

1953 TO 1962

RUNNING CHANGES

This is a continuing article, to be printed every issue. Well, maybe not every issue, just until we have all the 1953 to 1962 running changes identified, their exact changeover known, and just why such a change was done in the first place. We figure this will keep us busy until about the year 2060.

Running changes were improvements made between model year changes. Such changes are difficult to determine because the actual changeover point may be planned for a certain date. The actual date of a running change may be delayed by the slow delivery of parts. Or, the new part may not be used until the supply of older parts is exhausted.

In an effort to determine the exact changeover points, everyone is asked to keep their eyes open. Please check every old Corvette, and help us narrow the gaps. Here is the list of running changes and their details:

1954: On the inside door panel there is a tapered piece of fiberglass with a lower lip. One holds the lip to close the door, thus these pieces are called the "door pulls." In 1953 and early 1954, the door pulls were retained by 3 screws, which changed to 4 screws.

last 3 hole door pull, S/N E54S001597
first 4 hole door pull, S/N E54S001655

1954: In 1953 and to mid-1954, the tire tools—the jack assembly and wheel wrench—were located in the lower right side of the trunk compartment. Then, the wheel wrench moved to a mount on the front cardboard panel, and the jack assembly sat inside the spare tire.

last w/tools in right side of trunk, E54S003171

first w/tools relocated (jack in spare), E54S003-242

1957: RPO 685, a 4-speed manual transmission, was a mid-1957 production year addition.

First 1957 reporting a 4-speed transmission, E57S103567.

1958: Rear reflectors were added after the start of 1958 production.

last reporting no reflectors, J58S100168
first reporting reflectors, J58S100286

1958: Two metal plates are screwed into the floor of the trunk area, one on each side under the trunk mat. These plates are screwed in place, and are thought to be rear bumper brace bolt access covers. The covers appear on early 1958's, were dropped in mid-1958.

last w/covers in trunk, J58S10-unknown

1959: There was a mid-production year change in the hood catch. There were several differences, but the easiest part to identify is the hood-mounted pin: tapered on the first (1958 and early '59); a large head on the later type.

Last with early (1958 type) hood catch, J59S1-08500 (Approx.)

First with late (1960 type) hood catch, J59S10-9500 (Approx.)

1960: The serial number plate was moved from the driver's side front door post to the steering column under the hood.

Last w/plate on door post, 00867S101255

First reporting plate on steering column, 00867-S101563.