

Post Cards

We sent out post cards this year because some members dropped out.

The response was good and we decided now, that this would be the way we do billing. I tried in the last two issues of 91 to put a RED reminder in the issue and a message in the 92 first issue (which we carried over all 91 members, to 92 on the first issue of this year). So if you were late paying for 92- up until JUNE, you have received all 92 issues, other wise the 6-1, 92 issue is your last one. Remember, to keep the book work managable, we collect dues once a year on January of each year. And if someone joins anytime during the year, they will receive those issue that were sent out before they joined and be on the mailing list. So it doesn't matter when a person joins. But after talking to many people, the post card is the way to get attention. Here is what the post card read:

We are running a survey to determine your reason for not continuing your membership. It would help me to know, so that I can improve the magazine or correct mistakes I've made. I believe the reason may be, that the magazine always got out late. NOW, having a computer and George Marra taking over the membership mailing and correspondence, it has been going out on time.

I would be greatly appreciative if you would please return a post card, with any comments to guide me, along with your comments.

1. HAVE YOU SOLD YOUR CORVETTE?
2. ARE WE PROVIDING GOOD INFORMATION?
3. ARE WE COVERING ARTICLES ON YOUR YEAR CORVE5TTE?
4. DO YOU HAVE ANY SUGGESTIONS THAT WOULD IMPROVE THE MAGAZINE?

ANSWERS:

1. Very few have sold their corvette.
2. An overwhelming yes, noting that most were surprised about different designs and the real look of an original part. Information that they have never heard before, like how to find the color, about headlight bulbs, wheels, distributor, and so on.
3. That we do fairly well to cover all years, by talking of rear ends, bearings and so on.
4. Suggestions were for the most part, and I must admit were about the quality of the magazine. From poor grammar to layout.

I don't mean to excuse the magazine, but other organizations have people on staff (paid), thousand of members, resource and influence. WE on the other hand are 1012 members, no paid staff and next to no clout and given no credit by other organizations information that we have brought out. And I alone put together the magazine. Many suggestions were great, but still we need to grow larger, by members getting other people on line, and for now this is the best we have to offer. Editor

Steering Gear Adjustment

Many things can be done at this location, (1) After your Vette wheels are aligned, this is were you align the steering wheel. With the wheels pointed straight ahead and with the markings on the shaft and the steering wheel are aligned, adjust the connecting rod, tell the steering wheel is straight or [Picture] correct.

(2) If you have a dead spot while driving straight ahead, you can shorten or lengthen the rod so that the steering shaft is off center a little. The dead spot is usually caused by a chip in the worm or sector shaft, this would cause some loose in one direction on a hard turn, like when parking.

Note, the long end is connected to the pitmen arm, and the short end to the third arm. I have seen corvettes were the Drag Link is installed where the long end is at the third arm. This would work but the drag link hits the lower (radiator shielding)

One more thing, when you adjust the tightness of the end caps, remove all play and give it one half turn more or tell you align the cutter pin hole. Or if your checking for wheel wobble (play), look to see if the drag link doesn't move right away as you turn the wheel left or right, and if not, then the inner caps are worn or you need to tighten the end caps. (Some owners try to remove steering box play when the drag link is the problem).

-Editor.

