

SACE 7th National Convention

WE 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.

1956-1962 Door Hinge

MANY 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.