to believe Paul, (although with some reservations) after having replaced my kingpin bushings three times in less than 100,000 miles!



Figure 2

The failure this time is NOT due to lack of grease. It is due to incorrect installation technique. I have learned that the practice is called a "California Shim" and I have seen Corvettes repaired this way on several occasions. Only my passenger side bushings failed. About a year and a half ago I was in the process of building my restoration shop and didn't have time to fool with replacing kingpins and bushings. I instead paid a "professional" \$50.00 per hour to renew both sides. While in the waiting room I looked in horror past the "NO CUSTOMERS ALLOWED" sign to see this man hammering the inside of my steering knuckle with a center punch! "Hey", I yelled lunging for the hammer, "that's where the bushings go!" "take it easy", Mr. Manager said rushing to the bench between me and the mechanic. "Come into my office and I'll explain what he's doing. Insurance regulations don't allow customers in the work area."



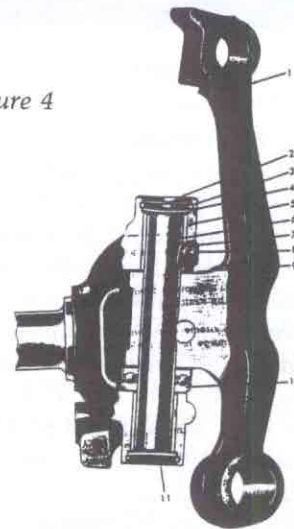
Figure 3

Once inside, Mr. Manager explained that "Spike", (not his real name) was roughing the inside surface of the knuckle to hold the bushings captive! "We always do it that way", he said, "you see this here hole in the bushing?", pointing to a bushing as shown in figure 5. "That's where the grease squirts in from the grease fitting and we line it up so the grease goes straight through and into where the kingpin is and that makes it last a ho-lots-longer. I know what I'm talking about cause we been here 35 years. If these bushings can turn in the knuckle the hole won't line up anymore." For one split-second I was almost won over by this semi-intelligent argument!

### NO LOANERS CARS HERE

"How about loaning me your car so I can go home and get my ST-12 Corvette Servicing Manual and I'll prove you wrong", I said. "Sorry, insurance regulations

Figure 4



don't let me loan you a car" was the reply. By this time Spike was installing the steering knuckle back on the car. "Look here", I said, "Do you see this groove around the bushing? The grease fitting empties into this groove (if you install the bushing right side up) and the purpose of the hole is to allow the grease to pass under pressure to the inside of the bushing where it fills the spiral groove. It makes no matter at all what the orientation of the bushing is, relative to the grease fitting, as long as the groove falls under the fitting! I'm positive that these bushings are supposed to be free to rotate as they please! I insist that the driver's side be done my way or I don't pay!" "OK, OK", Mr. Manager said, "but you are making a big mistake. We won't give you a guarantee on the driver side. You know Mr. Varoom, Spike is a graduate of the B.B.I.E.!"

I quietly remembered seeing Spike's diploma hanging next to the girlie calendar near the men's room and had wondered at that time if the B.B.I.T. stood for "Bugs Bunny Institute of Technology!"

At any rate, Spike did the job my way on the driver's side and all that remained was for the dust caps and hub caps to be installed and I would pay my bill and be on my way. All of a sudden it was "LUNCH"!

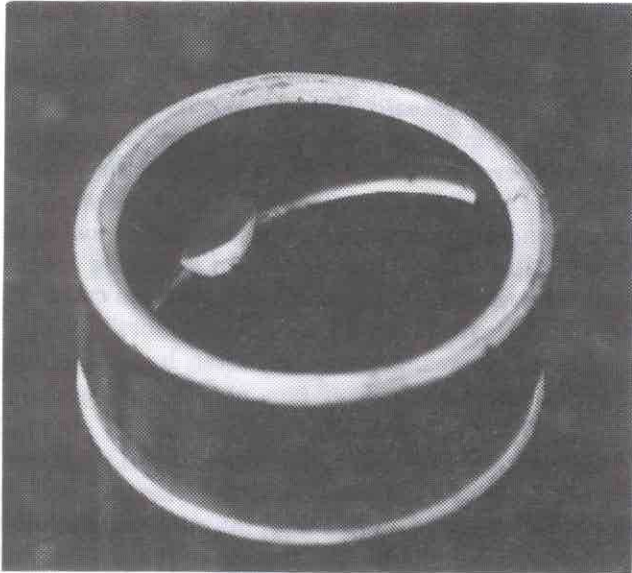


Figure 5

"Sorry about that. Work rules you know", Mr. Manager said. "I could have guessed", I replied. For the next hour I watched in amazement as Spike gulped down the most ugly looking rack of greasy, dirty ribs that I have ever seen! He also polished off a thermos of whatever it is that Spike drinks. I was finally on my way at ten after one with the assurance that I had a professionally done job warranted for ninety days on the passenger side only. On day 91 I noticed a slight vibration in the front end at about 55 M.P.H.!

Back at my shop I "upped the nose of my Corvette a-la-Noland Adams<sup>1</sup> and as I had expected found the passenger side kingpin and bushing set loose. I returned to Mr. Manager and Spike, both of whom didn't believe me until they checked it out themselves. "Gee", Spike said, "that's the first time a customer ever complained like that. Did you hit a curb or something?" Mr. Manager said, "Well, the repair is unfortunately out of warantee but to show you what good guys we are, I'll give you the labor free if you'll buy our parts". He charges \$92.50 for both sides (\$36.00 at NAPA) and of course regulations won't let him split up a kit! I asked Mr. Manager if he knew how to fly and if he could conceptualize a rolling doughnut! I was then OUT OF THERE. Enough of Spike, insurance regulations, greasy ribs, B.B.I.T. et. al.!

### SPIKE AND HIS CENTER PUNCH

Figures 6 and 7 show the "California Shim" damage to the steering knuckle caused by Spike and his center punch.

Figure 8 shows how the bushings were deformed to

1. "Upping-the-nose-a-la-Noland" is a technique for jacking up the front end of your Corvette in such a way as to avoid stressing the third arm bearing carrier, Noland identified improper jacking and loss of steering control with resultant catastrophe in "STRAIGHT TALK", Vol. 3, No. 4, Pg. 6, Summer 1990. (Idler Arm Brackets-Safety)

remain motionless. Notice the wear-marks inside the bushings where they rotate about the kingpin. I managed to remove the burrs inside the steering knuckle with minimal damage to the bore diameter by using a rolled-up sheet of 360 grit paper as shown in figure 9.

Now the bushings turn freely in the knuckle and about the kingpin as well. Q.E.D.! Figure 10 shows the assembly back on the car. I installed the steering knuckle first without a shim. I used my built-in feeler gauge to determine that a shim was needed. (I grabbed the spindle and wiggled it while proclaiming that I could "feel-er" was loose by 7 to 10 thousandths.) It felt like crankshaft end play that's not just right! (click-click). Ultimately two shims were needed to tighten up the clearance between the holder and knuckle.

I cut an old kingpin in half and used it from the top to align the two shims while installing the bearing from the bottom with "goose grease and some degree of difficulty". Note that there is a right-side up with this thrust bearing. After I finally wiggled the bearing in place, I installed the kingpin from the bottom with no problems. Figure 11 shows the single shim that Spike didn't bother to align. Figure 12 shows a brake cleaner that works every time with straight axle Corvettes.

*(continued on inside back cover)*



Figure 6

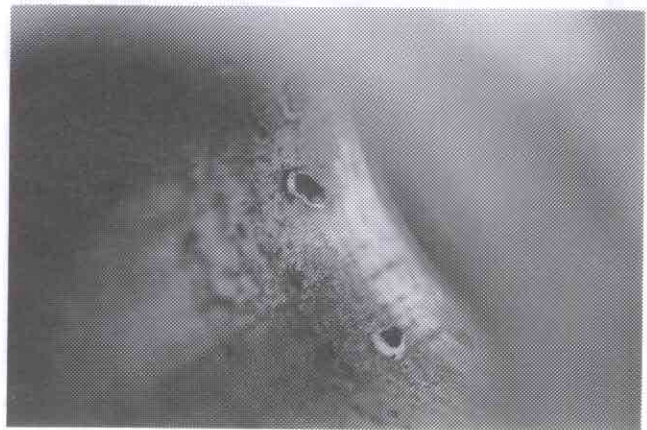


Figure 7

# # 8 FOUND!

by Noland Adams

**T**HIS summer I got a call from a West Coast friend who's in Michigan on business. This guy is not familiar with Corvettes, so I was surprised when he called me with an old-Corvette-in-a-barn story. I've known and trusted him for over 15 years, or I might have dismissed the story right there.

The owner of the car is a retired GM executive who bought the car from someone in Styling (now the Design Dept.) many years ago. The Corvette is stored in a large building sitting bumper-to-bumper along with many old cars (Packards were mentioned). There are also many boxes and miscellaneous items stored on and around the cars, so much that the doors or hood cannot be opened, and the car cannot be moved outside. The owner thinks it's a '53, but doesn't know for sure. And, it's been sitting there for thirty years, it hasn't moved since 1962.

Now these fairy tales are usually just so much bunk. If this hadn't been my friend who was describing this to me, I would have dismissed it rather quickly.

Since my friend had no idea where to look, I described the location of the serial plate. Could the driver's door be opened? After a discussion with the owner, it was decided the owner would work on the stuff in the way and get the door and hood open. My friend would drive over on the weekend, and check for the plate.

Next weekend, call #2 comes in from Michigan. The door is open, but there is no serial plate. So I ask about documentation: how about registration papers, anything that might have the serial number on it?

Well, they do have the registration papers. But now they have the hood open, and, of all the strange things, the engine number matches the registration number. So I ask them to read me the numbers. The number is "L - A - Y" and I give an internal whoop, it's a '53 for sure. The rest is "300601". I look for my list of '53 engine numbers, and find that LAY300601 is by far the earliest known '53 engine. Could this be #1 or #2?

To those of you who are not familiar with this engine-serial number problem, allow me to explain. In 1953 and 1954 vehicles were registered by their engine numbers in most states. The serial numbers were secondary, and never appeared on the paperwork. If you changed the engine, you had to change the registration number or it no longer matched the car.

Beginning with the 1955 model year, the serial number was used, and the confusion stopped.

Back to our '53 identification problem. With no other choice, I suggested that the gas tank cover be pulled, and that they look down on the frame to locate the serial number stamped there. Okay, they will do this work during the week and call me back.

Well, this took several weeks, and I had a deadline for straight talk. I included the '53 engine numbers in my running numbers article, and dropped in a hint of this car with the speculation that it was #1, using the list of known cars:

- # 1 Location unknown, maybe this car?
- # 2 Location unknown.
- # 3 Restored, and in good hands.
- # 4 I've seen it, in Michigan or Florida.
- # 5 I've seen it, on the East Coast.
- # 6 on the East Coast.

So you can see why I felt it could be number 1 or 2. When I finally got the next call, it was bad news: no number on the frame at all. But I assured them that it should be there, so they will look further and call back.

Two more weeks, and they do call back with news — it's number 8! Yes, the numbers are very clear, 008. Suddenly, the owner thinks he wants to sell the car. This is the oldest Corvette with its original engine that's ever been offered for sale. Of course, the price would be high. But then the owner decided he couldn't stand to part with the car. That's a bit hard for me to understand, as he probably hasn't seen it in years. Anyway, as we leave the story, the owner can't make up his mind what to do!

After all this story of #8 came out, I heard of another old Corvette in Northern California. This one is supposed to be '53 #7, and this information came out independently of the #8 story. Anyway, #7 is supposed to have a non-running experimental engine in it. Well, I'm not running away from this one — I'll try to check it out. But you'll excuse me if I don't get too excited — yet.

In closing, it is surprising how many old Corvettes are coming out of storage to begin the restoration process. So, keep on looking!

Later, Noland

# SACE 7th National Convention

**W**E WELCOME you to the SACE 7th National Convention. This year we will recognize the 40th Anniversary of the 1953 Corvette. It will be June 20th through June 24th, 1993, at the Jacksonville, Ill., Holiday Inn on Route 36/54, Morton Road.

This will be an excellent opportunity to hear our own Noland Adams and Roy Braatz tell all they know about Corvettes, as well as several other knowledgeable persons. There will be plenty of seminar time for the men and special activities for the women (see agenda). Then stay in your same rooms and be only 35 minutes away from the first Bloomington Gold in Springfield. You will travel the interstate highway to the Springfield State Fair Grounds, it's easy to find, you'll have a great time!

*Make reservations before May 20, 1993.* Our block of rooms are held until then. After that you may not get a room and if you don't, it will not be at the \$52.00 special day rate! Make your room reservation at the Jacksonville Holiday Inn. Call them directly at 217/245-9571. Tell them that you are attending the SACE Convention and the rate is \$52.00 plus tax. Be sure to book your rooms long enough to attend Bloomington Gold in Springfield. You may stay in your *same room* at the *same rate*. Ask for *confirmation* of the reservations. The number of rooms used will govern what SACE will pay for class room use. Please stay at the Holiday Inn, any problems, call us at 217/457/2555. Make a note on your registration for us as to your arrival date and departure and that you *have made* your reservation. We will check the hotel list to be certain your room is waiting. Please include this information to us so that we may make your stay as pleasant as possible. Make your reservation as soon as possible. We are looking forward to seeing you there.

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## 1956-1962 Door Hinge

**M**ANY owners may have trouble closing their door, by either lifting as you close or slamming it. The driver door is usually the problem, as the passenger door is not used as much.

The culprit is usually the door pin bushings, which are brass, while the pin is steel. Again, the top hinge would be worn more than the bottom one due to the weight of the door on it. Suppliers carry replacement KITS, and the cost is small. Two things will occur while replacing the bushings. First, you'll correct the problem of lifting the door while closing it and you will now have the chance to fit the door. I usually remove the door from the body, hinges and all, then using a punch, drive out the pin and separate the two parts, now push out the two brass bushings to see how they are worn (egg shape). Rarely are the pins worn because of them being steel, or the male and female hinge parts.

Install new brass bushings, assemble the two parts, then drive in the pin with a hammer. If by any reason the assembly is broken or what have you, the 55-57 car hinges are interchangeable as written by Larry Richter

in Volume 5, number 1. Also because only the brass bushings go out, your friendly dealer G.M. carries them under part number #9721917, all (8) cost about \$7.00.

Now lets look at the door to body fit after we reinstall the door and hinges. With the door installed back on, and the door panel off, loosen the three bolts at each hinge, align the body gap under the door and the leading edge, then, tighten the bolts. This is made easy two people, one holding and supporting the door, while the other loosens the three top and lower hinges. When you are satisfied, move to the hinge area at the body, loosen the two bolts (also the two screws on each cover plate). And by either pushing in or pulling out with the door, align the outside skin top and bottom or door post top and bottom and tighten. Now you should have a nice looking and fitting door. 53-55 are most likely to have a large gap at the rear area and that is closed by shimming the rear body (trunk bolt) using a jack (carefully) under the body to raise it closing the distance. THINK about what you're trying to do and common sense will take over and guide you.



## Generator

Mr. Mikielski has sent me the prints of the Generator using the tack drive and the Hi-po, Generator. This documents what I have said concerning the Tack drive generator brackets, where you can use your finger to calculate the correct one. About the H.P. generator, it also puts to bed the argument about the brackets that were used on the Hi-po one also. I was wrong in my thinking that the Hi-po would be the shorter one as compared to the tack drive ones, where you should not be able to put your finger between the housing and the lower bushing, on Vette, and you can on the car model. So we now know that you can put your finger between the housing on the Hi-po bracket and bolt, and that it does use the long bracket. Also (Red Roadster) is reproducing the correct one if you are in need of one.

Thanks again.

—Editor.

---

We are the only bearing company in the U.S. which stock most replacement front wheel tapered roller type bearings for old Chevys and Vettes.

Why roller bearings are more efficient? The roller has more surface-to-surface contact with the inner surface of the outer race (cup). It can also handle more thrust, thereby lasting longer than the old 3-piece ball bearing usually used.

1958 through 1962 rear wheel Corvette w/posi. We have 5 pieces in stock at \$60.00 each. Dimensions are: inner dia. 1.375; outer dia. 2.85; width .885, comes with spacer which is .09 wide.

Tapered roller bearings for 1955-57 Chevy. Front wheel inner roller type: 1955, 1956, 1957 is a B40 R-\$25.00. Front wheel outer, 1955 only is a B41 R-\$50.00. Front wheel outer, 1956, 1957 is a B01 R-\$18.40.

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## Update

UPDATE —This next August 1993 in Reno Nevada, Car Expo will host us in a West Coast Mini National of SACE. This event will be held the Saturday-Wednesday prior to the Hot August Night Event that brings thousands of people and cars from all over the country. They are hosting other club mini nationals like Ford, Buick, Chevy, trucks and others. These people had Noland and I at their first event in 92, and I'm here to tell you that they put on a first class event.

It includes a swap meet, show, Dealers from around the country for makes of all cars, and the thing that went over the best and was full to capacity was the work shops. Where they have people from R.R. to V.V. putting on seminars that cover everything from a gas cap to the engine overhaul. Noland and I will be doing seminars covering the early Vettes and more. This is going to be the biggest and most coveted car event on the west coast if not the country within a few years. Something like Bloomington does on Corvettes, but this will cover all make of cars and clubs. This will be a must event in time. Future information about this will be covered next year by me. I will be sending out information to register for a great SACE event.

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## "BETTER THAN NEW" BRAKE CYLINDERS FROM WHITE POST RESTORATIONS

WHITE POST RESTORATIONS already was well known for first-class restorations of antique, classic and collectable cars when it began to resleeve hydraulic cylinders with brass 16 years ago. "Now about one quarter of our sales are re-sleeving brake cylinders," says White Post's president, Billy Thompson.

"I'm amazed by the sheer numbers that come in," machinist Max Sampson comments. "You don't think there can be that many brake cylinders in the whole world." In his fourth year at the Virginia facility, Sampson is one of the newest members of White Post's 16 person crew, three of which do re-sleeving exclusively. Max enjoys his job. "Brass is easy to work with," he says. "And it's much more cost effective than stainless."

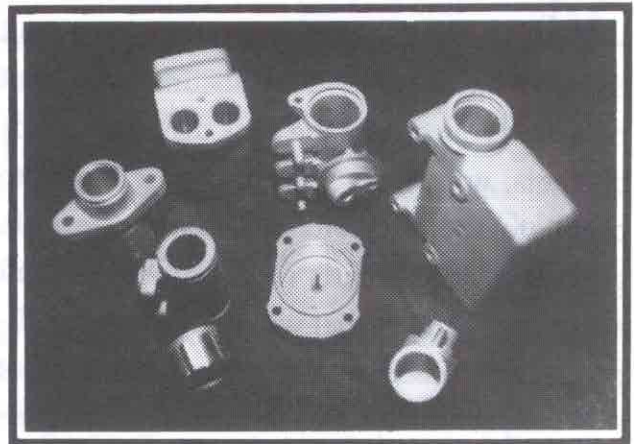
Thompson echoed those sentiments, saying "I think that's true in all cases, but especially when some Rolls-Royce cylinders cost \$2,000.00 or more. Plus, a person may buy a "new" cylinder that's been lying on the shelf for 15 years and has already rusted inside. We say our re-sleeved ones are "better than new" because they never rust. The only things that touch brass sleeves are rubber and fluid, so they never wear out."

White Post's initial foray into cylinder re-sleeving came as a result of not having the proper brake cylinders for a car being restored. Used to fabricating parts when they're not available, White Post's craftsmen bored out the old cylinder and fabricated a replacement brass sleeve, exactly following factory specifications, knowing that the brass would never pit or rust. At the time, it was just another job well done. But shortly thereafter a local farmer contacted Thompson about fixing a far different vehicle, an International Grain Harvester.

### FARM EQUIPMENT SITS IDLE

The machine only was used during harvest time. It sat outside, idle and exposed to the elements, the rest of the year. Predictably, its brake cylinders fell prey to rust within a few years. Thompson figured that what had worked for an antique car also might work on a piece of modern farm equipment. He was right, and the successful solution to the farmer's problem gave Thompson the idea of offering re-sleeving services to the general public. Incidentally, the grain harvester still is in use today.

White Post receives an average of 300 sleeves a week — or over 15,000 a year. The shop promises three day service and pays for return shipping of payment (\$40.00 per sleeve on calipers, wheel cylinders, and pistons; \$50.00 for masters, slave, or clutch cylinders) accompanies the cylinder housings, which are first glassbead cleaned, then bored oversize. The new brass sleeve is pressed in and then returned back to standard



size. Breaking down the re-sleeving work, Thompson estimates that 60 percent is wheel cylinders, 20 percent is masters, calipers are about 15 percent, with pistons being less than five percent.

White Post veteran Al Safranek has seen many changes in the 12 years he's worked on re-sleeving. "The biggest difference is the number of machines we use to keep up with the number of sleeves coming in," he says. "We're always looking for ways to do the job better, and we've made a number of improvements over the years that have enabled us to do more cylinders in the same amount of time." Safranek also is impressed by the amount of cylinders White Post's three machinists process.

### STEADY WORK

"It's amazing to me how steadily they come in," he marvels. "It's never up and down — we're not swamped or out of work. It's just a steady stream. When I started working here, Billy would ask me, "Don't you get bored doing the same thing every day?" Besides the opportunity to work, I face each job as a new challenge. Lots of times we're not sure of the function of the cylinders that we do." Thompson adds: "After thousands of sleeves, you'd figure to have seen it all. But about once a month we'll get in something we haven't seen before."

There's no doubt that brass re-sleeving of cylinders is important to the craftsmen at White Post Restorations. "We've pretty much mastered the techniques to do any that we receive," says Al Safranek. "Some take longer than others, but we have no real problems. The most different pieces are from industrial hydraulic machinery. We had one from a stamping press that put on part numbers. After many years the cylinder leaked fluid, but we fixed it. It came from a man who was already a customer for brake cylinders. I enjoy being able to help other people and I think we provide a good service to the general public."

*Bob Hall of White Post Restorations in Virginia (703) 837-1140, has sent me this article about their sleeving they do which can help owners to save their original parts. Please read it, because you will save money and keep your Corvette more original.*

## SPEED TIP #98

# EXHAUST MANIFOLD

by Tony Catalano

VERY often I had looked into the engine compartment of fellow car owners to observe and sometimes admire the new look of their exhaust manifold, (simple pleasures). I had frequently wondered how some of these finishes had been obtained, observing that some were better and longer lasting than others. When talking with some of the owners I found that there was and inexhaustible (pardon the pun) number of suggestions, but only few offered an adequate result or were long lasting. I wanted to find the best product before attempting the job for myself. After all if you're going to go to the trouble of pulling those things off you may as well try to make the results last as long as possible. This was my problem I didn't want to fight with those ugly things just to have them turn on me next year, so I kept on putting off the job, not willing to experiment on my own and waiting for someone to make the definitive recommendation of some product or method. In the meantime I had been using the graphite looking product, you know, the one that comes in that expensive little round black plastic container. This stuff really didn't look too bad but it was quite messy. It didn't last over the winter, the rust would leach through and would need a touch up. Not really a big deal but just don't try and go to a judged car show with it. After the judge sticks his arm inside the engine compartment and comes out with a sleeve full of grey goober, you won't be having fun. But other than that, and the occasional purest shaking his head, it will provide a temporary solution. But that really isn't what I wanted to talk about. I really did start out to recommend the definitive "Cast Iron Manifold" coating. Keep in mind, everyone that I talk to, felt that they had found the best product. If the truth were known, you would probably find that it's all made in one big brewing pot in Chicago. Anyway the stuff that I came up with is a spray paint. It comes in a 12 oz. rattle can is called "VHT NU-CAST" cast iron manifold coating. It comes in several different colors so be sure to specify "SP-998 GREY. I was able to order mine from the local N.A.P.A. parts store.

For the best results and a long lasting job, first take the exhaust manifold to your local chrome shop or better yet Ready Strip shop, for a cleaning. This will take all the rust and grease completely off and ready your parts for painting. When handling the parts prior to painting try not to touch them with your bare hand because the oils are not good to paint over. Only have the parts stripped when you are ready to paint them immediately. I had the chrome shop call me as soon as they had dipped and washed them. The reason for the urgency is that the cast iron is now totally unprotected and will rust quicker than a Ford in Cleveland in January. Follow the directions on the can, especially the one about a well ventilated area. They really mean it. Spray outside, don't even think about doing it inside an enclosed area. It says that it's ozone safe but that must be the only thing. No kidding you don't want to breathe this stuff. Even though the job takes a minute, a minute is too long. To cure, wait until the paint is thoroughly dry, then bake in the oven for 30 to 60 minutes, at about 600 to 650 degrees F. As I had implied before, there are many products that seem to be similar such as Cast-Blast, etc. The wise thing to do would be to make sure the product is specifically for exhaust manifolds and that it says so right on the label that it is good for at least 1400 degrees.

Before closing I wanted to pass along sympathetic thoughts to Rich LaValley of California after hearing of his unfortunate fender crunch on his return home from this years S.A.C.E. National at Port Ludlow Washington. The accident no doubt was not helped by the plastic Firestone death grip tires (no longer made by Firestone.) They sure do look good but these reproduction tires are like toy tires compared to the new technology. Last year on route to a car show, I blew a brand new one out on the Interstate, it had 50 miles on it. The year before, our Editor had totally worn out a set on a trip back east.

# RADIO POWER PACK HARNESS

**T**HIS is a CAR radio (figure 1), where the power pack harness from the radio runs over the top of the radio, from the left side and the power pack lead has a wire with a connector.

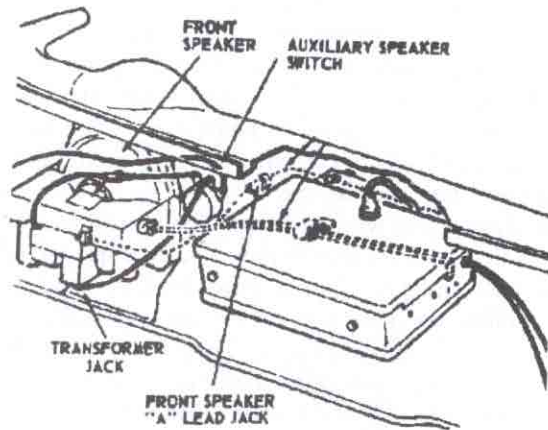


FIGURE 1 — Car has P/P lead on the left going over radio, and power lead (wire) on left front corner.

## Generator Harness

1955 Generator harness is part of the main harness. The two wires (brown & blue) are wrapped in a S/S shielding, each having separate terminals and are connected to the ground of the generator and voltage regulator.

1956 to early 58 Generator harness is part of the main harness. The two wires (brown & blue) are wrapped in a S/S shielding, each separate, but now the shielding has one terminal connected end to ground the generator and voltage regulator.

1958 to mid 59 Generator harness is (not) part of the main harness, but by itself. And is also constructed like the 1956 to early 58. Where the two ground ends come into one terminal. Also the harness is wrapped in black tape.

1960 to 62 Generator harness also is (not) part of the Harness, but by itself. And is also constructed like the 1956 to 59. But now the S/S shielding covering the (brown & blue) wires is of (one) piece where the end comes into one terminal. Also the harness is not wrapped in black tape. NOTE: this harness can still be bought from G.M. as wire assembly #2970213. This is the one most seen on 58 to 59 Corvettes, because the early ones are not available. BUT, *Lectric Limited of Chicago* (708) 563-0400 does reproduce the 58 to 59 correctly. A-1.

This is another area not commonly known to many owners, you now can inspect it yourself and correct it.

—Editor Roy

**T**HIS is a CORVETTE radio, where the power pack harness from the radio comes out of the right side and the power lead is at the left rear side having a plug-in type outlet.

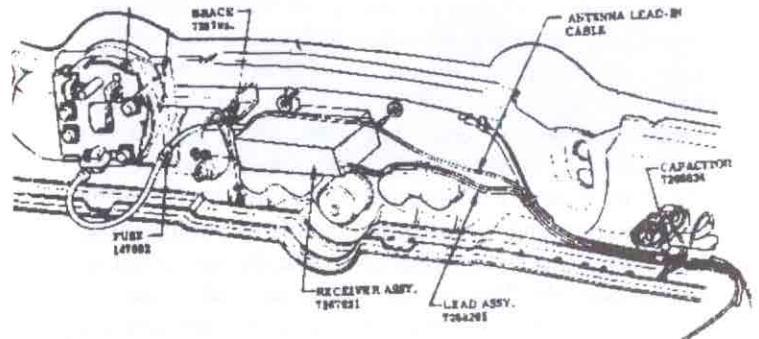
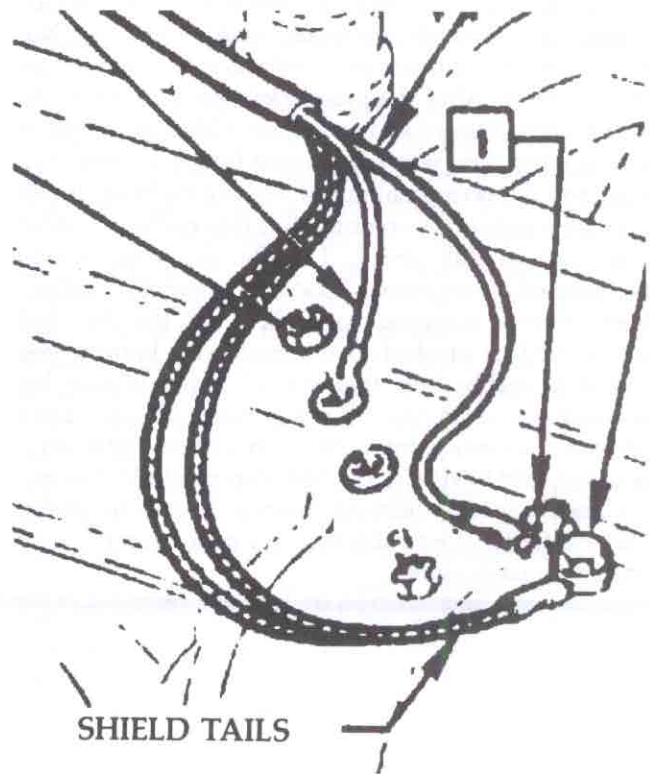


FIGURE 2 — Corvette radio has the P/P lead on the right, and the power lead on the left rear corner plug-in type.



Two shielded wires connected to one terminal as is 56-59.

# NEW PRODUCTS!

Lectric Limited of Illinois (708) 563-0400 has sent us items to evaluate for our members.

**TUNG SOL FLASHER**, used for emergency brake flasher for 53-62 in conjunction with a #90 bulb. S.A.C.E. rates it #1.

**CHOKE COVER UNIT**. 57-59. This is a part that has long been needed.

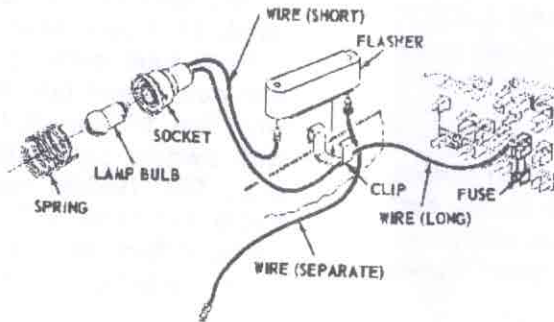
Chicago Corvette of Illinois (708) 458-2500 has sent us items to evaluate for our members.

**DASH END CAPS**. 58-59, S.A.C.E. rates it #1.

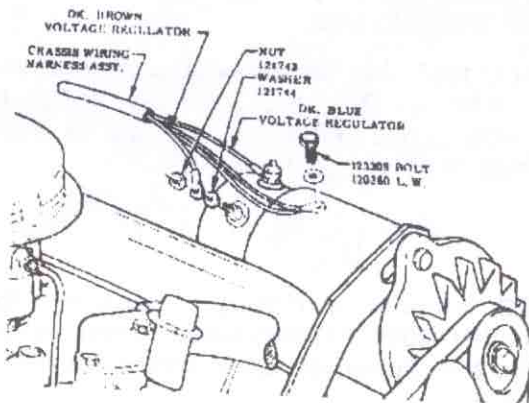
**WASHER JAR CONTAINER**. 57-62. I wrote about this in a past issue, where I said it was a soft white milky material and not hard as many people think. S.A.C.E. rates it #1.

**GENERATOR HARNESS**. 58-59 is the 3rd design for the V-8 engine. In 58 the harness was separate from the main harness, where as the 55-57 was part of the main harness. Chicago Corvette has a correct reproduction of this harness, where as you can still get the 4th design harness used on 60-62 from your G.M. dealer #2970213 called out as a Wire Assembly. S.A.C.E. rates it #1, (note) 58-59 harness has two ground leads, wrapped in black tape, and the 60-62 harness has one ground lead, that is not wrapped in tape.

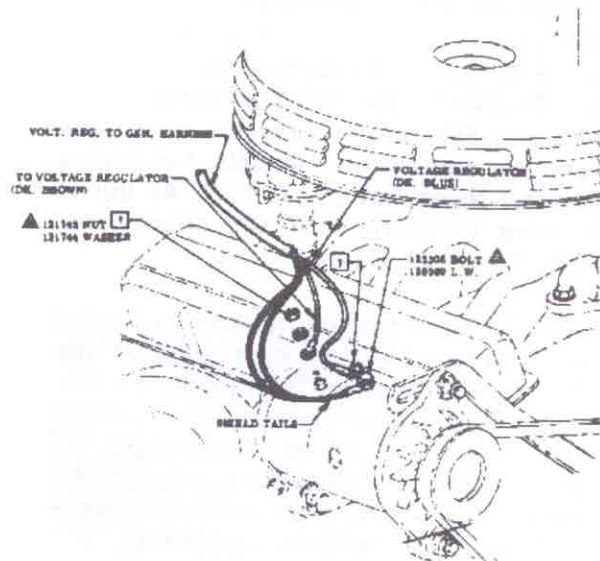
We thank Chicago Corvette and Lectric Limited for supplying us with their products to review.



**TUNG-SOL FLASHER**



**56 to 57 GENERATOR HARNESS**



**58 to 60 GENERATOR HARNESS**

## For Sale

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.

FOR SALE: 1962 side cove mouldings \$275 pr. 1962 F.I. unit w/distributor and air cleaner \$4,000. 1961-62 convertible top frame \$2,000. N.O.S. 1961-62 aluminum radiator \$2,000. Complete set of front and rear bumper brackets for 1961-62 \$350. Set, rebuilt 1959-62 tach \$350. 1959-62 mint hub caps \$750 set. N.O.S. 1958 RPO 276 hub caps \$500 set. Fred Mullauer, #441, day (410) 760 4272, eve (410) 255-8210.

FOR SALE: 3731398 intake \$75. 3703523 heads G-16-55 & G-22-55 \$100. 3795896 heads H-24-62 & H-26-62 \$100. 1110847 dist. 5F23 \$30. 3703524 block G-21-55 needs sleeve & repair \$40. 265 crank \$60. 3755550 head G-7-8 \$80. Tom Sayers, #690, (814) 342-6657 before 9 p.m. E.S.T.

FOR SALE: 1957 #4238 I have gone through almost everything on this red, 4-speed, fuelie except ext. paint, which is pretty decent. Numbers and dates correct, except trans. & rear. Sell to good home. (415) 472-6022, Arland Dower #1031.

FOR SALE: I have the purchase paper and window stickers for Corvettes:

1954 No/VIN Engine #072739F54YG.

1956 E56S004146. 1959 J59S103411.

1961 10867S100100. 1962 20867S103399.

1963 30837S103082. 1964 40837S102377.

1965 194375S104963. 1967 194377S112010.

1968 194678S406555. Also Corvette news and sales brochures and owners manuals. 1 complete set of Corvette News, Vol 1 #1 to 1976. All this is for sale, Mike Pillsbury, 8157 Carnation Drive, Buena Park, CA 90620, (714) 522-0492.

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,

positraction 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: JUST FOUND! N.O.S. ALL-TRU upholstery. All-Tru was considered the best that has ever been available. 1953-55 red w/white stitching seat insert panels, \$30 each. 1955 yellow seat covers (4), \$250. 1959 red seat covers (4), \$200. 1961 red seat covers (4), \$200. 1964 red seat covers (4) \$175. 1961 black or red seat insert pleated panels \$30 each. 1963-64 brown seat inserts \$25 each. 1959 door panels, silver blue uncut for window crank, \$150 pair. 1960 door panels with carpet, turquoise, uncut for window crank \$175 pair. Also 1953-55 glove box straps, 1956-62 heel pads, grab-bar, arm-rest, windlass and door panel cut materials. 150+ N.O.S. GM vinyl dye, \$75 for all. N.O.S. 1961 owners manual with owners card \$100. N.O.S. 1961-62 frt letter pkg., \$50. 1958-60 rear reflector (both thin and thick), \$15 each. N.O.S. 1954 trunk mat #4647685 beige, offers. Would consider 1956-57 parts on trade. Harald Lamberts (515) 986-3381.

FOR SALE: At Space F-10-14 Turlock Swap Meet January 30, 1993. Three Speed Transmission #3845122, C656; 56-57 Park Brake Mechanism; 2818 Holley Carburetor; Heads #3782461 L105; Heads 3703523 E245; Intake #3783244, K1561, other parts, Ron Smith, (707) 579-1341.

FOR SALE: 230 HP Carb, Cleaner, Intake, and VC, NOS 15 x 5 Rim, 2 x 4 Intake, 001 Reg. T-39, Wiper Blades, Fender Spears & NOS Side Trim. Terry L. Stark #61, (713) 540-9622.

FOR SALE: 1956 - 245 h.p. unrestored, never apart, 2 tops, P.W. no P.T., plus restored complete engine with correct numbers and lots of extra parts. (916) 268-1776, California.

## Wanted

WANTED: Information. History or parts for 1962 Corvette VIN #20867S113265 Sateen Silver. Phillip Buttolph, 2849 Buttermilk Lane, Arcata, CA 95521. (707) 822-9590.

WANTED: For 1957 F.I. Car. 905 "A, B or C distributor. Must be original, not interested in restamp. Have 905 "D" distributor for trade. George Novasack. (609) 653-1522.

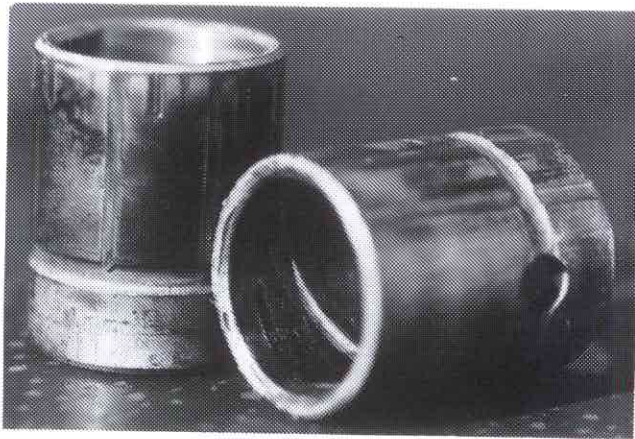


Figure 8

*(continued from page 4)*

Replacing a kingpin and bushing set is a very easy job provided that no heat is needed to free the kingpin. See CORVETTE RESTORER MAGAZINE, Vol. 12, No. 1, Pg. 14, Summer 1985, "Kingpin Replacement The Way It Really Is", by Rogers Stevens with torch in hand. I feel that the most disagreeable part of the job is all the grease and dirt but this problem is minimized with the brake cleaner! The CORVETTE SERVICING GUIDE ST-12 gives complete directions under section 3-13, Front Suspension. Mike Ernst lists parts manufacturers in CORVETTE RESTORER MAGAZINE, Vol. 8, No. 3, Pg. 28 and a very good exploded drawing is shown from Chilton's in RESTORER, Vol. 10, No. 2, Pg. 46. For that matter see CHILTON'S REPAIR MANUAL as well.

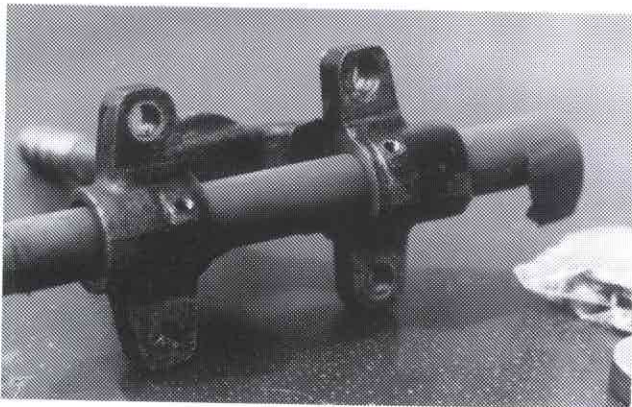


Figure 9

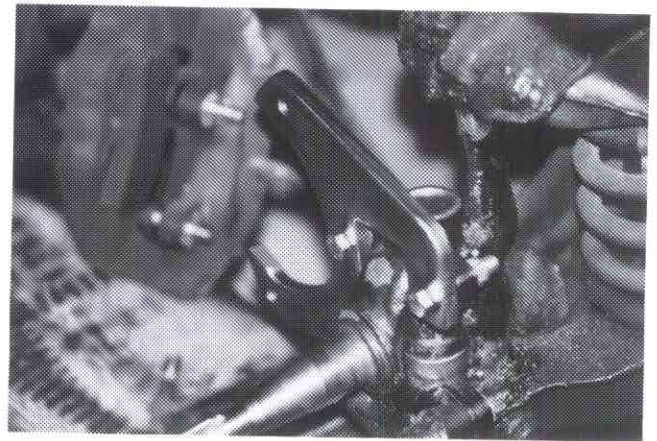


Figure 10

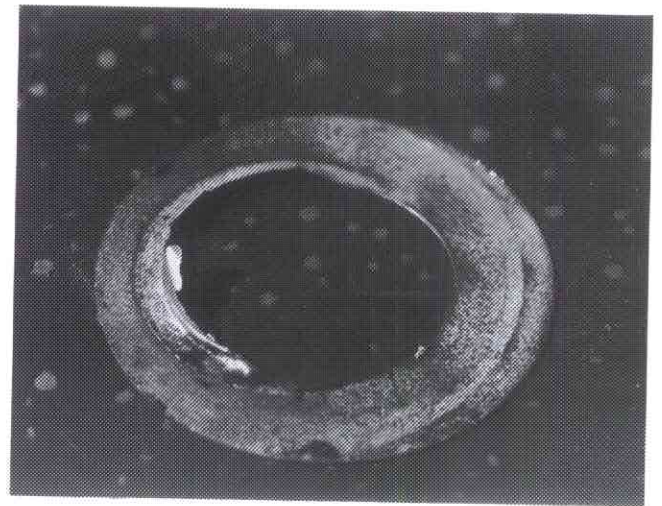


Figure 11

As I mentioned, I employ disc brakes on my front axle. I intend to write about this mutilation in the near future. It's a super-duper thing to do with all street driven early Corvettes. In the meantime grab your wheel at 6 o'clock and 12 o'clock and wiggle it! (Jack up the car first of course). If your "feeler" gauge feels like it's loose, inspect the kingpin play. Don't hesitate to tackle this simple job. If you need help call me and if you want, I'll set up an appointment for you with Spike!

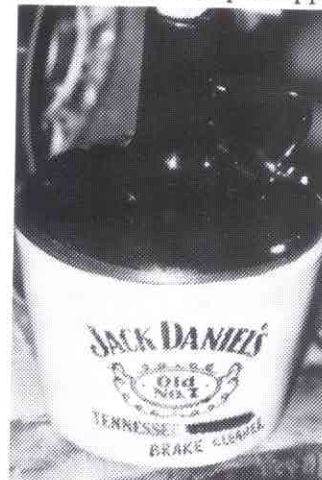
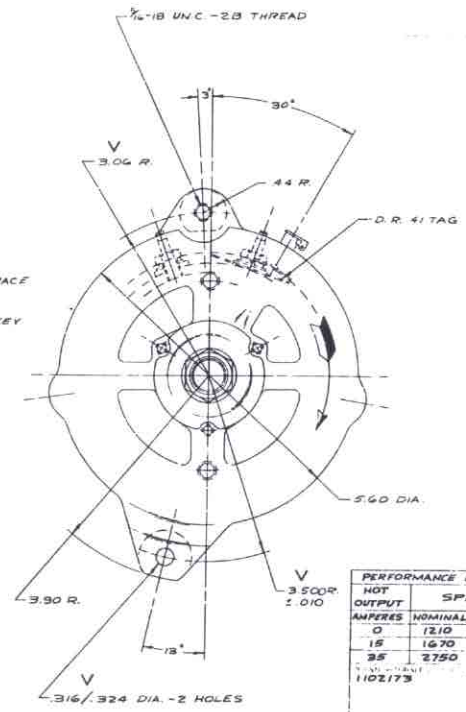
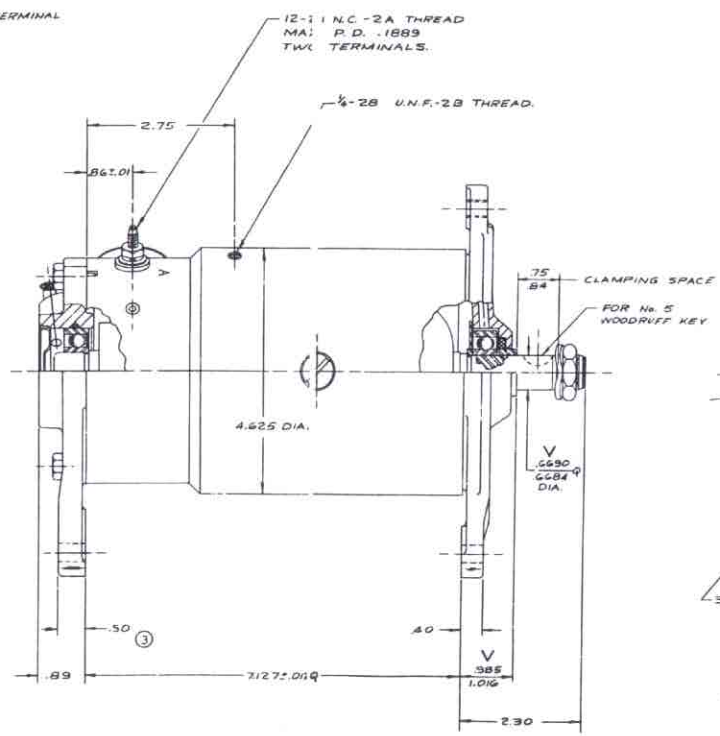
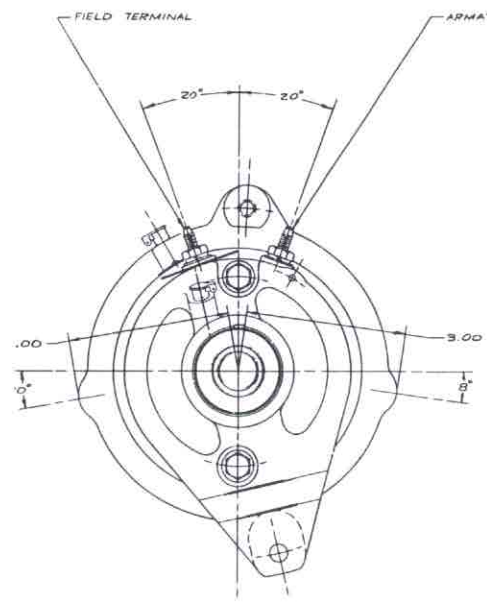


Figure 12

—Dale Pearman  
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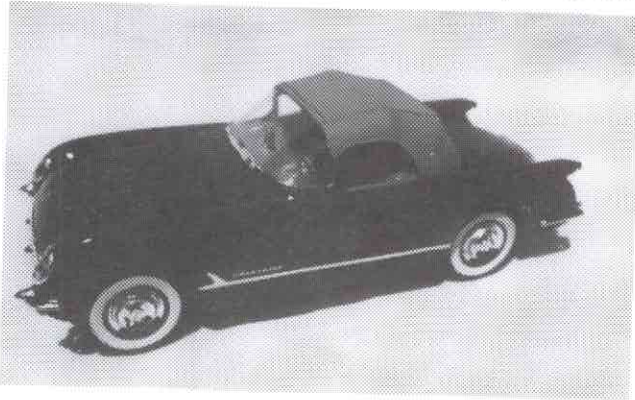
(see page 7)



## REGAL CHINA CORVETTES

Being new to SACE, I don't know if any or all members are familiar with the high quality China Decanters made by the Regal China Division of the Jim Beam Company. Over the past several years, they have produced many of the early straight axles (53, 54, 55, and 57) in a variety of original colors, as well as many of the wobbly axles. I have enclosed a photo of a red 1955 to show some of the detail of these foot long decanters. If any SACE members would like to know more about this different means to satisfy the Corvette addiction, feel free to contact me for more information about a club near you or more specifics on the Corvettes. Arland Dower, 932 Patricia Way, San Rafael, CA 94903, (415) 472-6022.

*This is not an ad, but a forwarding of information that may be of interest to other owners or enthusiasts that may like to get involved with the International Association of Jim Beam Bottle and Specialties Club.*

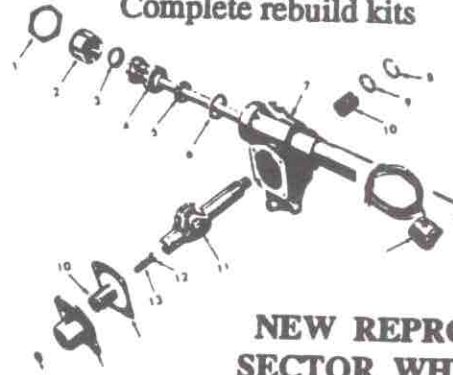


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