

UPDATE...

1993 Sace Convention June 20-23 Bloomington-Springfield

Max and Mary Rae Brockhouse, of Chaplin, IL has informed me that the 93 National next summer will be hosted in Jacksonville, a 25 minute drive west of Springfield. All of Springfield is booked. The rates are lower, plus anyone staying over to take in the Bloomington-Springfield event can stay over at the Holiday Inn. For any information call Max or Mary at (217) 457-2555, and or Holiday Inn of Jacksonville at (217)-245-9571. Or thier center at 1-800-Holiday.

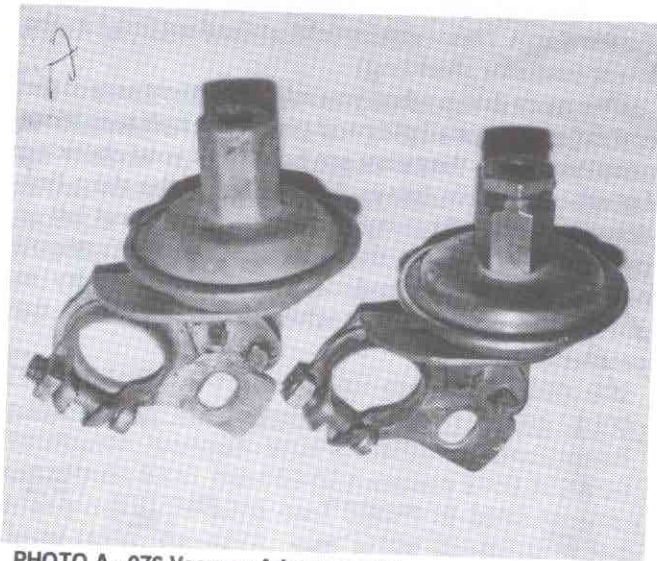


PHOTO A - 076 Vacuum Advance unit has a removeable head to replace the spring on originals, where as the repro didn't.

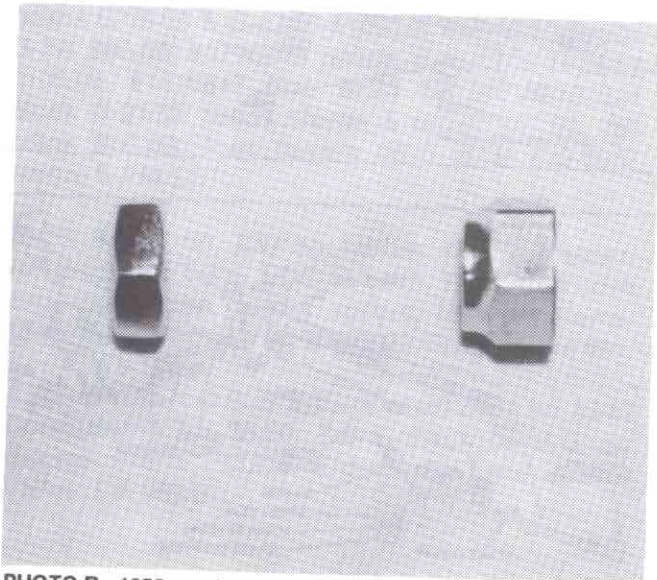


PHOTO B - 1953 used a smaller lock nut for the insider mirror, where the 1954 used a larger nut.

A question was asked about radial tires.

As many people know, I drive the %\$#@%\$ out of my 1955 corvette that is dead stock but for the following items. First and most, I took the stock wonder-bar radio, boxed it and installed a Pioneer AM-FM cosset radio that picks up stations even if I'm in no where, the speaker is installed where the power pack was located, which also has a tweeter. Then I installed gas front shocks, and air shock to the rear to help when I pull my 1947 tear drop trailer. I also added neoprene bushings #10032854 from G.M. parts department, for better handling at the front sway bar.

Also installed roller bearing at the front wheels and rear axles that I bought from Allied. Then just lately I bought 215-75-215 BFG tires, and KMC wheels that are 7 inch wide, they replaced the 6.70x15 wheels and Bias Ply stock tires. The size I choose, matches the height of the old tire and the reason I used new KMC wheels, was so that I could have my stock wheels and tires mounted, reading to put back on for shows. And I'm hear to tell you, that with these changes, its like a different Corvete. More of a pleasure to drive, and the handling is unbelievable. None of these changes cant be corrected in a day, or have they ruined the value of the vette. I also added dealer options, which is a radiator filter I showed in a past issue, a tissue dispenser, compass, flameless ashtray, and right side outside mirror. To some owners this is a sin, but if you drive your vette as much as I, you may think of installing one or more of those items your self. Other owners that have changed their corvette to improve handling or comfort please let me know and I'll pass it on. ROY

Springs

53-62 used #3756540 having a dot of black paint on the 2nd coil from lower end-1235 lbs. weight load, with dia. of wire .550 (13,3/4 free height, when not in the vette).

53-62 could use the #3748140 having a gray stripe at the lower 4th. coil from lower end-1145 lbs. weight load, with dia. of wire .636 (11 1/8 free height, when not in the vette).

The height is important to know, so that the front of the vette sets correctly . Either low or high, if either spring is used.

Many years ago, I used the heavy load springs, which helped to keep the front from rolling on turns.