



## EDITOR'S CHAIR

By Roy Braatz

First, I thank members that have called and written me regarding SACE. Your enthusiasm over a strictly straight axle national club has been fantastic. Owners of original to personalized Corvettes have found friendship that would otherwise be missed if not for SACE. With nearly no advertising and a slow start on the magazine, we have 300 and counting members. With each new issue of SACE, membership grows. People now know we're here to stay. The magazine of any club is 50% of the interest to people thinking of joining and I will get better about mailing out the magazine. Again, I'm asking for articles, pictures

and what have you. Remember ... this is your magazine! Don't worry when writing about original stuff. Nothing is written in stone as God's word on how GM did this or used that. Time and time again things GM changed or did to use up parts or to satisfy customers has been proven over the years. I remember when green and yellow '55's, FI auto, big brake 24 gal. '62 when owners were told, "No way". And, now '62 purple Vettes, 11 from Nebraska sold to the Shriner's direct from GM are respected. It's a learning **hobby** so let us all keep an open mind. My articles are not written in stone. Comments are always welcome, that's how we learn. Over the years I've seen many Vettes changed from original to conform to judging thoughts that all Vettes were the same. I like letters that ask when and why changes were made and where parts can be found, mostly mechanical from other GM models.

I would like to hear from members or their friends that have modified or custom Vettes. I believe there are more modified Vettes than originals out there.

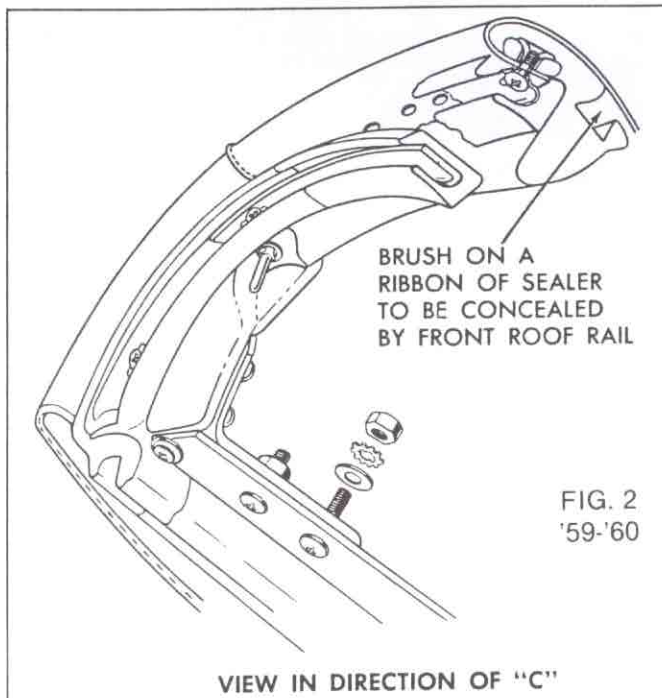
Our convention motel still has some rooms left, but you must contact them no later than July 5th, (916) 265-5824. Mention you're with SACE.

Other motels:

Gold Country Inn (916) 273-1393

Golden Chain Resort (916) 273-7279

Holiday Lodge (916) 273-4406



## '56 to '60 SOFT TOP

The only way of determining a '56-'58 soft top assy from a late '58-'60 is by determining how the side rail above the window attaches to the header or front piece. Fig. 1 shows how a '56-'58 used long pieces for connection. Also, round head phillips screws are used.

Fig. 2 shows how a late '58-'60 used a short piece for connection. Also, hex head bolts are used to hold the header to the side rails.

FIG. 1 '56-'58

