



EDITORS PAGE

Roy Braatz

While traveling back east for our National Convention, I wondered how eastern members would accept SACE's philosophy towards the early Corvettes. But my worries were put to rest during our seminars when we were all discussing the differences of parts on our Corvettes. Everyone agreed that there is still much to be learned about our hobby. G.M., along with their dealers, would make changes, replace, add or make up a particular Corvette to sell or make a satisfied customer. Back then customer service was the game. Public image, satisfaction was #1. G.M. wrote each owner of a new Corvette a thank you letter for their business along with an owner's 14k gold pen and I.D. Card. Today Well!!!

Also there were dealer accessories, call backs, part replacements, after market add-on's and so on, which in no way is looked down on by SACE. If that part was on or the owner shows that was the case in his or her Corvette back then, O'K'. So all is well back east, we elected a Vice President, Klas Anderson formally started a Eastern Chapter, see inside. Advisors were appointed for various body styles information, so were looking good. Changes were made in the judging divisions.

A. Contemporary Division now allows one non-original item in "each" area such as interior, exterior and mechanical, you can choose one item from each area that will be given full points even though it's not original, but that item will be judged for it's condition. Then the rest of the Corvette is judged for originality.

B. Unrestored Division is now added to encourage owners with original Corvettes to bring and leave these Corvettes original so that we can all learn by their example what our restored Corvettes should be. As in Contemporary Division these Corvettes are allowed one major "improvement" to each area that will not be subtracted in points. Perishable items like tires, battery and hoses will not be judged, unless replaced with good correct repro's or original parts.

C. Cat Box Division (I personally like this one). As a "special award" to owners that enter a Corvette that is under restoration, half done or whatever. This would add interest to our conventions because an owner in this Division learns how to from SACE members and members see how to from CAT BOX owners.

With these new additions we believe we've made a home for everyone that owns an early Corvette. "Trailer Restored, Driven Restored, Unrestored, Contemporary, and CAT BOX", all replies are welcome, good or what have you.

Write me,
Roy Braatz, Editor

HEADLIGHT BULB UPDATE

Ref: Volume 2, Number 3 Page 2

While I was in Alexandria, VA for our third convention, I was asked about my article on the three piece bulbs for the 1955. And as I explained them, someone asked about the '53-'54 bulb. Well members of '53-'54, I am sorry, but I was thinking only of my '55 when I wrote the article. 1953-1954 Corvettes also used a three piece bulb that rusted the same as the 1955. They also never used a T-3 sealed bulb, that was the second design bulb (replacement) used in the 1956. The inner bulb was TS-2400 and to tell if your holding a 6v or 12v remember only the 12v is marked 12v in the middle of the glass cover. The 6v is not marked because before '55 there were no 12v systems.

Sorry People,
Editor Roy