

Blue Flame Special



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Vintage Corvette Club of America

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2359 M. Adams
Fresno, Calif. 93706

Blue Flame Special Newsletter is printed quarterly by the Vintage Corvette Club of America, a non-profit organization open to all Corvette enthusiasts. Membership fees as follows: Regular membership (ownership of a 1953-55 Corvette) - \$10.00 per year; Associate membership (ownership of a 1956 through present Corvette or anyone interested in Vintage Corvettes) - \$10.00 per year.

NOTICE

Permission to reproduce all or any part of this newsletter must be obtained in writing from the Vintage Corvette Club of America. Also, use of the names on the roster for any purposes other than official club business is strictly prohibited.

All correspondence regarding the Vintage Corvette Club of America should be mailed to 2359 W. Adams, Fresno, California, 93706.

Editors: Ed and Jean Thiebaud
Photography: Ed Thiebaud
Articles: Ed and Jean Thiebaud
Preparation: Ed and Jean Thiebaud

EDITOR'S NOTE:

We have adopted a newsletter name: "Blue Flame Special," submitted by our Secretary, Jean Thiebaud. I tried to top it fellows, but finally conceded. The name Blue Flame Special was written in yellow gold letters on the blue-green six-cylinder engine valve cover on the early Corvette models.

--Ed Thiebaud

COVER: The beautifully restored 1954 Corvette on the cover is owned by Eric Daly of Don Mills, Ontario, Canada, E54S003988-55. Eric was our first member in Canada and is most enthusiastic and well informed on Vintage Corvettes. Eric purchased his car in 1964 in Akron, Ohio, and spent four years restoring it.

JACKET PATCH

WSSC PRE-CONVENTION

On April 10, 11, and 12th, the Pre-Convention will be hosted by Clippinger Corvette-Camaro Club and held in Riverside, California. Events will include a Concours, a rallye, and a "Double autocross," at Riverside International Raceway on Saturday. There will be Friday and Saturday night parties and an awards banquet on Sunday.

WSSC CONVENTION 1970

July 30, 31 and August 1st are the dates for the 1970 WSSC Convention in Vancouver, B. C., Canada. The events will include an autocross, a rallye, and a concours in the hotel on carpeted floors and under chandeliers, not to mention several swining parties, dinners, and awards banquet.

FLASHES

The November, 1969, issue of Rod & Custom featured a complete road test on the 265, 1956 Corvette by Michael Lamm.

Mr. Lamm has also done a feature story on the "Vintage Corvettes" for Motor Trend Magazine which will be out in the January or February issue.

We would like to encourage all our members to send us stories and pictures on their own activities. Please send us any articles you think may be of interest to other club members. Send to 2359 W. Adams, Fresno, Calif. 93706.

ADVERTISING

Name, address, and phone number will be counted as part of your ad. A \$3.00 fee will be charged for each photograph. Also all ads must be received by 15th of the month prior to publication, i.e., March 15, 1970, June 15, 1970, September 15, 1970, December 15, 1970. Members may advertise their vintage Corvettes or parts at the following rates:

0- 25 words	free
26- 50 words	\$1.00
51- 75 words	\$2.00
75-100 words	\$3.00

The jacket patch is a 9 1/2" diameter round emblem embroidered in ten colors. The design is on the cover of this newsletter. The cost of the patch is \$12.50 each. Due to the great expense of the patch, we could only order a limited supply, so please get your orders in as soon as possible. Please allow one week for delivery.

CLUB JACKET

The club jackets are light weight white nylon with racing style collar, and a red, white, and blue stripe down the left front. The jackets are \$12.50 each. Please allow one week for delivery. The sizes are as follows:

XS	S	M	L	XL
32	34-36	38-40	42-44	46

TAIL LIGHT LENSES

In the last issue of our newsletter, we spoke of reproduction on the original tail light lenses which we have checked out thoroughly on the basis of at least a minimum of 600 ordered. We contacted Michigan General Motors Guide Division, who in turn recommended that we contact Guide Engineering in Indiana. We then contacted Guide in Indiana and were told if we had \$100,000.00, they would consider making a mold. - forget it for now - ?

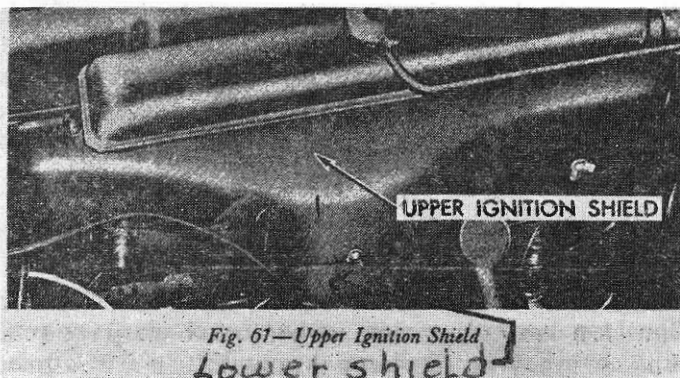
IGNITION SHIELDING: "PROCUREMENT OF"

For those members who have never seen ignition shielding, it is pictured on pages 29 and 40 in your Owners Manual. It fits to the right side of your engine and covers the distributor, spark plugs and spark plug wires. I believe its main function was two things. First to keep noise out of the radio and second to keep water out of wiring during competition events in case of hitting large areas of water at high speed.

I am prepared to have these reproduced of metal as exact duplicates of the original. All indications are on a small quantity order, which is all we can hope for, that they will cost \$40.00 to \$50.00 each or upwards to \$100.00 per set. I cannot and will **not do** any further negotiating on these without **some** firm commitments from those of you who are interested in a reproduction of these. I have an extra original mint set of these that I will donate

towards molding and tool up for reproduction, but I want further commitments from at least ten members before going ahead with final negotiations. The commitments must be in writing from interested members and also must be accompanied by a personal check or money order in the amount of \$25.00 for half a set (for example you want only the top half) and \$50.00 for a complete set—both top and bottom. You will receive by return mail a receipt for your money which will be channeled to the club's bank account. If we do not get enough commitments for this, your money will be refunded via the club treasury.

The reason for this commitment basis is that the Club does not have the funds to tie up \$600.00 to \$1,000.00 in shielding reproduction and no guarantee of how many would buy, etc. On this idea and any future commitment purchase basis, please make out a check to V.C.C.A. specifically and only for the exact amount so we can keep funds separate. For example, if you want both top and bottom, send \$50.00 downpayment by separate check, and \$10.00 by separate check if your dues are due, but no \$60.00 check, please. The shielding is pictured below.



REPRODUCTION OF PARTS CATALOGS

First Catalog: Reproduction of original 1953-54 Corvette Parts Catalog and Dealer Price Schedule, effective June 1, 1954.

Second Catalog: Reproduction of the 1953-55 Corvette Parts Catalog and Dealer Price Schedule, effective July 1, 1955.

First of all, I want to thank a close personal friend of mine, Noland, Adams, 15413 "B" St., Kerman, Calif. 93630, E53F001284-127, who lives only fifteen miles Northwest of Fresno for donating the above mentioned original two catalogs to me soon after we started the club a year and a half ago. I consider the two cata-

logs some of my most valued possessions when it comes to early Corvette information. I believe Noland was employed in a Northern California Chevrolet Agency when the "oldie Vettes" became an outdated machine (they thought) and some one threw both catalogs away in the daily trash can. Noland says "while passing the trash can and seeing them there he rescued them that day" thinking some day some one might be interested in the information contained within. I'm sure his notion has proven to be correct within a short ten years because today we are considering reproduction of both, and where today would we go to get original parts catalogs — trash cans?

I will go on to describe the first catalog, 1953 through 1954, effective June 1, 1954. The first ten pages are an alphabetical index, listing part name and group number, example— Absorber, Assy. shock . . . 7.345 etc. — to yoke, universal joint . . . 5.555.

Page 11, a full 8 1/2 x 11" front end view of your Corvette with thirteen different arrows pointing to parts with part numbers. Page 12 — left rear and left side view with 28 arrows to parts. Page 13 — full 8 1/2 x 11" full page view of dash with 41 arrows and names of parts. Page 14 — 8 1/2 x 11" full page view of soft top assembly (mainly bows) with 11 arrows and parts names. Page 15, 8 1/2 x 11" full page shot down on right side showing upholstery, seats, top deck "up position" and 24 arrows with parts names.

Next, 46 pages of Corvette parts listed under group description starting with 0.004 and going to 16.400. These pages also list the part numbers and number of each part used.

Next, page 47 through 62 list the numerical index and dealer price schedule, listing part number, list price, dealer price, and wholesale comp. price.

Remember, no one buys by these prices anymore, but it is amusing to compare back to the original prices. Last but not least, 4 pages of parts exchange plan, etc.

A quick note of the second catalog called: 1953-55 Corvette Parts Catalog and dealer price schedule effective July 1, 1955. The differences in this catalog contrasted to the 1953-54 catalog, I will try to illustrate next. Following the pages of front, rear and side view there are three pages of the Corvette broken down into body sections and panels. The first page has 25 pieces from doors forward, second page has 26 body parts, including doors rearward to rear end, and third page lists 13 body parts from the fire wall under your feet, seat, gas tank and

bottom of trunk area, lets call it the bottom of the car. The next page is interesting, it displays full page size shot of the three carter carburetors, all linkage from carbs to engine mount where there is a three-way junction, first from accelerator to carbs, and then from accelerator to transmission control. Next comes 52 pages of parts by group description, part number and number of parts used. From here on through the catalog it is the same as the 1953-54 catalog with the exception that it has 55 V-8 parts listed for those of you with a 1955 Corvette.

Now, let's make an honest evaluation of this reproduction. First off, you will not be able to sit down and dial up your local authorized Chevrolet dealer and start reading him group numbers, part numbers, prices, etc. and expect him to agree with everything you say because times, cataloging, prices, and I'm sure methods have changed considerably since 1953-54-55. Probably most of the parts listed are no longer available, but you can rest assured some still are. I do know from personal experience that some of the part numbers still have remained the same and are ordered by the original part number from these catalogues.

While we are trying to be objective, let's look at the advantages of owning an original catalog. It will be a collector's item as soon as it is printed. One of its most meaningful purposes will be in strengthening communications for parts, they will probably have an easier time describing their needs. A good example is my own personal experience with a Southern California member who wrote me for a rear quarter panel piece of chrome. I answered and told him I had one on a wrecked 1954, which was dirty etc. Next, he answered my letter and sent the money - at which time I finally got the chrome off, cleaned it up with steel wool, wrapped it, drove to the Post Office, stood in line for 20 minutes (Christmas time) mailed it, and soon received two phone calls from the recipient who was disappointed because his idea of rear quarter fender panel chrome was not the same as mine. In the final analysis, he thought he was buying the 6" piece behind the door and I thought he wanted the long curved piece that fits on the left rear fender from the center bullet forward and covering the side of the left rear fender. So, to conclude the story, he packed up the chrome piece, shipped it to Fresno and I mailed his check back to him. The reason for the mix-up you might say was poor communications. With both of us owning a catalog he could have turned

to page XVIII in front of the catalog, a pictorial of body parts, item 13, group description 7.831 - Rear Fender Bumper, IH, then looking up under 7.831 - Bar, Bumper Face, Front part #1-2-3-4-5 then Rear Part #1-2-3-4 and #5 says 53-55 outer (Fender) 3706646 which is the part number and then two meaning Number used is two or two total for the car, both being exactly the same in size and nomenclature. Another advantage in owning a catalog is that some of your members do not have anyway to see the exact way the car looked factory fresh, and this is a good way to get a birds eye view of the way the "oldie Vettes" looked off the assembly line, both inside and out, chrome trim, front, side, rear and original hub caps.

Last but not least, we come to the price of reproduction. At this time, I cannot quote a price because I have no commitments for either #1 Catalog 1953-54 or #2 Catalog 1953-55. So it is up to you members to send in your commitments so we can see if anyone is interested, and if so, how many want #1 and how many want #2, and how many want both #1 and #2. We are requesting you members to send in your commitments by March 15th so we can let you know by the April 1st newsletter whether or not we have enough interest to go ahead or to wash the whole idea out. Again, let me stress, send separate checks or money orders for your commitments for the exact amount of the commitment so our records will not get clouded up with money for dues, gear shift knobs, etc. mixed up with money for the specific commitment you are mailing in for. Be sure you read the following carefully.

Catalog #1 1953-54 Complete 66 Pages -
Commitment price \$12.50
Catalog #2 1953-55 Complete 77 Pages -
Commitment price \$17.50

The reason for the additional \$5.00 on Catalog #2 is that with only approximately 15 members in the club with 1955's, the interest may be that we will have to charge much more because of a very low production number for Catalog #2. One more thing, if you want #1 and #2, do not send one check for the total amount. Please send a separate check for Catalog #1 and a separate check for Catalog #2, in case we have to cancel #2 because of lack of interest, we can keep our records straight.

CARTER SIDE-DRAFT CARBURETORS

The next item of interest to members is our coverage and reproduction of photos on the tri-carburetor set up on the Blue Flame Special. To my limited knowledge as the pictures indicate, there were two kinds of air cleaners. I refer to them as the "bullet chrome" front, center, and rear covers. I believe they came factory stock on the first 300 1953 Corvettes and early into 1954, at which time they either changed entirely over to the two chrome pot air cleaner, as I call it, or it was optional either way in 1954. If anyone can prove me wrong, please don't hesitate to write because this

is the only way we can establish a rough history on these early Corvettes. To my knowledge neither air cleaner set up is available through any parts house today. Also I have done extensive checking all the way to Carter in St. Louis, Missouri, on where we can get a source of new carbs, numbers 2066S or 2066SA as we find on the Corvettes. This effort has been in vain because no one has any left in stock and they are no longer available at the factory. I was fortunate to purchase three brand new ones still stapled inside the box which I took the newsletter photos from the enclosed date. I hope you find the photos and information useful and valuable.

Photos on next page.....

The Evolution of a Sports Car The Chevrolet Corvette

By Maurice Olley

Chevrolet Motor Division, General Motors Corp.

Presented October 5, 1953

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FIRST - WHAT IS A SPORTS CAR?

There's no very strict definition, but several attempts.

1. Engine must cruise at 70 mph with less than 2500 fpm piston speed. Corvette piston speed is 2040 fpm at 70.
2. Power weight ratio better than 25 lb./hp., Corvette is 21 lb./hp.
3. Ample brakes. Corvette brakes give an energy dissipation figure of 1.27 hp/sq in. of lining in a crash stop on a dry road from 60 mph.
This figure disregards the effect of air resistance, which will considerably reduce it.
4. All the other desirable qualities concerning riding and handling.

For example: --

- a. A quick steering with light handling. Corvette steering ratio of 16 to 1 is considered just about optimum for a car of this class.
- b. A low center of gravity. Corvette is 18 in. from the ground.
- c. Minimum overhang, or in other words a low k^2/ab ratio, or low moment of inertia relative to wheelbase. The Corvette k^2/ab figure is .62, which is much lower than current passenger cars.
- d. Weight distribution front and rear close to 50-50. Corvette in running condition with 2 passengers, but no load in the trunk, is 53 front to 47 rear.
This unbalance is in the right direction, that is, nose-heavy. With a trunk load this approaches 50-50.
- e. Smooth yet firm suspension. A joggling ride is not acceptable, but a floating ride which appears to be divorced from the road is even more unacceptable. Excessive roll and vague handling characteristics will not do. It is a matter of safety that the driver must be able to "feel" his road surface, without its causing him or his passenger any discomfort.
The Corvette, with a static deflection of 7 in. in front and 5 in. at the rear, fulfills these requirements.
- f. Finally, it is a matter of safety that the response of the car should be immediate, but without oversteer.

The number of sports cars is legion. You can see at once the great variety - dry weight running from 1700 to 3600 lb, engine size from 75 to 250 cu. in., maximum horsepower from 50 to 175. How-

CON'T ON PAGE 9

1954 CHEVROLET CORVETTE

IDLE SPEED, IDLE MIXTURE AND THROTTLE LINKAGE ADJUSTMENTS

THE PURPOSE OF THIS PROCEDURE IS TO SYNCHRONIZE THE THROTTLE VALVE POSITIONS AND ADJUST THE IDLE MIXTURES OF THE FRONT, CENTER AND REAR CARBURETORS.

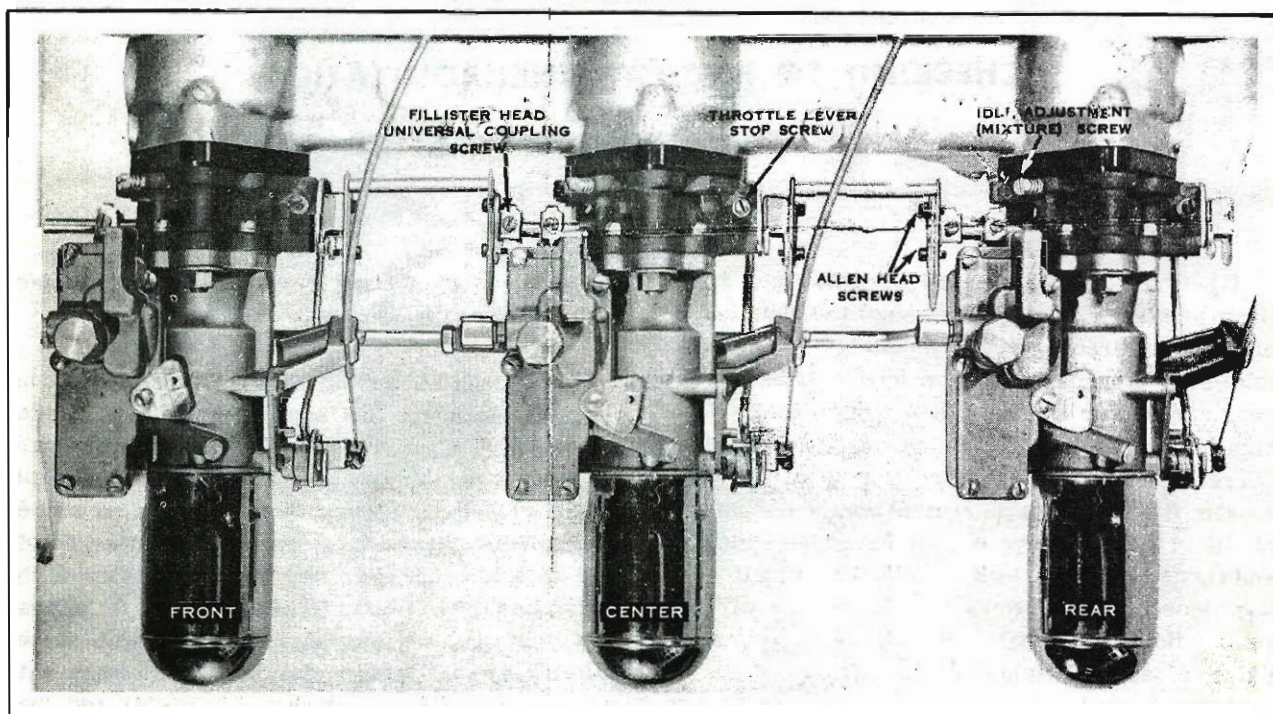


Figure 1

PRELIMINARY LINKAGE ADJUSTMENTS

To synchronize the three throttle valves, the throttle linkage must be adjusted until all three valves are seated in the bores of the carburetors. The following is the adjustment and checking procedure:

(1) Carburetor preliminary adjustments should be made with ignition off and all three choke valves in wide open position.

(2) Remove the three throttle lever stop screws and springs.

(3) Loosen the fillister head screws on the carburetor shaft universal couplings which secures the couplings to the throttle shafts at the

forward end of the rear carburetor and the forward end of the center carburetor.

(4) Snap accelerator pedal several times to allow the couplings to seek their natural position so there is no end pressure on the throttle valves. Then tighten the two fillister head coupling screws.

(5) Loosen the two Allen head screws at the front end of rear carburetor. NOTE: To provide clearance for throttle valve adjustment, the holes in the flexible couplings are larger than the diameter of the Allen screw threaded section. The accelerator rod pull back spring assures positive closing of the throttle valve in center carburetor.

(6) With the right hand, manually close the throttle valve in the rear carburetor. Hold valve tightly closed and tighten the two Allen screws on the flexible coupling at the front of rear carburetor.

(7) Loosen two Allen head screws at front end of center carburetor.

(8) With left hand, manually close throttle valve in front carburetor. Hold valve tightly closed and tighten the two Allen screws on the flexible coupling on the front of center carburetor.

CHECKING TO PERFECT SYNCHRONIZATION OF ALL THREE THROTTLE VALVES

(1) Check the closing off of center and rear throttle valves by twisting (closing) the rear lever of rear carburetor. There should not be any visible sign of rotating motion on the front end of rear carburetor throttle shaft. See Fig. 2. Any sign of rotation is a clear indication of need for correction. **NOTE:** If correction is necessary; loosen Allen screws on rear of center carburetor. Hold throttle valve in rear carburetor closed and tighten Allen screws. If rotation is still visible, loosen Allen screws at front of rear carburetor. Hold the throttle valve in rear carburetor tightly closed and tighten Allen screws.

(2) Check closing of center and front throttle valves by twisting (closing) the front lever of front carburetor. There should not be any visible sign of rotating motion on the rear end of front carburetor throttle shaft. Any sign of rotation is a clear indication for need of correction. **NOTE:** If correction is necessary; loosen Allen screws on rear of front carburetor. Hold throttle valve in front carburetor closed and tighten Allen screws. If rotation is still visible, loosen Allen screws on front of center carburetor. Hold the

throttle valve in front carburetor tightly closed and tighten Allen screws.

(3) Check the center throttle valve synchronizing: Disconnect the accelerator rod at center carburetor. Close the throttle valve in rear carburetor manually at rear end of rear carburetor. Hold closed and press throttle lever on center carburetor and check for rotation of center throttle shaft at front end. Any visible rotation of the front end of the center throttle shaft is an indication that center carburetor throttle valve closes after rear carburetor. Correct if necessary with the four (4) Allen screws between center and rear carburetors.

(4) Close the throttle valve in front carburetor manually at front end of front carburetor. Hold closed and press throttle lever on center carburetor and check for rotation of center throttle shaft at front end. Correct if necessary with the four (4) Allen screws between front and center carburetors.

(5) Connect accelerator rod to throttle lever.

IDLE SPEED AND MIXTURE ADJUSTMENT

Use Tachometer and Vacuum Gauge

(1) Assemble throttle lever stop screw and spring on center carburetor only. Adjust so throttle valves are slightly open. Set idle adjust-

ing (mixture) screws three-fourths turn open. Start engine and run until warm. Pull hand brake on and move transmission selector lever to park

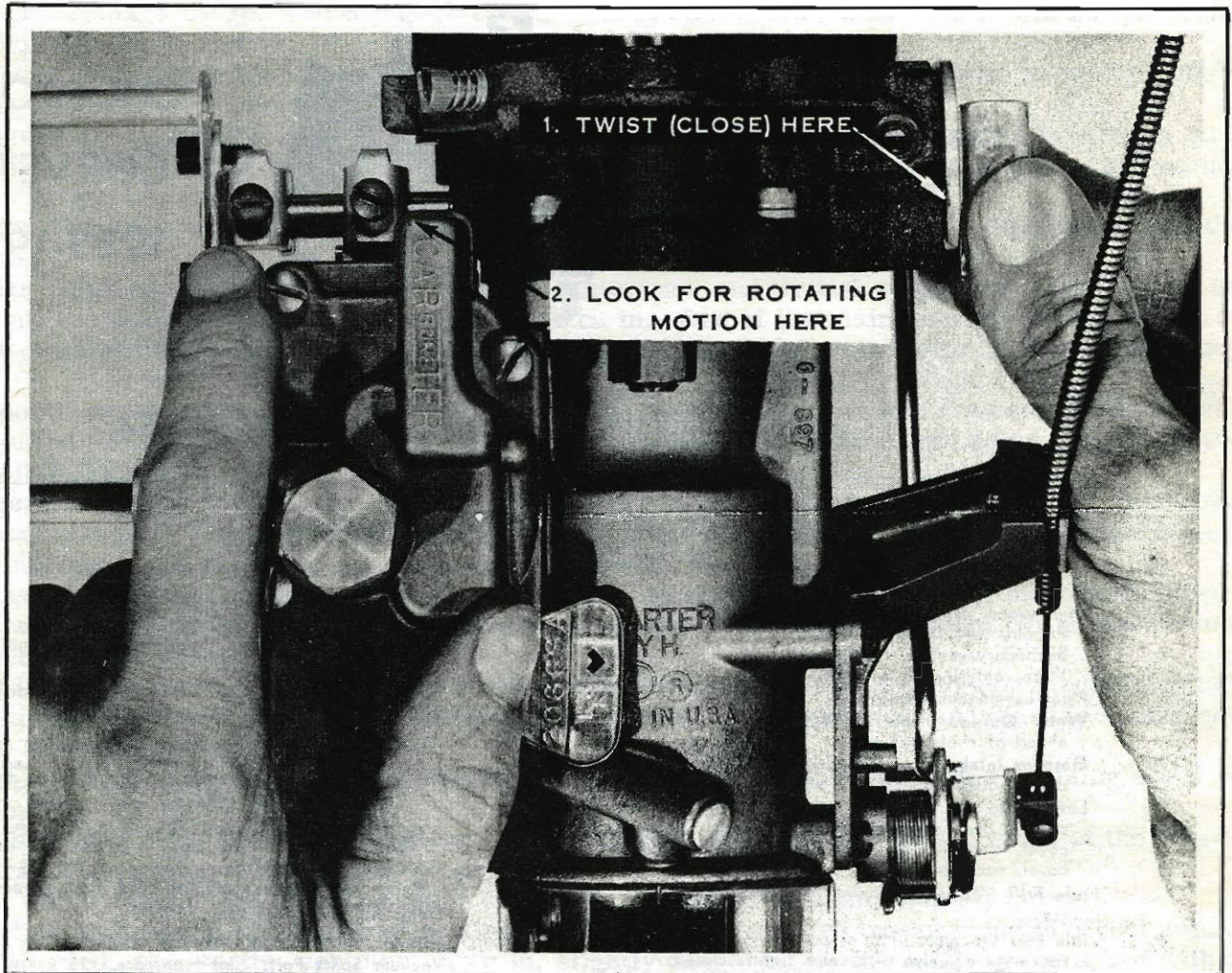


Figure 2

Checking to determine if throttle valve is seated

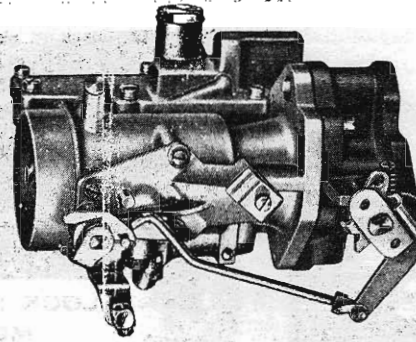
position. Adjust throttle lever stop screw on center carburetor until engine runs approximately 500 RPM.

(2) Turn idle adjusting screw (mixture) on the rear carburetor $1/8$ turn right or left - no more, whichever increases the RPM or manifold vacuum. If no change, leave adjustment at $3/4$ turn. Repeat same with center and front carburetors. If RPM is changed, correct speed adjustment on center carburetor. Now start again

with the rear carburetor, center and front. This adjustment may have to be repeated several times.

(3) Assemble throttle lever stop screws and springs in front and rear carburetors. Turn front and rear throttle lever stop screw until engine speeds up slightly, then back off screw at least one full turn. The center throttle lever stop screw is the only one which should control the idle speed of the engine.

Three Carburetors
Per Engine



CHEVROLET
CORVETTE
1953-1954

Casting Number 1082 on Face of Flange

YH Horizontal Carburetors Nos. 2066S-2066SA

CARBURETER SPECIFICATIONS

For Chevrolet 6 Cylinder Engine: 3-9/16 Inch Bore, 3-15/16 Inch Stroke

Dimensions: Flange size, 1 1/4 inch 3 bolt.
Primary venturi, 1 1/32 inch I. D.
Secondary venturi, 1 1/16 inch I. D.
Main venturi, 1-5/16 inch I. D.

Float Level: See adjustments.

Vents: Outside, none. Inside, balance vent tube to air horn ahead of choke valve.

Gasoline Intake: Spring loaded needle. Size No. 46 (.081 inch) drill in needle seat.

Low Speed Jet Tube: Jet, size No. 70 (.028 inch) drill. Bypass in body, size .0492 inch diameter. Economizer, in bowl cover, size No. 54 (.055 inch) drill. Idle bleed, in bowl cover, size No. 58 (.042 inch) drill.

Idle Port: Upper port, slot type, length .162 inch; width .030 inch.

Idle Port Opening: Top of port to be .124 to .128 inch above top edge of valve with valve tightly closed.

Set Idle Adjustment Screw: 1/2 to 1 1/2 turns open. For richer mixture turn screw out. Idle engine at 450 r.p.m. gear shift lever in Drive position.

Main Nozzle: Nozzle is installed permanently. Do not remove.

Metering Rod: Economy step, .061 inch diameter. Power step, .058 inch diameter.

Metering Rod Jet: Size No. 45 (.082 inch) drill.

Metering Rod Setting: See adjustments.

Accelerating Pump: Diaphragm type, vacuum and mechanically operated. Pump discharges into nozzle passage. Intake check ball seat, size .115-.120 inch diameter. Discharge check ball seat, in body, size .115-.120 inch diameter. Pump bleed, in diaphragm housing, size No. 73 (.024 inch) drill. Vacuum passage restriction, in body, size No. 46 (.081 inch) drill. Vacuum bleed, to throttle bore, size No. 65 (.035 inch) drill. Pump jet is permanently installed, do not remove.

Pump Adjustment: None.

Choke: Manual, interconnected with throttle.

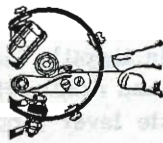
Vacuum Spark Port: Slot type, size .125 x .041 inch. (2066S-2066SA early prod.) Bottom of port to be .026 to .036; (2066SA late prod.). Top of port to be .016 to .026 inch above top edge of valve with valve tightly closed.

Motor Tune-Up—Be Accurate! Always Use Feeler Gauges!

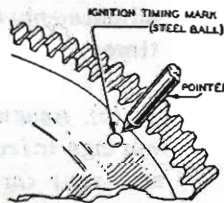
CAUTION: Change worn or leaky flange gaskets. Tighten manifold bolts and test compression before adjusting carburetor.



Spark Plug
Gap
.035"



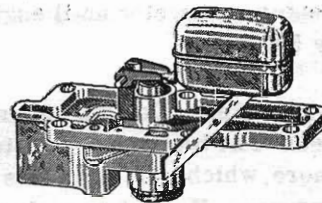
Breaker Point
Setting
.018"



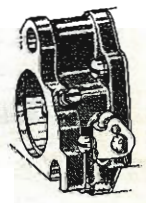
Ignition Timing
Breaker Points to Open:
T. D. C.
(When Steel Ball on Flywheel
is in Line with Pointer)



Valve Setting
(Hot)
Intake .010"
Exhaust .020"



Float Setting
3/8 Inch
(Use gauge T109-80)



Idle Adjustment
Screw Setting
1/2 to 1 1/2
Turns Open

CARBURETER ADJUSTMENTS

Float Adjustment: With gasket removed, bowl cover assembly inverted and float resting on pin in seated needle, the distance from the bowl cover to the top of float should be 3/8 inch (gauge T109-80). Do not depress float lip against spring loaded pin in needle, but let float rest of its own weight. Adjust by bending float lever. Float setting must

be checked with bowl cover held at eye height in a level position.

Float Drop: With bowl cover assembly held in upright position, the distance between float seam (at free end) and bowl cover should be 2". Adjust by bending stop tab on float arm.

ever, they all manage to get a pretty good engine filling, and to show well over 100 lb bmep even at maximum horsepower speed.

Also, most of the cars are fairly light for their engine size, and fairly low, with overall height of about 50 in. The Corvette overall height is 47 in.

The engines are developed from standard production designs, by arranging for free breathing, etc., and in general develop better than 3/4 hp per cu in., and in some cases come close to 1 hp per cu in., which is pretty good for an unblown engine.

Even the Porsche engine, which is the most radical departure, is actually developed from the Volkswagen.

American engines, fitted in sports cars of American and British origin, run up to 330 cu in. displacement, but seldom show better than 2/3 hp per cu in. One of the main reasons is that we are at present not prepared to accept in sports cars here the qualities of slow running which are satisfactory in Europe.

Most sports cars, being of open roadster type, have been built on chassis frames, but the closed models, like the Porsche and the new Fiat V8 are going to integral construction, so as to produce the lowest possible floor and roof, and minimum wind resistance.

The Jaguar 210 cu in. engine, developing 175 hp, or in racing models as much as 210 hp, is a nice, clean 7 bearing line 6, with cast iron block, aluminum hemispherical head, with twin overhead camshafts, chain driven.

The Porsche engine is remarkable for crankcase and transmission case of magnesium alloy, with aluminum heads for each pair of cylinders, and die cast aluminum air-cooled cylinders chrome plated directly in the bores.

I want to show that in the whole history of road vehicles from the 17th Century onwards there has been a continual see-sawing of design between ostentation and convenience, and that the sports car in principle is nothing new.

The 17th Century four-horse coach was ostentatious, costly, and slow, with a cruising speed of some 5 mph.

It was succeeded by the chariot, a two seater, without the rearward facing seats of the coach. Performance was improved to some 7 mph.

Comfort was obtained, and, perhaps more important, unwanted company was eliminated.

The early 19th Century saw the growth of new-rich families, created by the industrial revolution. Light two-wheeled, two-seater vehicles came in, slightly dangerous in the hands of fools, but with a high performance. This was a rebellion of the younger generation, frowned on by their elders as evidence of juvenile delinquency. But it set the standard for light weight in horse drawn vehicles for the following century, in fact, until the coming of motor cars.

In 1818, Ackerman, a London publisher, patented his front wheel linkage making possible a light four-wheeled vehicle, with greatly increased stability on sharp turns.

Motor vehicles, which had made a brief appearance in 1783, and again in the 1830's, using steel tires and steam, awaited the coming of rubber tires and the internal combustion engine in the 1880's before they could take hold on the public imagination.

First, the horseless carriage, innocent of weather protection, little more than a mechanical toy, and a foretaste of joys to come. Hampered in this country by lack of roads, but in Western Europe taking full advantage of the military roads built in the 19th Century.

Then the touring car, the standard car and lowest priced car of the line, until America popularized the sedan in the late 1920's. For years this appeared the complete solution of the problem, combining the open air with adequate weather protection and adequate space.

But the touring car did not please the anti-social tendencies of the young, always desperate to escape the chiding voices of their elders in the rear seat. The roadster seemed the answer. If the folks came along they had to ride in the rumble seat, without weather protection or means of communication. The roadster is the direct ancestor of the sports car of today.

After World War I, the new deal was the closed car, invariably advertised in those days as a "luxurious town carriage". Its luxury was marred at first by a disturbing assortment of noises, which no one had previously suspected. The ensuing struggles led directly to all modern practices in engine mounting, silent tire treads, modern door locks, spiral bevel rear axles, helical transmission gears, modern wind seals, window lifts, ventilation, etc.

It is curious that these early closed cars were designed for privacy as well as weather protection. Windows were protected by roller blinds. A really smart town car had the driver out in the open, but the passengers were completely enclosed beneath a leather hood, with no side windows at all, and only a small spy hole at the back. The covering was decorated by massive external hinged bars, which made the top appear to be collapsible, though frequently they were dummies, and in any case they were seldom used.

Nowadays, there has been a complete reversal. A closed car now has to appear as little closed as possible. This seems to be the influence of the ladies and of their genius for appearing uncovered even when they are covered.

The alibi for this open work design is safety, but the reason is probably display. In a hot sun it has definite disadvantages.

Starting in the 1920's, American stylists and body designers severely disciplined the chassis design, making it subservient to the body. Bodies were assembled by spot welding from an assortment of pressed steel panels. Floor panels could no longer be removed. Americans developed the car hoist and serviced the chassis from below.

From this time came a generation of chassis engineers who have never lifted the floorboards and seen what a car is doing on the road, but instead have just ridden and guessed.

From this time, the sedan became cheaper to build than the touring car, and was accepted as the standard car. Outdoor parking became general, and modern traffic congestion and parking problems really started.

Logically the problem of transportation for Americans was solved, and the industry could settle down to pressing out millions of 5 passenger sedans.

But the eternal discontent of the young came into the picture again, and demanded a car which could be opened to the weather. The resulting convertible became popular, without regard to comfort or safety, even though it was heavier than the sedan and quite a bit more expensive. This was a return to the touring car with modern refinements, but the relatively snappy performance of the touring car with its light weight was gone.

The next step is, as before, the roadster, or, as we now call it, the sports car, not built small, low, and light, without even a pretense of rear passenger accommodation. The reason for a sports car is that it is fun to drive.

So this brings us to the Corvette ----

FIRST, THE BODY.

Materials of construction have had a curious history. Originally automobile body construction was of wood, with veneer panels, and wooden framing. Then came aluminum panels on a wooden frame. These were worse for noise, but the noises could be reduced by glueing wooden blocks on the inside of the panels. Pressed steel panels on a wooden frame became standard for a long time, to be succeeded by all steel construction.

Sports car construction today covers the whole field, including all steel bodies, steel on wood, aluminum on wood, all aluminum, all magnesium, and fiberglas.

This is a laminated construction of glass fibers impregnated and bonded by a clear plastic, which, when an activator is added, sets itself into a solid panel rather like plywood.

Single experimental models can be made by preparing fiberglas forms directly from the plaster model, and building up the panels from layers of glass cloth laid in these forms.

In production, matched metal dies can be used, or various bag methods using vacuum or air pressure.

A rough mat is prepared before insertion in the dies, similar in some ways to tire manufacture.

The setting process may be accelerated by heating the dies in which the panels are formed.

What we get from all this is a very usable body, somewhat expensive, costing a little less than a dollar a pound, but of light weight, able to stand up to abuse, which will not rust, will not crumple in collision, will take a paint finish, and is relatively free from drumming noise. The Corvette body complete with fenders, etc., weighs 411 lbs.

The physical properties of fiberglas vary considerably with the percentage of glass in the mixture, the texture of the glass, and the hardness of the resin. Too hard a material containing too high a percentage of glass, such as is used in fishing rods for example, is likely to suffer from flex-cracking or stone bruises in fenders and body panels. An acceptable material will have physical properties

which are remarkably similar to those of the woods used in older body construction.

A fiberglass panel of body quality three times as thick as steel will weigh half as much and will have approximately equal stiffness. It will have better damping properties than steel. Therefore simple panels of fiberglass are very desirable.

But structural members in which the stiffness depends on the first power of the thickness instead of the cube are not equally desirable in fiberglass. Although lighter, they are much more flexible than the corresponding metal structure, so that various forms of reinforcement are desirable.

This leaves the problem of frameless construction in fiberglass rather up in the air.

CHASSIS

The evolution of the Corvette chassis as compared with the body development, was relatively simple.

The need was to produce a sports car, using components of known reliability, with adequate performance, a comfortable ride, and stable handling qualities, in something less than seven months before showing, and twelve months before production.

On June 2, 1952, Chevrolet engineers were shown a plaster model of a proposed car of 102 in. wheelbase, for which a chassis was required.

A complete car was to be exhibited at the Waldorf Show in January. There was not much time.

The chassis sketches were started right away. The body, which is in one piece with the fenders, is mounted at eleven points to the boxed X-braced chassis. Fortunately, the drive line is high enough to clear the center of the X, which can therefore be made solid. The complete chassis frame weighs 213 lbs.

Relative to the front wheels the engine was moved back 7 in. and down 3 in., as compared with the standard passenger car, and was mounted almost horizontally. Even so, the hood was so low that the front of the rocker cover had to be flattened to clear it.

In general the chassis components were adapted from Chevrolet parts, but a hotchkiss drive was essential, since the short wheelbase would have required a torque tube so short as to produce excessive change of wheel speed on rough roads.

Front suspension is mainly standard, but is rather stiffer than normal, and is fitted with a fairly stiff front stabilizer. Because of the low engine, the steering center lever was redesigned and mounted on a double-row ball bearing below the front of the oil pan.

We are aware of a preference in some quarters for a rack and pinion steering on cars of this type. However, this involves a steering ratio of 9 or 10 to 1. We regard this as too fast even for a sports car, and greatly prefer a ratio of 16 to 1, obtained by means of a normal high efficiency gear and linkage.

A 17-1/4 in. steering wheel is fitted, set at 13 degrees to the vertical.

Turning radius is 19 feet.

The rear suspension is a simple adaptation of the existing Chevrolet rear axle to a hotchkiss drive, using 2 in. x 51 in. leaf springs, with suitable leaf inserts. The rear springs are inclined, so as to give approximately 15 per cent roll understeer. This may appear excessive but some of the handling qualities of a car depend on the amount it is allowed to roll on turns. When a car is designed to roll very much less than normal, and with a low c.g., so that the overturning couple on the tires is reduced, it may become necessary to put a strong understeering tendency into the rear axle control, to provide an adequate tail for the arrow.

Rebound straps are fitted to prevent excessive joint angles in the propeller shaft, which is only 36 in. long.

ENGINE

The 235 cu. in. standard Chevrolet engine is modified for increased performance and to use premium fuel. Compression ratio is 8 to 1. A high lift cam-shaft is provided, with metal timing gears. Mechanical tappets may not be absolutely necessary but are used, because of engine speeds which are known to exceed 5000 rpm. Dual valve springs are required. The rocker cover has the oil filler moved back for access under the rear opening hood.

Valve timing is modified for the higher engine speeds.

Three individual side draft carburetors are synchronized by the throttle linkage, and supply each

of the siamesed intake ports. But to obtain uniform distribution it is essential to interconnect the three intake headers by a small diameter surge pipe.

Automatic chokes as shown were tried but could not be used because of choke valve flutter and fast idling. A manual choke is therefore fitted.

Normal operation is without manifold heat. There is provision for applying exhaust heat in cold weather operation, but so far this has not proved necessary.

The exhaust manifold is dual and of a special type to keep the exhaust gases in the throat of each of the two downpipes always whirling in one direction. This was found essential and picked up some 8 or 10 lb. ft. torque in the mid-speed range.

The two exhaust systems are completely separate.

A requirement important in the minds of sports car enthusiasts is that the exhaust should have "the right note". They don't agree what this is. Some prefer "foo-blap" while others go for "foo-gobble". It is impossible to please them all. We hope we have achieved a desirable compromise.

As a result of the various changes, a power curve is obtained giving 150 hp at 4200 rpm, with specific fuel consumption no greater than standard.

At 4800 rpm, with a 3.55 axle, this gives the car a consecutive top speed of 108 mph, but fifth wheel readings show speeds considerably higher than this.

Ignition is 6 volt. It has to be completely shielded to prevent radio interference in the fiber-glas body. Coil and condenser are special and the ignition cam is modified for a longer dwell. Voltage reserve is ample for speeds well above 5000 rpm.

The top of the radiator is below the top of the cylinder head. Consequently, a separate header tank is necessary. This is mounted along the right hand side of the engine, with the filler cap at the rear. The header tank forms a backwater on the completely submerged water system. A vapor escape pipe is fitted from the top of the radiator to the header tank. The pressure cap is loaded for 7 psi.

A special high efficiency water pump is fitted low down at the front of the engine block. It is driven at 9/10ths of engine speed, giving a water circulation of 27 gallons per minute at 2000 rpm.

It was originally intended to shroud the fan, which is some distance behind the bottom of the steeply inclined radiator. But cooling is far above normal passenger car standards.

TRANSMISSION

The transmission is a modification of the standard powerglide, with oil pressure increased to handle 233 lb. ft. of torque, and a shifter valve which gives full throttle upshift at 4500 rpm or 55 mph, and a full throttle downshift to the 1.82 low ratio up to 47 mph.

Necessary modifications are made at the rear of the transmission for the hotchkiss drive, with sliding splines in the transmission extension.

No transmission oil cooler is required. The light weight and high performance of the car make this unnecessary.

The use of an automatic transmission has been criticized by those who believe that sports car enthusiasts want nothing but a four speed crash shift. The answer is that the typical sports car enthusiasts, like the "average man", or the square root or minus one, is an imaginary quantity.

Also, as the sports car appeals to a wider and wider section of the public, the center of gravity of this theoretical individual is shifting from the austerity of the pioneer towards the luxury of modern ideas.

The performance curve shows that there is no need to apologize for the performance of this car with its automatic transmission.

The most original thing about the transmission is that the control lever has been taken off the steering column, where it would obscure the instruments, and put back where it came from in the first place, directly beneath the driver's right hand, and alongside the transmission. If we had not done this we could not have fitted three carburetors.

These brief notes should not leave the impression that the General Motors Corporation has lost all sense of decorum and is entering the racing car field.

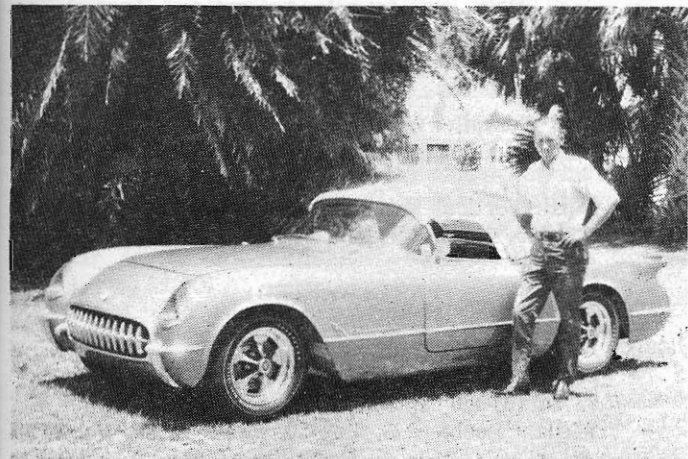
The sports car is a serious form of transportation. It ranks with the chariot, with the tilbury, and curricule of the 1800's, with the roadster of the 1920's as a necessary step in providing convenient, lively transportation for two people in a smaller package.

Also, it is a bit of an adventure, fun to drive, fun to build.

One of the points of interest is that it is possible for a great mass production organization to step out of its normal role of producing over 500 vehicles an hour, to make 500 specialized vehicles in say two weeks.

This is an interesting fact even outside the United States, where it is generally considered that American manufacturing methods are too inflexible to meet modern condition. This was well disproved within our own knowledge by the wartime performances of the automobile industry. It is proved to the whole world by such a specialized vehicle as the Corvette.

OWNERS PRIDE



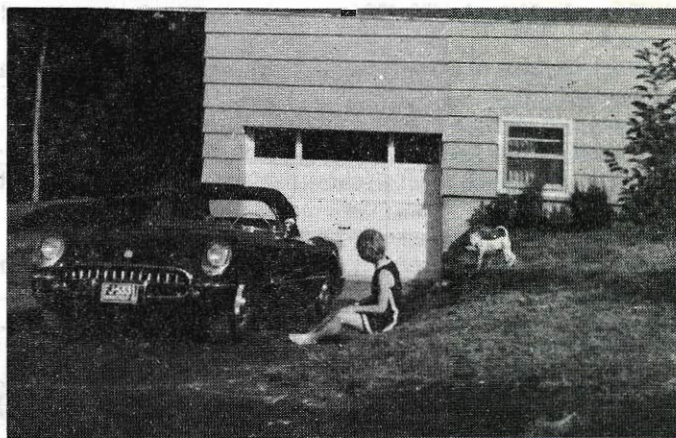
Ron Sell - 1954 - Eau Gallie, Florida, Marina Blue



Bob Williams 1954 Blue, South East Washington



Ron Sell's customized luggage compartment; Black R & P Interior



John Ferro, Woodburg, Conn. All stock '54. Red (3rd mem. VCCA)



Mr. Sell's 1954 (Ron's Dad) - Teamwork Rally Green



Dick Hellman, Atlantic, Iowa. '54 Stocker, Orig. Polo White.

WANTED & FOR SALE

PARTS WANTED

1. New or good used original carpets.
 2. Original "Chevrolet" name plates (2).
 3. (2) small chrome pieces with spring & Flipper that go behind door.
 4. Center rear bumper (approx. 30" long.)
 5. (2) ash trays & trim rings.
- Barry Baker, 29388 Hoover Road, Warren, Michigan 48093.

CLUB ITEMS OFFERED FOR SALE

The Club is offering the following items for sale. The Club is taking a small mark-up on these items to cover ordering, transporting, special packaging (like on long pieces of side chrome, the Club buys 200 lb. test plastic pipe to ship the chrome in), storage, postage, and loss from breakage in the mail (a license plate plastic cover came back in seven pieces in October); also to cover cost of time involved in accurate inventory control. The Club is using any overages to help pay for our Club patches which cost over \$600.00.

1. Carburetor kits - new - \$6.00 each - post paid.
2. New gear shift knobs - exact duplications - \$7.00 each - post paid.
3. Rear license plate covers - exact duplication - \$16.00 each post paid.
4. Owner's Manuals '53-'55 - reproduction - \$6.00 each post paid.
5. Back issues of Newsletters (there were 3) - \$1.00 each post paid.
6. New orig. outside mirrors - \$13.00 each post paid.
7. Park Lights - A. Lenses - \$2.25 each post paid.
B. Doors (chrome piece) - \$2.25 each post paid.
C. Gaskets - \$.60 each post paid.
8. New left door & right door striker plates - \$13.00 each post paid.
9. New front end Corvette emblems - \$10.50 each post paid.
10. New windshield - \$125.00 plus postage.
11. New windshield rubber gaskets - \$10.50 each post paid.
12. New front bumper (lic. plate hangs between this bumper) - \$15.00 each
13. Rubber trunk mat - Venition Red for '56-'57 Corvette only - \$16.00 each.
14. Exhaust chrome ring - fits into body around exhaust pipe - \$3.50.
15. Chrome word Chevrolet for right & left front fender - \$3.75 each.
16. New right & left chrome piece front fender from door to gullwing piece - 24" piece (special shipping in plastic pipe) - \$10.50 each.
17. New full length door chrome piece left or right side (special shipping in plastic pipe) - \$12.50 each.
18. New horn ring without horn plastic button - \$10.75 each.
19. One quart of Chevrolet engine blue heat resistant paint - \$6.00.
20. One quart of Chevrolet red upholstery paint for entire upholstery, including carpets, seats, door panels, etc. - \$8.00.
21. New "stop light" brake switches, fits under dash - \$3.75.

22. Reproductions of Red original side curtain bags with the passenger car headliner material used as a divider between side curtains while in bag - also two original chrome turn buckets to attach it to inside trunk area - \$12.50 each post paid.
23. Original (patterned in configuration) trunk mat reproduction made out of red loop pile carpet with red leatherette sewn around perimeter for trim work - \$20.00 each post paid.

PARTS WANTED

Wanted: 1953 Corvette valve cover. Noland, Adams, 15423 "B" St., Kerman, Calif. 93630. 209-846-8928.

Wanted: 1 pair vertical lower front bumpers. Roger Abshire, Box 235, Floyd, Virginia, 24091.

PARTS WANTED

Wanted: 1. Trunk license chrome frame.
2. Rear bumper verticle pieces.
3. Set (8) hub cap spinners.
William Focht, P.O. Box 50, Sweet Briar, Va. 24595

Wanted: 1. Right & left rear vertical bumper GM#3706645.
2. Complete trunk lock assembly.
3. One hub cap flipper.
4. Information on where to buy or have made original carpet.
Robert Nauta, 1250 1/2 Pennoyer, Grand Haven, Mich. 49417

Wanted: Restoring 1957 Corvette. Need hardtop, some chrome, and 10 shift linkage, air cleaner, etc. Write condition and price to: D. C. Royston, 8608 Allenswood Rd., Randallstown, Md. 21133.

FOR SALE

1. Convertible top, fabric bad, clamps missing.
2. Complete windshield chrome.
3. Driver side door, only fair, less chrome & upholstery.
Richard A. Webber, 635 Cottonwood Dr., Bowlinggreen, Ky. 42101

1. 1955 V-8 radiator for sale.
Noland Adams, 15423 "B" St., Kerman, Calif. 93630

1. 1954 Corvette for sale - mechanically excellent, beautiful for restoration, hard top, soft top. Contact:
Ken Burgard, (415) 657-3446 or Tom Jackson (408) 379-2583, (408) 379-7600.

1. New gas tank cover - \$15.00.
2. New rear quarter panels, right or left - \$75.00 each.
3. Used hood hold-down clamps (on firewall), right or left - \$4.00 each
4. Used original radio with speaker - \$40.00.
5. Used water temp-fuel guage - \$10.00.
6. Used amps-oil pressure guage - \$10.00.
7. Used door-grip handles, two right side - \$7.50 each.

8. Fibreglas panel at lower edge of trunk opening, new — \$5.00.
 9. Kingpin rebuilding kit, new — \$5.00.
 10. 1954 Corvette, 283 engine, mag wheels, white vinyl seats, red paint, black vinyl hardtop. \$1,200.00.
- Roger A. Peterson, 105 Carmel St., Apt. 219, W. St. Paul, Minn. 55118, (612) 225-0492.

1. 1958 Corvette, blue convertible, needs minor body and engine work. Rear end transmission excellent — \$600.00.
Barry Kirks, Rt. 2, Martinsville, Virginia 24112

1. For Sale — 1955 Corvette (VE55S001028-35), complete. Body in good condition, but will need minor work. Engine runs, but low gear out of powerglide. Will need new interior and top but have frames for both, all gauges intact. — \$750.00 firm.
Kenneth Tiff, 1446 Parkgate Ave., Akron, Ohio 44313, (216) 836-0798.

1. For Sale — 1954 Corvette, trophy winner, Marina Blue, white top, orig. 6 cyl. 3-speed, custom upholstery in trunk, keystone mags, like new inside and out. Small picture of car in Corvette News (Oct.-Nov.) at Daytona Concours. Asking \$3,000.00.
Ron Sell, 430 Oleander Lane, Eau Gallie, Fla. 32935, Ph. 254-2055.

1. For Sale — 1954 Corvette — all original, body, engine & upholstery. Has ALL parts including hubcaps, side curtains, and ignition shielding. With polish could be a concours winner. \$1,695.00.
Robert Jacobson, M.D., 187 Monterey Rd., So. Pasadena, Calif. 91030 (213) 254-0443

1. Original Corvette brochures for trade only on 1953-1955 Corvette parts. Will pay half price and brochure for used parts or list price and brochures for new parts. Brochures pictured below.

Joe R. Bridgeman
2838 W. Lk. Samm. Pkwy. N.E.
Redmond, Wash. 98052
(206) 885-3529



1. 3 sets side curtains (1 set good condition, 1 set fair condition, 1 set excellent condition.)
2. 1 hard top - good condition.
3. 1 soft top - good condition.
4. 1 trunk license plate chrome.
5. 1 drive shaft.
6. Right and left rear bumper chrome.
7. 2 used wooden spare tire covers.
8. Orig. 2-chrome pot air cleaners — 3 way hook up.

9. New orig. radiator.
10. Used orig. radio with speaker.
11. 2 orig. hoods.
12. 1 orig. side curtain bag.
13. 6 used vertical grille teeth.
14. 2 front and 2 rear chrome bullets.
15. 1 set ignition shielding - top and bottom.
16. 2 used intake manifolds with 3 carburetors complete with linkage.
17. 2 sets '56 hubcaps.
18. 2 chrome radiator expansion tanks.
19. Wrecked '54 parts for sale — windshield and frame, all dash equip., complete all chrome trim, both doors with hardware, 2 door hinges.
20. 2 chrome headlight rings.
21. 1 pair seats top & bottom, both sides complete in black naugh.
22. 1 pair doors.
23. 2 complete trunk lids.
24. 1 complete rear section from floor board back, includes horizontal center rear bumper.
25. 2 rear (long) center horizontal bumpers.
26. For Sale — 1953 Corvette (E53F001157) needs full restoration, no motor, trans, seats, or upholstery, send \$3.00 for pictures — \$650.00.
27. For Sale — 1955 Corvette (VE55S001023) V-8 engine, 3-speed trans. Send \$3.00 for pictures — \$1,600.00.
28. For Sale — 1967 Corvette — all original — Venitian Red interior with venitian red exterior. Factory hard top, 283 engine, powerglide trans. — \$1,450. Send \$3.00 for pictures.
Ed Thiebaud, 2359 W. Adams, Fresno, Calif. 93706. (209) 266-2153.

PARTS NO LONGER AVAILABLE

The Club wishes to print helpful information from time to time for members who are seeking new parts. We will try to list things in general that are no longer available new; thus, saving you and your parts dealers time and money. We also would appreciate any and all Club participation in this venture. Drop us a postcard when you can no longer get a certain new part and we will try to add it to our list. This will also help those who may take some parts for granted as being available and one to four years later when they need a vital part find out that they have either traded it or thrown it away. Let's not get bogged down in this with descriptions of every nut, bolt, screw, and washer, but using laymen's language in general — let's give it a try, so here we go:

1. Front end chrome piece that holds up license plate.
2. Lower left and right vertical chrome bumpers.
3. All head lamp chrome, screens and buckets.
4. Original hub caps and spinners.
5. Small 6" piece chrome behind door.
6. Original SQUARE chrome script wording "Chevrolet" on front fenders.
7. Gullwing spear type moulding left and right front fender.
8. Tail light lenses.
9. Vertical rear bumpers left and right side.
10. Exhaust chrome tips.
11. Long center rear horizontal bumper.
12. Trunk lock.
13. Rear license plate perimeter chrome.
14. Original trunk
 - A. Rear license plate plastic cover.
 - B. Original red ribbed rubber trunk mat — 1953 is slightly

different than 1954-55, whereas it has no ears forward at left and right forward ends.

TIRES

COCKPIT

15. Side curtains.
16. Original upholstery on floor, doors, seats, etc.
17. Gearshift knobs or lever or linkage.
18. Ash trays — almost the same 1953 thru 1957.
19. Almost all dash equipment, small rear view mirror, etc.
20. Any top bow equipment — by the way, new soft tops are available thru any Sears Roebuck Catalog from \$35.00 to \$50.00 — material only.

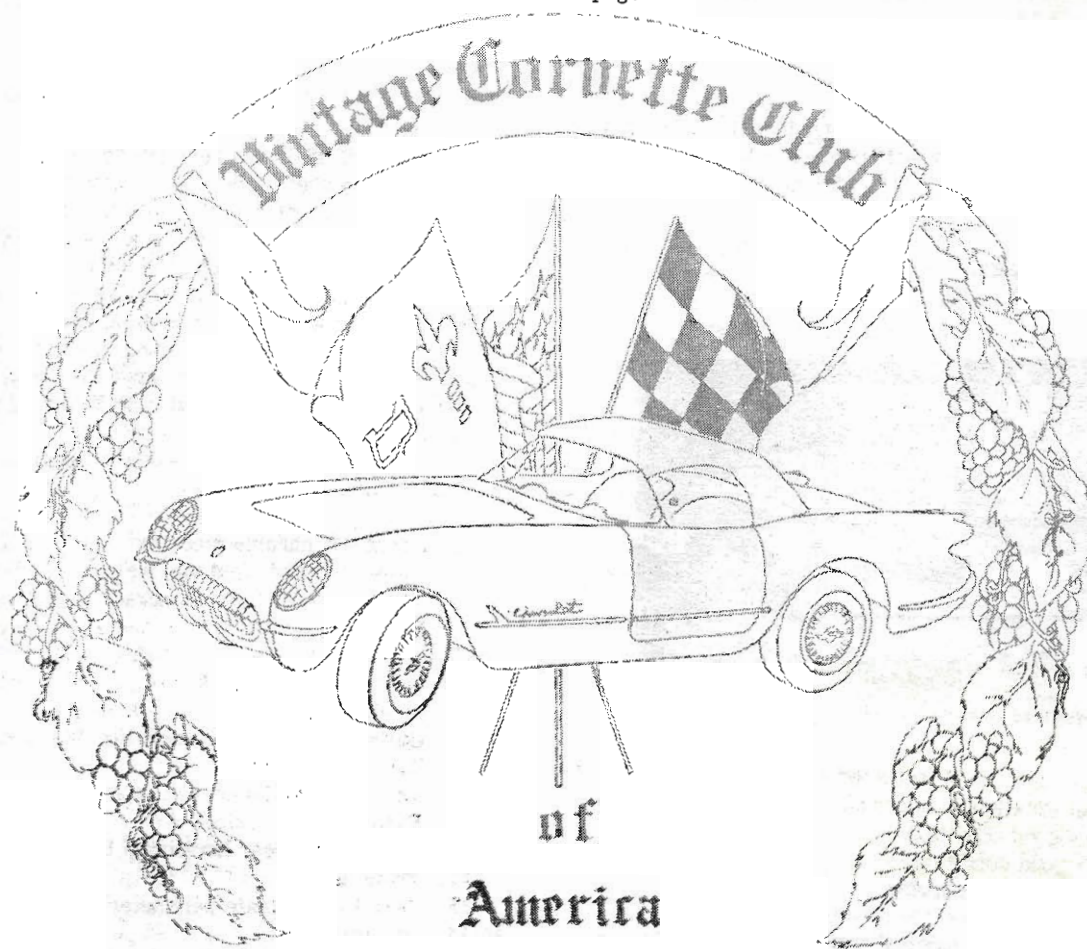
We have found a reliable source of the wide white-wall tires. They are hand made and represented to be of excellent quality. Specifications are as follows: Size — 6.70 x 15; Rim size — 15; Construction — polyester tubeless; Ply rating — 4; Cap. per tire/lbs. 1450/32; Width of white wall — 2-11/16"; Price — \$51.00 each plus shipping. Tires may be ordered directly from the club. Prices subject to change without notice. We have been informed that the tire prices will increase as of March 1, '70.

REPRODUCED BODY PARTS

MOTOR COMPARTMENT COMPONENTS ETC.

21. Original hood.
22. Original three carburetor, linkage, etc.
23. Most original dash knobs.
24. Original ignition shielding.
25. Original window washing bottle & equipment.
26. Original distributor with side tachometer drive.
27. Original water pump.
28. Original radiators.
29. The Corvette frame is the same from 1953 thru 1962.
30. Original Corvette powerglide transmission.
31. I believe the exhaust system is almost completely available from the dual exhaust (used on many G.M. trucks for dual stacks) manifold to the tailpipes and mufflers, etc.

Our Club now has a good source of reproduced body parts at our disposal. Prices as shown in the Catalog are F.O.B. Fresno and do not include any shipping charges, crating charges and good old sales tax. All orders will be paid for in full before any items leave Fresno. The only part that may be C.O.D. is the freight charge from Fresno to destination. Orders are processed immediately upon receipt if the item you want is available and can often be shipped within a few days. All orders are subject to crating charges which are determined by the size of the item and type of packaging necessary. New parts will be shipped insured whenever possible. In case of damage incurred in shipping report immediately to your delivery carrier agent and then to us. Minor price and design changes may be made without prior notice. Parts and prices are listed on the following page.



1953 - 54 - 55

PRICE LIST FOR REPLACEMENT PARTS FOR CORVETTES FRONT END PARTS

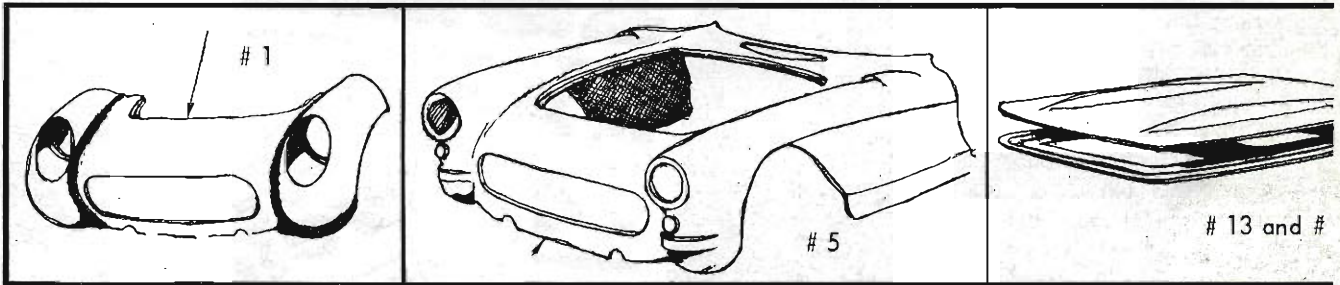
1953-1955

PART NO.

		LIST PRICE
1	Front end - middle of wheel wells forward	\$135.67
2	¼ Front end - Middle of wheel wells to middle of grill - Left or Right	96.34
3	Inner panel - Front - Radiator to side inner panel - Left or Right	12.67
4	Inner panel - Side splash - Left or Right	32.66

1956-1957

5	Complete front end shell less hood	210.00
6	¾ Front end - door to center of wheel on opposite side Left or Right	184.67
7	Front end - Middle of wheel wells forward	131.34
8	½ Front end - door to middle of grill - Left or Right	113.33
9	¼ Front end - middle of wheel to middle of grill - Left or Right	82.67
10	¼ Front end - door to middle wheel - Left or Right	50.00
11	Inner panel - front - radiator to side inner panel - Left or Right	12.67
12	Inner panel - Side splash - Left or Right	32.67
13	Hood - outer skin	40.00
13A	Lower front baffle	12.66
14	Hood - inner or frame	43.33
14A	Complete fender - Complete upper and lower - Door to in line with hood opening	106.66

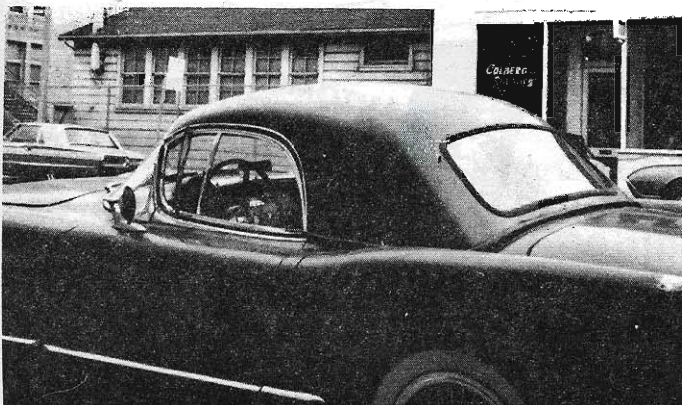


PRICE LIST FOR REPLACEMENT PARTS FOR CORVETTES REAR END PARTS

1956-1960

PART NO.

		LIST PRICE
50	Complete rear shell - less deck lid and top cover	\$ 176.67
51	¾ Rear shell - door to middle of wheel on opposite side - Left or Right	162.67
52	Rear shell - Middle of wheels back	150.00
53	½ Rear shell - door to middle of rear - Left or Right	113.33
54	¼ Rear shell - middle of wheel to middle of rear - Left or Right	66.66
55	¼ Panel - door to middle of wheel - Left or Right	40.00
56	Trunk lid - outer skin	33.33
57	Trunk lid - inner or frame	50.00



CORVETTE HARDTOPS

1953-1955

Removable fiberglass hardtop with conventional Corvette lines. Plexiglass rear window. Front and rear attaching brackets, aluminum drip moulding at doors, vinyl channel seating strip for lower rear, sponge rubber header strip and rubber channel on door edges. Attractive rayon-wool flocking headliner in black or red.

LIST PRICE

#250 \$ 190.00

Rear fastening sleeves and cap screws - set of three \$5.00

FREE!

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WOW! WHAT A DEAL! ALL THESE AUTOMOTIVE DECALS ARE YOURS ABSOLUTELY FREE WITH A 1 YEAR SUBSCRIPTION TO ROD & CUSTOM MAGAZINE!

IT'S A REALLY NEAT DEAL! AND REMEMBER, WITH A ROD & CUSTOM SUBSCRIPTION YOU'LL GET 12 MONTHS OF ALL LATEST AUTOMOTIVE ACTION, NEWS AND KNOW-HOW ON STREET RODS, VOLKS RODS, CUSTOMS AND SHOW CARS — PLUS EASY-TO-UNDERSTAND TECHNICAL ARTICLES AND HOW-TO'S THAT YOU CAN PUT TO WORK IN YOUR OWN BACKYARD!

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Enter my subscription for 1 Year to ROD & CUSTOM and send me FREE my set of 10 Automotive Decals. My \$5.00* is enclosed.

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E54S003067-184

CALIFORNIA

Duffy, Ralph
353 Janice St.
Long Beach, Calif. 90805
E54S00 -194

Fox, Gary L.
110 Spray Ave.
Monterey, Calif. 93940
E53F001137-185

Wright, Wayne
21 Marinero Crl. #105
Tiburon, Calif. 94920
E54S00 -187

COLORADO

Kirk, Dr. Rod
2116 - 20th St.
Greely, Colo. 80631
E53F001063-198

CONNECTICUT

D'Amato, Bruce
413 Wolcott St.
Bristol, Conn. 06010
E54S002951-188

INDIANA

Champaigne, James F.
2242 Beverly Pl.
South Bend, Ind. 46616
E54S00 -182

IOWA

Hellman, Dick
901 Chestnut St.
Atlantic, Iowa 50022
-180

MARYLAND

Asher, A. Donald
405 Congress Ave.
Havre De Grace, Md. 21078
VE55S00 -199

MASSACHUSETTS

Allen, Martin M.
44 Grant Ave.
Hamilton, Mass. 01982
VE55S001153-189

MICHIGAN

Van Dyke, Thomas W.
525 Handy Dr.
Bay City, Mich. 48706
VE55S001416-183

NEW JERSEY

Pike, Stephen
948 Kenyon Ave.
Plainfield, N.J. 07060
E57S104709-37A

NEW YORK

Baldwin, John H.
P.O. Box 401
Setauket, L.I., N.Y. 11785
E53F001098-181

Barone, Fred
1749 Marine Pkwy.
Brooklyn, N.Y. 11234
E54S00 -196

Peters, Terrance
310 W. Main St.
Batavia, N.Y. 14020
E54S003046-200

OHIO

Frederick, Shawn
3962 Nassau Ct.
Youngstown, Ohio 44511
-36A

Peet, Charles S.
6598 Walnut Valley Dr.
Galena, Ohio 43021
E54S00 -202

OREGON

Geisler, Robert W.
4636 Larry Place
Klamath Falls, Oregon 97601
VE55S001016-186

Thompson, Wally
120 Melvin Ave.
St. Helens, Oregon 97051
E54S001998-191

TEXAS

Doucette, Bob
1708 Williston
Pampa, Texas 79065

VIRGINIA

Roberts, George L.
Box 173
Emory, Virginia 24327
E54S002544-201

WISCONSIN

Hinz, Glenn
Rte. 2, Box 323
Kewaskum, Wisc. 53040
E54S00 -193

MALAYSIA

Milne, Ronald J.
24 Jalan 16/5
Petaling Jaya, Selangor
-38A

FACTS AND FIGURES

1. Number of regular members to date: 230.
2. Number of associate members to date: 26.
3. Number of states represented to date: 32.
4. Number of countries represented to date: 2 (Canada & Malaysia.)
5. Number of 1953 Corvettes in club: 22.
6. Number of 1954 Corvettes in club: 155.
7. Number of 1955 Corvettes in club: 30.
8. Number of 1956 Corvettes in club: 5.
9. Number of 1957 Corvettes in club: 9.
10. Letters answered from 9/1/68 to 12/31/69: 570.

ARTICLES IN NEXT NEWSLETTER

1. How to tell the difference between a 1953, 1954, and 1955 Corvette.
2. Reproduction of Chevrolet Restoration Article on a 1953 Corvette,
Serial No. E53F001255.

CAR BADGES

Because of the many requests, the Club has just signed an order for 100 metal car badges. They are 3-1/2" in diameter and will have a drilled nub on the base for mounting on your license plate. The badge will be in six colors: gold background; white car with red upholstery; black tires; red lettering; purple grapes with green leaves; Chevrolet, American, and checkered flags. The badges are \$6.50 each post paid.

