



## EDITOR'S CHAIR

By Roy Braatz

Well, our first convention is now history. The interest and enthusiastic response of the people that attended concerning a national club for straight axle cars only, was inspiring, to say the least.

SACE has started off slow. Those of us who have formulated the idea of a '53-'62 National Club have families and work - "so please be patient".

It has been decided that the next SACE Convention will be held again in Nevada City, California. Seven regional chapters are formed and strengthened.

State representatives were elected at the convention so that those persons in that state can contact them for information concerning SACE.

SACE is asking people to share their knowledge concerning various changes in numbers and physical appearance of a part. Because more people are **now** realizing GM never wrote in stone a straight forward account of changes that took place during straight axle production. There were two or more outside suppliers contracted by GM for the same part. Also, shortages and over production of a part was carried over from one year to the next. If improvements were made to a part, during production, then the part number may not have been changed. The next part was useable on early cars. SACE's goal is to uncover those changes and to share that information with our members. In time, we will all benefit in learning that not all straight axle cars used the same suppliers or had the same look or number part as another cars did.

As Editor, I will give space in our magazine to members seeking input on a part you feel came on the car and believe is original.

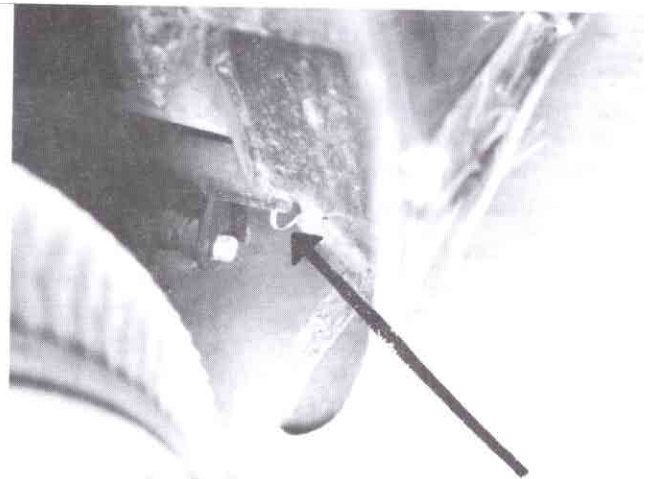
## STATIC - STATIC (53-55)

A whine (as I revved the engine). Solved by replacing the condenser at the generator and distributor.

A clicking (at idle, mainly at night). Solved by replacing the condenser at the voltage regulator.

A snapping (at idle and engine high RPM). Solved by replacing bad plugs or wires.

STATIC, always static. I checked and cleaned all the grounding points and still static. When I was about to go bonkers and thinking of replacing the original radio with an aftermarket one, I thought I would try one more time to clean all the ground points. While under the car I noticed a ground wire coming from inside the body on the right side in front of the right rear tire. What was this, I thought. It was corroded and dirty but what was it. I disconnected it from the bolt and cleaned it and as I pulled on it, I realized, it came from the radio antenna. While inspecting both ends, I realized that the cable was wrapped in a ground cable, because at the trunk there was no grounding point. Like a 56-62, it had to be shielded in a wrapping and was then grounded at the radio and frame.



Antenna ground wire

So 53-55 owners, go check that grounding point and see if that solves your static problem. Let me know, Roy Braatz.



EDITOR'S 1956 TOWING 1955

# STATIC - STATIC

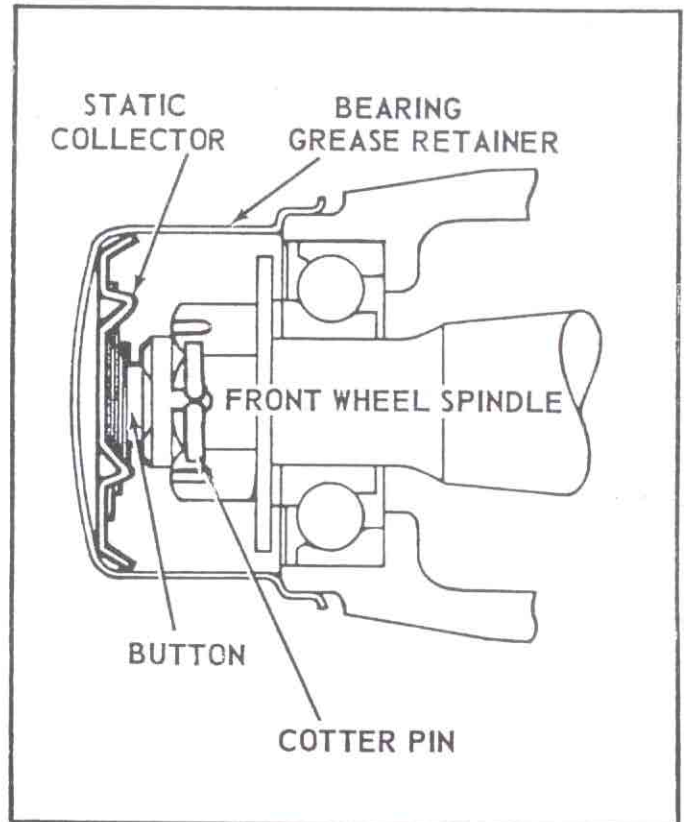
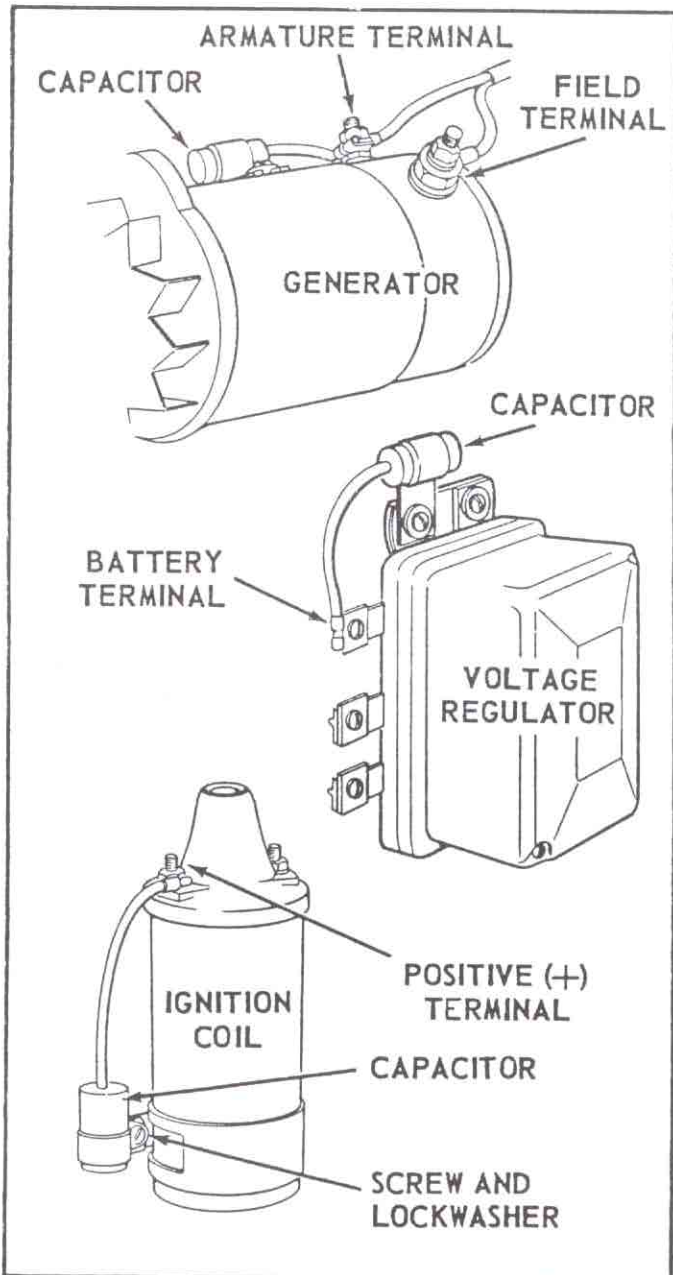
Check all items against the packing slip. If any items are missing, mark them on the packing slip, fill in the dealer's name, and forward it to the Zone Office, attention of the Zone Parts and Accessories Manager.

After checking the tubes and vibrator to be sure they are pushed tight into the sockets, hook the radio receiver to a 12 volt power supply and play the radio while installing the suppression equipment. (A new radio that plays properly for the first 15 minutes can be assumed to be an acceptable product which should operate in normal manner without interruption.)

1. Attach the lead wire of capacitor #1911095 (.3 MF) to the armature terminal of the generator (not the field terminal) and the capacitor to the generator housing.

2. Attach the lead wire of capacitor #1917580 (.5 MF) to the battery terminal of the voltage regulator, and the capacitor under the regulator mounting screw.

3. Attach the lead wire of capacitor #1929070 (.3 MF) to the positive (+) terminal of the ignition coil, and the capacitor to the coil mounting bracket with the screw and lockwasher provided.



4. Remove both front wheel hub caps and bearing grease retainers. Clean the grease from the inside of the grease retainers, and from the lathe center hole in each front wheel spindle, to assure good contact. Bend the spindle nut cotter pins around the nuts to insure necessary clearance for the static collector. Put the static collectors in the grease retainers, with the button side out, and re-install the grease retainers and hub caps.