

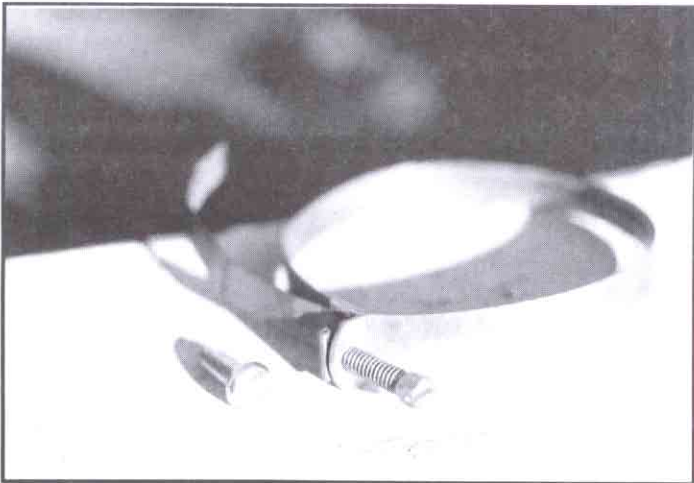
# FRESH AIR VENT HOSE CLAMPS

—Tony Catalano

The fresh air vent hose clamps as they are now available from G.M. and other after market suppliers come with a slotted hex head screw, and cost about three dollars. The correct clamps came with a shovel head screw. The clamp in it's correct form is available from a few Corvette after market part suppliers, but for \$12 or so. I have seen them at swap meets for as high as \$19 each and recently offered at \$25 from a parts supplier advertising in one of the magazines.

I easily modified my \$3 clamps. I started with the removal of the hex head screw. This is accomplished by filing off the peened-over end that retains the screw, and removing it.

Use the old screw you have just removed to measure for the proper length of your new shovel head screw. The



**FRESH-AIR VENT CLAMP, with both the slotted hex and shovel head screws for comparison.**

threads at the very end of the new replacement screw have to be ground off. Once again, use the old screw to determine the proper amount of thread removal. I just marked the number of threads with a marker and ground them off on the bench grinder.

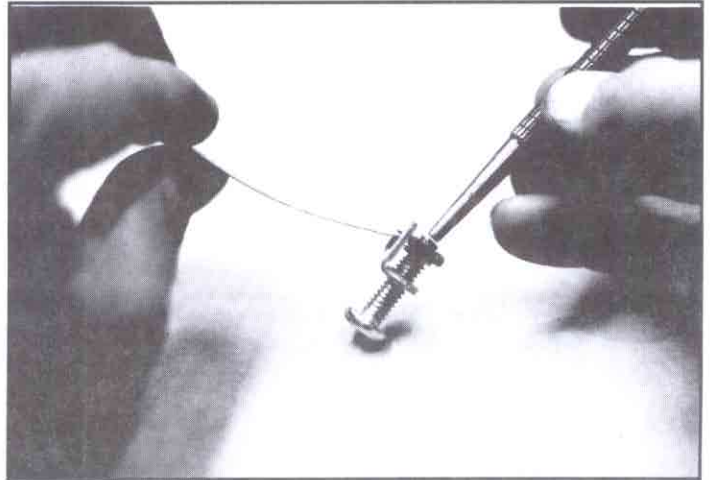
I also like to clear the threads around the newly-ground area. I like to first put the screw into the correct size thread die, then grind off the unwanted threads and then remove the die from the screw. This makes it much easier than trying to start the newly-cut threads into the die. All this clearing the threads business is all strictly optional. I figured, I have all these tools, may as well use them.

Now, you have your new screw cut to its proper length, the proper amount of threads have been removed and the threads are clean and clear. You're all set to insert the screw into the clamp (strap). Check to see if your fit is cor-

rect and you're ready to center punch the end over so that the screw will be held securely into place.

There's nothing to it, and it looks so nice. It is the little details that make such a big difference. I had to go to an old-fashioned hardware store with open bins of fasteners to find what I needed. My clamps took a 1/4-20 x 1" size screw. If you can only find it in a longer size, that's okay, as you will be cutting it to size. Technically, a fastener that is 1/4 in size or larger is referred to as a bolt.

—Tony



**CENTER-PUNCHING the end of the screw and putting it into place.**

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*Editor's Note: The letter below was written by SACE President, Noland Adams. It was originally published in the September, 1957 edition of HOT ROD Magazine. We couldn't print the picture of the car, but we thought you'd like the letter anyhow!*

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Dear Sirs:

Enclosed is a photo of my 1954 Corvette with "that grille again." The grille is held in with two sheet metal screws — that's all. I can change back to stock in about half an hour. Besides the grille, I have the pipes moulded and coming out below the rear of the body, and 1957 Corvette hubcaps.

In the mill, the head was shaved, an "over full" cam installed, along with tubular pushrods. The powerglide gave up four times, so I figured it was time for a change. I installed a McGurk clutch, together with a 1941-48 Chevy passenger trans., with a 1949-54 side shifting plate, and a 1957 Corvette selector box and shifting levers. Now, it shifts exactly like a '57 Corvette, and is sure fast shifting!

Top time in SS 1/4 was 84-11 at Kingdon Drags in Stockton, California. I can wind to 4,500 in low, shift, wind to 4200 in second, and wind to about 3600 at the end of the quarter mile.

At present, I am President of the Pacific Pacers Auto Club, and have been reading HOT ROD Magazine since 1951.

—Noland Adams  
Manteca, California

(Yes, George, it's me! — Noland Adams, April 1, 1989)