

QUESTIONS & ANSWERS

Q. In your column for the November, 1991 issue of *Keepin' Track* of Vettes, the article on Front Engine Pad Unpainted, I noticed something interesting. The note of the 1956 addition: "Use 3730725 Silver Argent on valve rocker cover letters only."

Attached is a copy of a photo from March, 1958 issue of *Motor Trend*, please note the appearance of painted Chevrolet script lettering on the valve covers. I've sent copies of this photo to the Chief NCRS judge for 1958-1960 Corvettes and he said, he thought it was a reflection from the flash of the camera. Based on your information, I believe it may be really painted script. This photo is of an early car and with the many changes which occurred during the 1958 production year, anything's possible.

Your painting specs do not indicate how long this practice continued. Could this really be painted or a flash.

In addition, during the research and restoration of my 1958 Corvette, I've seen two original cars, both have the female hood latches secured with bolts with an offset "E" not the "TR" bolts most suppliers are providing. Do you have any information on this bolt?

Thank you, Dennis Moore
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A. In regards to the painted valve cover script, they were definitely painted in 1956. As far as I know, this practice was phased out early in 1957 production.

I can't tell for sure from the *Motor Trend* photo copy either. But I suspect that it's a reflection. I have one of those 1956 red valve covers with painted script, and there's a big contrast from red to silver. If mine were in the photo, it would have hopped out at you and there would have been no doubt.

Here's what I think happened: 1956, red engine paint, steel valve covers have the script painted silver argent. 1957, engine color is still red, with the painted script being phased out early in the year. 1958, engines are now painted orange; the painted script is no longer used. I have an idea that painted script on an orange valve cover wouldn't look so good anyway.

On the bolt head markings, I have not done any further research in this area. To be certain, one must check many, many examples before you can make any such statements with authority.

I have asked former St. Louis Corvette plant workers about such items as bolt head markings. Often they have muttered statements about my being crazy for trying to document such trivial production line variations. I have been told "*When we ran short, we went next door to the truck or passenger car line and got various fasteners. If they were short, we went to Ace Hardware where we had a standing account, and got some generic bolts to get the jobs done.*" Other former employees of the St. Louis plant deny this happened. But I have seen some strange bolts where they didn't belong, and they were thought to be original.

Best wishes to you and the other members of the Mason Dixon Chapter.

Noland Adams

Q. How long is the speedometer cable on a 1957 Corvette?

A. 1953-1957 Corvette or 1950-1957 car are the same having a PG transmission. The cable is 68-5/8 inches. Casing is 67 1/2 inches.

1955-1957 Corvette or car are the same having a stick transmission. Cable is 58-5/8 inches. Casing is 57-1/4 inches.

Q. How many quarts of transmission oil go in a 1957 cast iron transmission?

A. 1953-1954 6 cylinder is 8 quarts; 1955 6 cylinder is 10 quarts; 1955-1961 8 cylinders is 10 quarts.

Q. How long is the oil stick on a 1957 Corvette?

A. Measuring from under the washer — 1953-1955 6 cylinder is 15.3/32 inches; 1955 8 cylinder is 20-1/4 inches; 1956 early is 19-13/32 inches; 1956 later and 1957 is 21-9/16 inches, also the tube O/L from the block to the top: 1955 is 7-1/16 inches; 1956 early is 14-1/2 inches; 1956 later and 1957 is 8-3/4 inches.

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