

# TREASURER'S REPORT

BY LUCY BADENHOOP



It seems that we have confused some of our members who are stalwart collectors of this magazine. Mea Culpa. We did it by skipping numbers 4-3 and 4-4 for volumes of Straight Talk.

We skipped the two numbers in order to have the volume numbers -1, -2, -3, -4

line up with the membership year. 1991 is our fifth year of operation, so Straight Talk will be numbered 5-1, 5-2, 5-3, and 5-4.

As this issue goes to press, I am madly packing up club materials and UPSing them to Illinois for the national convention. We'll be using our SACE Technical guide for the first time to inspect the show cars.

If you want to order a copy of Vol. I General and Vol. II Mechanical (\$25 for both including postage), send a check to SACE, P.O. Box 2288, North Highlands, CA 95660.

Another part of getting ready for the convention is doing some maintenance on my 1958 F.I. so I can drive it on Route 66. It seems every blessed gasket has decided to start leaking in the last month or two. My garage floor has so many

puddles the new next door neighbor thought I was house breaking a pet.

The only one that caused me undue trouble was the fuel pump. I've never removed the pump before, but it looked so deceptively simple: just remove two lines and a few bolts, right? Not quite.

Only two little oversights made this a messy and complicated operation. First, remember that the rear line comes from the gas tank. If you disconnect it, gas runs all over. If you are under the car, gas runs all over you too. Next time have a plug or clamp under there with you.

Second, the seemingly useless bolt on the front corner of the engine block adjacent to the fuel pump has a secret purpose. If you know the secret, you take it out and replace it with a longer one. This will hold the push rod in place when you remove the fuel pump.

If you don't know the secret of the useless bolt, you ignore it and let the push rod fall down. Then when you put the pump back on and snug up the bolts, you bend the rod. Half-inch steel rods are not something easily straightened with a vise, hammer, and other rudimentary tools, but it can be done.

I can hardly wait to try the differential seal. Additional torque on the nuts seems to have eliminated the leak for right now. However, its time is near — perhaps AFTER this trip to the SACE national in Illinois.

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## 1958 RESTORATION

I am currently restoring a 1958 Corvette. It is a January car with a right hand hood support. This area caused me a lot of problems as there was little information on the subject. On page 243 of Noland Adams excellent book I learned that the change from right to left hand took place somewhere between the 4435th and the 4820th car. The reason for the change however was unknown.

With the help of the new N.C.R.S. 1958-60 judging manual, I think I have pieced together a probable answer. On page 43 of the manual it states "water pump pulley on early 1958 engines (generally those with right hand hood supports) has a stepped taper (like 57)." "Early 1958 models (generally those with right hand hood supports) use a 1957 crankshaft pulley #3742991."

I believe that, at the start of 1958 production, G.M. used these 1957 pulleys, with the generator mounted on the right hand side. There were problems with fan belt clearance, as evidenced by the "hand rewired 1957 style" right hand motor

mount (page 42 N.C.R.S. manual). These mounts look as if somebody took a ball peen hammer to them.

This clearance problem made it necessary to use different pulleys (#3724816 & 3756328), to move the fan belt about  $\frac{3}{4}$  inch forward. In order to align the generator pulley with the others, it was necessary to move the generator ahead. This was accomplished by adding part #3755555, the parallelogram shaped piece between the exhaust manifold and the generator bracket. This moved the generator  $\frac{3}{4}$  inch forward, but also 1 inch higher, causing interference with the hood support. This made it necessary to move the hood support to the left side.

If a person has a right hand hood support car, and tries to use the 1958 style pulleys and part #3755555 as stated in much of the literature available, he will find that the hood won't close.

I hope this information may be of help to anyone with one of those cars.

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