

likely they will meet with Allard trouble — that is, breaking sooner or later, mostly sooner, everything between the flywheel and road wheels.

In 1955, with the V-8 engine, if unaided, they will be still outclassed. The market-wise negligible number of cars purchased for competition attracts public attention and publicity out of proportion to their number. Since we cannot prevent the people from racing Corvettes, maybe it is better to help them to do a good job at it.

To make good in this field, the RPO parts must pertain not only to the engine but to the chassis components as well. Engineering-wise, development of these RPO items, as far as the chassis concerned, does not fall out of line with some of the planned activity of

our group. Use of light alloys, brake development — composite drums, disc and such — are on the agenda of the Research and Development group already.

As I stated above, V-8 RPO engine has a high power potential — it is hard to beat inches, but having only 80% of cubic inches, it has 96% of square inches of piston area of the Cadillac. In my estimation, the power output comparable to the Cadillac can be obtained not exceeding 270 ft. lb. of torque at any point. (323 ft. lb. of Cadillac?*. The task of making power train reliable is therefore easier.

The thoughts are offered for what they are worth — one man's thinking aloud on the subject.

Z. Arkus-Duntov

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* The comparison pertains to a special type of Cadillac

53-55 Soft Top Mohair Flap

by Roy Braatz

IN A PAST issue I mentioned this before, but I've been asked about it again, so I decided to rewrite another one.

Originally 53-55 had this unique feature made into the soft top material on the left and right side near where the side snap is. The reason was to keep air from going up your neck (which only seems to happen when the side windows are installed, and you open the vent window on either door.) And if you live in a climate that is cold, you usually would have the side windows installed. I heard where people stuff a sock there to close off the air. Fig. 1 shows an original top on a 53. About a two inch wide mohair, backed by soft top material and is sewn into the soft top stitching. When raising the top before you snap the snap, you would first lift the flap in place. I have never seen any company that makes a top with this characteristic. I believe they are not aware of it. If you already have a good repro top installed, you just have to make up one and sew it in yourself (it is of the same mohair material that the rear lower seal is). then you can spend time rationalizing to others that it was originally done that way. Editor

57 Red Top Washer

by Roy Braatz

A GAIN IN ONE issue I mentioned the red top washer, that the original had a raised area and a circle with the Trico logo inside it. I see ads that say original red tops at a cost that is an absurdity for the wrong one. The ones I've seen, that are accepted original, are the second design that was used on many different makes in the 60's, like truck, studebaker and so on. I found mine at a Vette swap (cheap) because the seller thought it was wrong, because all the other 57's had the second design, and he thought that was right. This is a very hard top to find, because it came on the Vette when new and the second design was sold over the parts counter. This is a fact, that many people aren't aware of, that Trico at times would supply one design directly to the factory and another design to the parts houses, and many other suppliers did this too. One was a G.M. spelled out requirement to the plant assembly and the parts department could have been or was a serviceable part, called a second design or a replacement. Also the bottom container was a soft milky white material, not a hard white container as the second design. —Editor