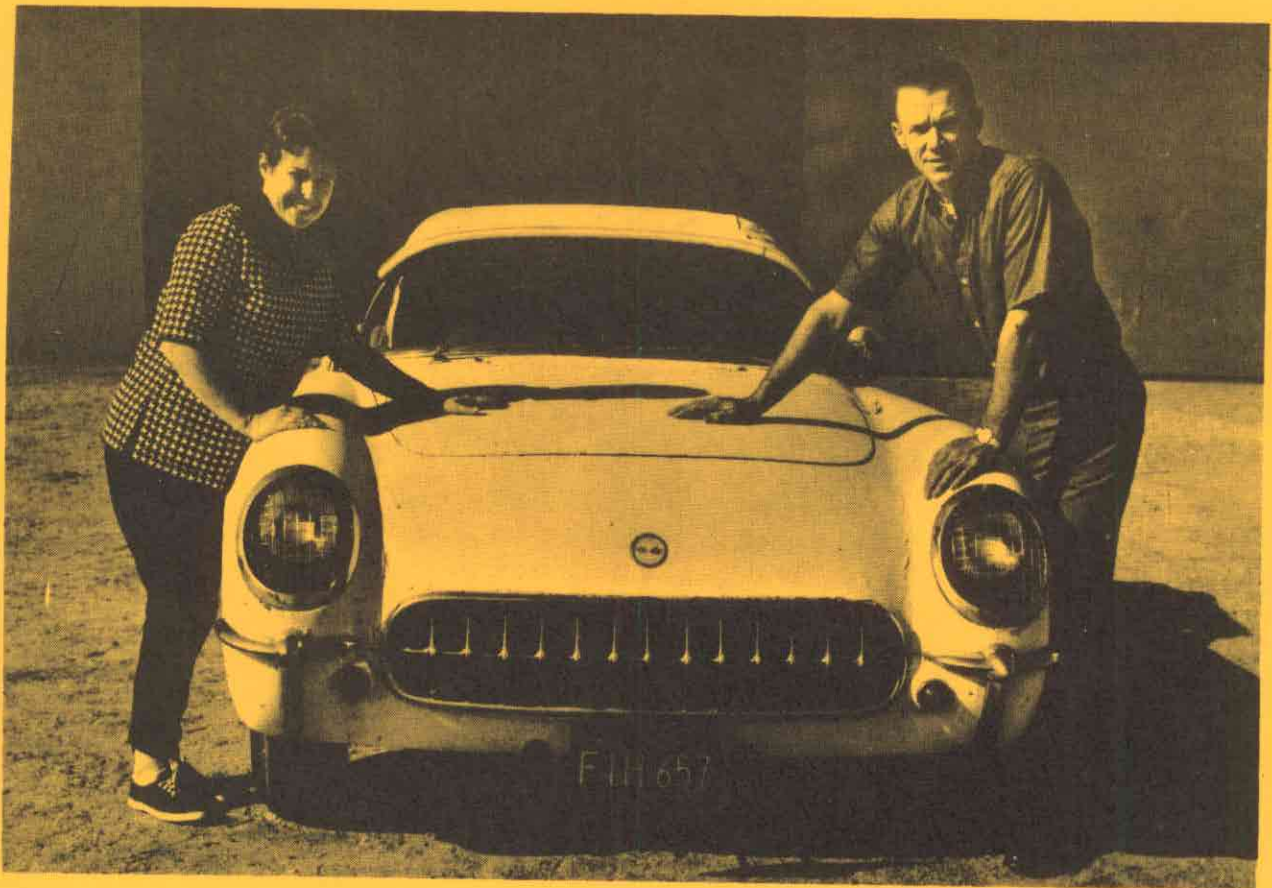


# Blue Flame Special



VOLUME 2 NO. 2  
APRIL 1970



Vintage Corvette Club of America

# Vintage Corvette Club of America

2359 W. 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 white letters on the blue-green six-cylinder engine valve cover on the early Corvette models.

--Ed Thiebaud

## COVER:

GRANDDADDY CORVETTE - A recent Chevrolet search to locate the oldest Corvette going ended in suburban Fresno, Calif., where the third Corvette ever built in 1953, its first year of production, was found on the turkey ranch of Jean and Ed Thiebaud (above). The vintage Corvette hunt was conducted by the Corvette News, official publication of the nation's Corvette Clubs. Of the 300 Corvettes built at Flint, Mich., in 1953, the search brought replies from 74 owners. The Thiebauds were awarded a gold-engraved plate with the car's serial number for the instrument panel.



## CHEVROLET "PARTS MART"

We recently received a letter from Mr. F. F. Raine, Jr., Part and Accessories Department at Chevrolet Motor Division, Detroit, Michigan, 48202, inviting Vintage Corvette Club members to express their hard-to-find part needs in Chevrolet's monthly periodical which goes to all Chevrolet dealers. On the back page they list parts wanted by part number, your name, address, etc. These Parts Mart books can be picked up at your local Chevrolet dealer parts counter monthly. We want to thank Mr. J. P. Pike, one of our honorary members, at General Motors for recommending Mr. Raine get in touch with the club's headquarters on "Parts Mart".

### MEMBERSHIP NUMBERS

As you may have noticed in the membership roster, there is a number after each member's car serial number. This is your membership number. For example, E54S002140-69 denotes the 69th regular member to join the club - 16A would designate the 16th associate member to join the club.

### DAVE JOHNSON

The Vintage Corvette Club of America would like to extend its deepest sympathies to Joe P. Johnson, Jr. or Mount Airy, North Carolina, on the death of his brother Dave Johnson, an associate member of our club. Dave died in the crash of his prized 1956 Corvette the night of April 3, 1970, at Chapel Hill, North Carolina, the home of the University of North Carolina at which he was a member of the junior class.

### CLUB CAR BADGE

We must apologize to those who are patiently awaiting the arrival of their car badge. We had negotiated with a company before the printing of Vol. 2 #1 on a car badge and soon after found another source for a much higher quality badge which we hope to go ahead with. The only problem is they want all their money before going ahead which totals over \$600.00 for the first 100 badges. The price to members is still \$6.50 per badge and we ask everyone who might want one to hurry the money so we can finalize the deal. It still could be three to four months before they will be completed and mailed out. They will be on brass, hand painted in full club colors, then baked in a special process to a hard porcelain finish with two mounting screws behind the badge.

## THANK YOU'S

We want to thank George Prentice of Detroit, Michigan, for sending us the article entitled "The Evolution of a Sports Car" by Maurice Olley, which appeared in our last newsletter. It provided our members with an excellent background on how their cars came to be.

Thank you Charles K. Krause, Jr., Scottsdale, Arizona, for lending the Club your Chevrolet Radio Service and Shop Manual, Corvette Radio Model 3706551 to reproduce in our next few newsletters as a continuation article until the entire shop manual has been printed for our membership.

We know you will all benefit from reading Don Majestic's article, "Removing Fifteen Years of Paint". Thank you, Don, for your very well written and informative article. Don lives in Yucaipa, California.

Last, but not least, thank you Eric Daly of Don Mills, Ontario, Canada, for your beautifully drawn, vintage Corvette cartoons.

### FOOD FOR THOUGHT

Stock up on the vital organs folks. Let's quickly contrast the Vintage Corvette with the human body. The doctors in our club should appreciate this - if we humans had a choice of purchasing new hearts, lungs, kidneys, livers, eyes, etc. and storing them on the shelf and we were approaching our sunset years which would we invest in first? A new wardrobe, new furniture for the house, or some of the vital organs just mentioned.

I think the same thing applies to preservation of the Vintage Corvettes. Before one spends all he can afford to spend on the beautification of his old car, I recommend to first put some vital organs on the shelf for the future years when we all know many of the parts will be discontinued and not available at any price. Suggestions would be to get a powerglide transmission from a wrecking yard 1953-54-55 Chevrolet because many internal parts are interchangeable. Stock up on engine parts, all ignition parts, distributor, coil, points, voltage regulator, fuel filters and fuel pumps, carburetor kits, and an extra carburetor if available second hand, brake rebuilding parts too are important. Also get your Corvette water pump rebuilt as soon as possible (the club has information on this) or buy a used Corvette water pump and have it rebuilt because they are no longer available. I think we mentioned some of the vital organs we spoke of and I think you all agree it's food for thought.



## JACKET PATCH

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

## COMMITMENTS

**IGNITION SHIELDING:** To date we have had five members interested enough in reproduction of ignition shielding to send in commitments of \$25.00 or \$50.00. The cheapest estimate we have so far for tooling up a mold is \$1,500.00 - so either more members are going to have to pay in commitments or we will have to wash out the shielding for now.

**COMMITMENTS ON VERTICAL FRONT BUMPERS:** which is the bumper on left and right front fenders that goes down to the lower extreme of the body in a vertical position, approximately 11 inches long are being negotiated for exact reproductions. Commitment prices on these will be \$25.00 each bumper or \$50.00 a pair.

**COMMITMENTS ON VERTICAL REAR BUMPERS:** which goes down under the left and right rear fender to lower extreme body approximately 14 inches long, exact reproductions are being negotiated at \$30.00 each or \$60.00 a pair.

**COMMITMENTS ON THE MUCH NEEDED 6" CHROME PIECE:** that fits behind both driver and passenger door on the forward rear fender forward of the rear wheel on the small quarter panel are being negotiated in exact reproductions at \$25.00 each or \$50.00 a pair. The reason for the high cost of any of these reproductions is the hand labor, very limited quantity in actual numbers being ordered for reproduction. If I could guarantee an order for 5,000 pieces instead of 50 we could get a considerable reduction in price, but we know if we made 5,000 - who would buy them?

**COMMITMENTS ON THE ORIGINAL CHROME EXHAUST EXTENSION:** approximately 12 inches long with the rearward baffle plate deflecting the exhaust downward instead of directly straight through and out the rear opening. These tips were original on 1953-54-55 Corvettes. The negotiated price on these exhaust pipe tips will be \$35.00 each tip or \$70.00 a pair.

**COMMITMENTS ON THE 1953-54-55 PARTS CATALOG** at \$17.50 each are still being received. As yet, we do not have enough interest to reproduce this catalog.

**REPRODUCTION OF THE 1953-54 PARTS CATALOG** is now being printed. For those who have sent in their original commitment and who helped finance the project can expect to receive their copies for the original commitment price quoted in Vol. 2 No. 1. The price of these catalogs now being printed is \$16.50 because of a much limited order by members. For new members this is a reproduction of the original parts catalog. Order by Catalog No. 1 - 1953-54, complete 66 pages.

A brief explanation on commitment money sent to the club. Please send separate checks on each commitment you desire. If you are ordering parts and you want six different parts you may total the price of the six parts and send one check - some members have been sending ten separate checks for ten different parts. This is not necessary, we only want separate checks on commitments.

## 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

### CORVETTE SIGNAL SEEKER RADIO 3706551 FOR 1953-54

We will begin a reproduction of the Corvette Radio Service Shop Manual for club members in this Vol.#2 issue. This will be the 1st article of a continuation article - we at this time do not know how many issues it will take but we will work at it until we complete the manual.



## CHEVROLET RADIO WARRANTY ALL MODELS

All Chevrolet automobile radios, antennas, and radio parts are covered by the standard manufacturers (R.M.A.) warranty and Chevrolet extended warranty. For complete detail of Policy, Warranty and Procedure, refer to manual titled "Service Department Policies and Procedure" which was effective January 1, 1953. Each Chevrolet Dealer has received a copy of this manual. Only Chevrolet Dealers can make application for warranty on Form GSD-17 in the usual manner.

## CHEVROLET CORVETTE SIGNAL SEEKER MODEL 3706551

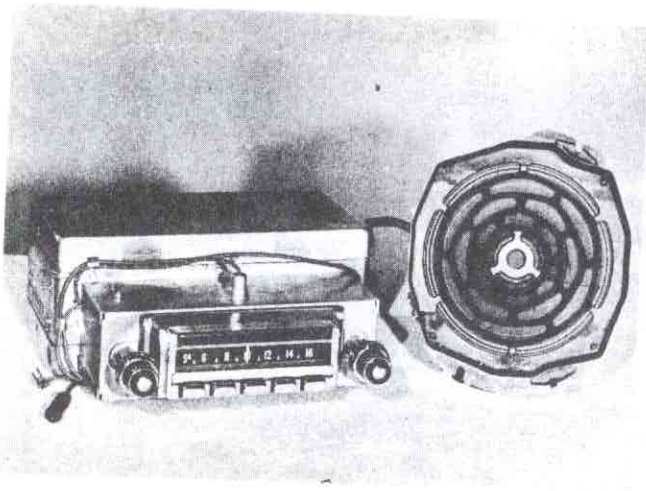


Figure 1

This radio is a nine tube (with rectifier and trigger) superheterodyne automobile receiver designed expressly for the Chevrolet "Corvette". The radio consists of a radio receiver unit, with an external speaker and power supply unit. This type of design is advantageous for both installation and service, as all component parts of the receiver are readily accessible for quick efficient replacement when service is required. Using an external type speaker affords the advantage of having a large speaker in a limited space area. The speaker is coupled to the instrument panel by a special type gasket, thereby using the entire instrument panel for unusually good tone reproduction.

## ELECTRICAL DESCRIPTION

The circuit used in this receiver is the superheterodyne type that uses no regeneration. The tuning circuits are of the permeability type and are tuned by varying iron cores in and out of the antenna, radio frequency and oscillator coils like

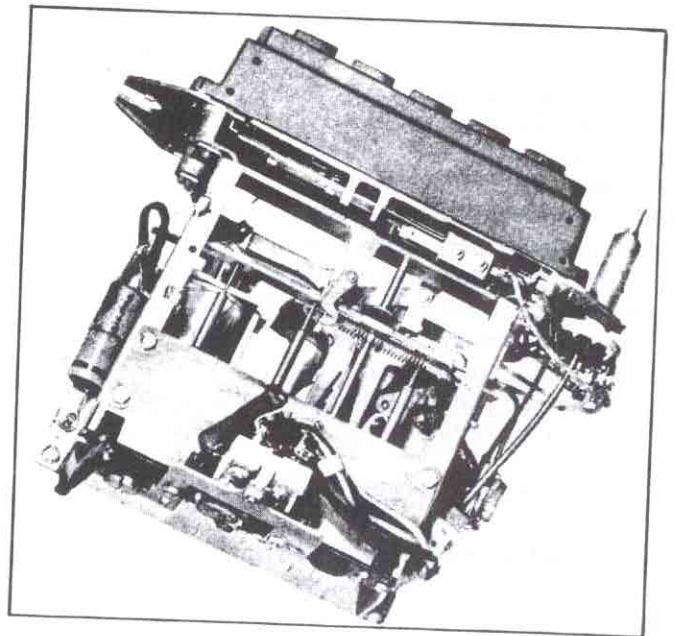


Figure 2

pistons. See Figure 2.

The Intermediate frequency stages are tuned by means of two iron cores in each transformer and are adjusted with an insulated screwdriver from the top and bottom of the transformer. Both the first (input) and second I.F. (output) transformers are tuned by this method. See Figure 3.

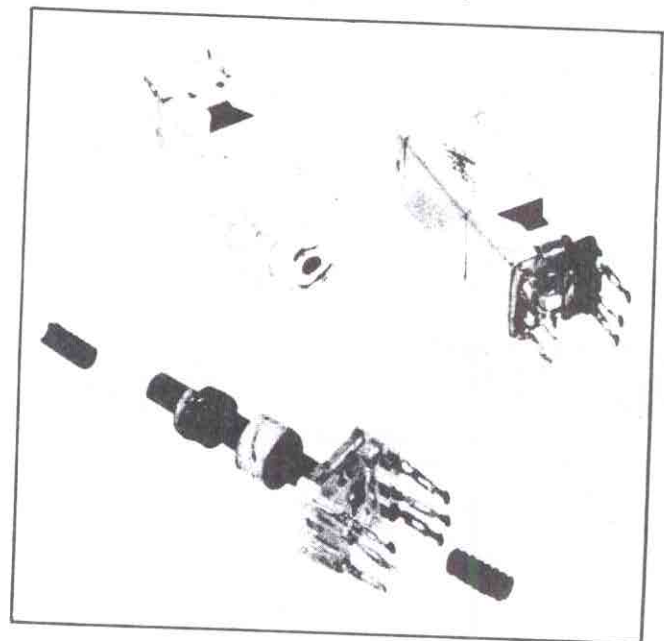


Figure 3

The Antenna circuit is capacity coupled to the antenna by means of an adjustable antenna trim-

mer condenser to take care of normal variations in antenna and antenna coil capacity. The antenna condenser is located on the bottom of the radio case and is adjustable by means of a small insulated screwdriver. This permits the receiver to be adjusted to the antenna for maximum sensitivity and performance.

The automatic volume control is of the delayed signal type and is very capable of maintaining a constant level of volume at all times. Very high frequency filter chokes are used in the radio frequency grid circuit to discriminate against ignition interference in the receiver. The vibrator is of the full wave non-synchronous type using an OZ4 rectifier tube and will operate on either a negative or positive battery ground.

#### TUBE COMPLEMENT AND FUNCTION

6BA6	Radio Frequency Amplifier
6BE6	Oscillator-Modulator
6BA6	Intermediate Frequency Amplifier
6AV6	Detector - First Audio
6AV6	Phase inverter-Automatic Volume Control
6V6GT	Audio Output
6V6GT	Audio Output
12AU7	Trigger
OZ4	Cold Cathode Rectifier

#### GENERAL INFORMATION

Tuning Range - 540-1615 Kilocycles  
 Intermediate Frequency - 262 Kilocycles  
 Maximum Power Output - 5.5 Watts  
 Undistorted Power Output - 4.8 Watts  
 Current drain at 6 volts - 7.2 amperes for receiver and 19.8 amperes for receiver with solenoid energized.  
 Speaker - Alnico V permanent magnet type - Size 8" round  
 Voice Coil impedance - 4 ohms at 400 cycles  
 Fuse protection - 14 amperes 25 volts.

#### AUTOMATIC TUNING

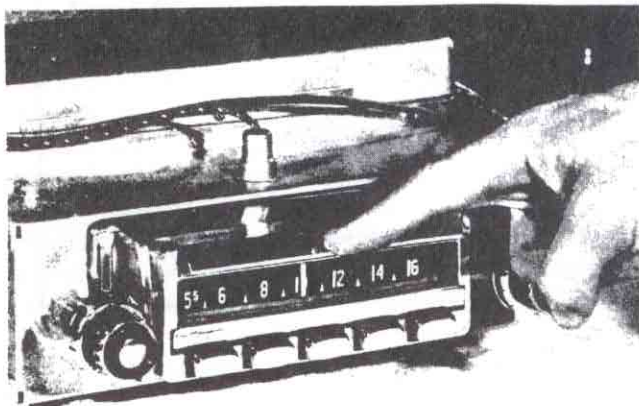


Figure 4

An outstanding feature of the Corvette radio is the new Signal Seeker tuner. In addition to manual tuning, the radio can be tuned automatically using the station selector bar in conjunction with the sensitivity control to obtain all available stations or only the stronger stations. The tuner also includes five push buttons which can be pre-set to automatically select favorite stations.

#### PROCEDURE FOR SETTING PUSH BUTTONS

Turn on the receiver and allow for warm up.

1. Open the hinged door below the dial exposing the selector tabs.

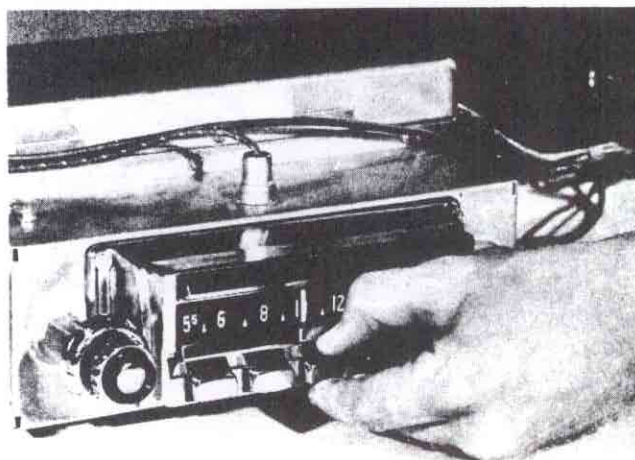


Figure 5

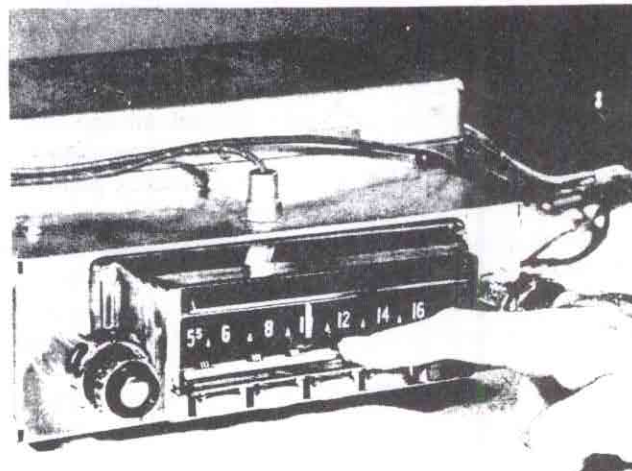


Figure 6



2. Tune in the desired station nearest the left end of the dial.
3. Move the first selector tab (one farthest left) until it lines up with the pointer tip.
4. Repeat set-up steps 2 and 3 for the remaining selector tabs, choosing stations from left to right on the dial.
5. Check the setting of each selector tab by depressing the corresponding station selector button. If the correct station is not tuned in, readjust the selector tab; either slightly to the right of the dial pointer or slightly to the left of the dial pointer until the desired station is obtained by the selector button.

#### PROCEDURE FOR CHECKING AND SERVICING ALL RADIOS

The most important operation in servicing automobile radios is to talk with the customer and let him tell you what is wrong with his radio. The customer will save you untold time in locating the trouble and fixing the radio. You will find that complaints will come under one of the following categories:

1. Fuse blown
2. Noisy operation
3. Weak - no volume
4. Receiver completely dead
5. Automatic Tuning Inoperative

Blown fuse is caused by one of the following three:

1. Vibrator points sticking or burning. Check vibrator on a Vibrator Analyzer, or if none is available, remove vibrator from radio and replace fuse in radio. Turn on radio and if the fuse does not blow, replace Vibrator with new one.
2. Excessive voltage from generator. Check voltage regulator and set to proper voltage as outlined in Chevrolet Shop Manual.
3. Short in 6 volt circuit of radio. It will be necessary to remove radio from car and check all 6 volt wires, hash condensers, and chokes in radio.
4. Solenoid remaining energized.

#### NOISY OPERATING RADIOS

The noise can be caused by one or more of the following:

1. TIRE STATIC is caused by friction between the tires and pavement, and is almost a continuous roar while car is in motion, and does

not vary appreciably with car speed. The intensity of the noise is greater on a dry sunny day, and not so noticeable on humid or rainy days. To eliminate this type noise be sure that the front wheel static collectors have been installed, being sure that they are free of grease and are making good contact to front wheel spindle. If the static still persists, install tire static powder in all five tires. It is impossible to determine in advance which cars will need tire static powder and for this reason it is recommended that tire static powder be installed in all cars and trucks in which a radio is to be installed.

Tire static powder, Chevrolet part number 986087 and Injector, part number 986033 are both available through General Motors Parts Division Warehouse.

2. NOISY ANTENNA can be located by turning on the radio receiver, tuning in a station and by tapping the antenna with a screwdriver handle. If noisy, a crashing sound will be heard in the radio each time you tap the antenna. The antenna lead-in can also cause noise in the radio if the shield is broken or unsoldered from the ends, or if the lead-in wire in cable is loose or broken. This can be checked by shaking the antenna lead-in cable. If you can cause a crash in the radio while shaking lead-in, replace lead-in.
3. MOTOR INTERFERENCE in Chevrolet radios is usually caused by poor grounds when installing the antenna or receiver. Check to make sure all required suppression material has been installed and that all grounds are free of paint, grease, or rust, and are tight.
4. GENERATOR INTERFERENCE is a whining noise similar to a siren, and increases or decreases with speed of the engine. Install or replace generator condenser.

NOTE: If generator brushes and armature are worn, true armature and replace generator brushes.

5. NOISY RADIO TUBES can be located by turning on the radio and tuning in a station; then remove the tube inspection plate, and with a small screwdriver, using the handle end, tap each of the tubes lightly. If noisy, it will cause a crashing noise in the radio as you tap the tube. Replace tube or tubes. If the foregoing does not eliminate the noise, it will be necessary to remove the radio from the car and hook up radio on service bench to a "6"

volt power supply. Remove covers and check for loose or poorly soldered connections.

6. WEAK - NO VOLUME usually is caused by three things: weak tubes, weak vibrator, or antenna being partially grounded by moisture in the antenna lead-in.

#### PROCEDURE FOR CHECKING THE VOLTAGE OF 3706551 RADIO

The same procedure is used for operating radio test equipment as outlined on pages 9 through 14 of the 1950 Chevrolet Radio Service and Shop Manual (P&A 15). It will be necessary to remove the cover of the radio case to check the voltages. Hook up the radio on the service bench to a "6" volt power supply unit. It is important that you have 6 volts at the spark plate of the radio, or the voltage readings will be correspondingly lower.

NOTE: All voltage readings have been taken with a vacuum tube voltmeter; set the volt-ohm meter in the "12" volt position to read "D.C." voltage. Ground one lead of volt meter to radio chassis and with other lead check all tube pins marked "H" which show a voltage reading on the voltage chart as shown in figure 7.

If incorrect or no voltage, check or replace the following:

1. Check or replace "On and Off" switch, item 85C on circuit diagram and 85 on parts layout.
2. Check or replace condensers, items 36 and 37 on circuit diagram and parts layout.
3. Check or relace chokes, items 8 and 9 on circuit diagram and parts layout.

Next check will be the "A.C." voltage on secondary winding of the power transformer. Set the volt-ohm meter in the "600" volt position to read "A.C." voltage. Check the tube pins marked "P" on the OZ4 tube. Each pin should read 275 to 285 volts "A.C.". If incorrect or no voltage, check or replace the following:

1. Check or replace condenser, item 35 on circuit diagram and parts layout.
2. Check or replace vibrator, item 94 on circuit diagram and parts layout.
3. Check or replace power transformer, item 93 on circuit diagram and parts layout.

4. Check or replace OZ4 tube socket.

Next set V.T.V.M. in the "300" volts position to read "D.C." voltages. Check tube pin marked "K" on OZ4 tube. It should read 240 to 250 volts "D.C.". If incorrect or no voltage, check or replace the following:

1. Check or replace OZ4 tube.
2. Check or replace OZ4 tube socket.

Next check the tube pin marked "P" on 6V6GT tubes, which should read 235 to 245 volts "D.C.". If incorrect or no voltage, check or replace the following:

1. Check or replace electrolytic condenser, item 30C on circuit diagram and 30 on parts layout.
2. Check or replace audio transformer, item 92 on circuit diagram and parts layout.
3. Check or replace condenser, item 33 on circuit diagram and parts layout.

Next check the tube pin marked "S" on 6V6GT tubes, which should read 190 to 200 volts "D.C.". If incorrect or no voltage, check or replace the following:

1. Check or replace electrolytic condenser, item 30B on circuit diagram and 30 on parts layout.
2. Check or replace resistor, item 79 on circuit diagram and parts layout.

Next check the tube pin marked "K" on 6V6GT tubes, which should read 10 to 15 volts "D.C.". If incorrect or no voltage, check or replace the following:

1. Check or replace electrolytic condenser, item 30A on circuit diagram and 30 on parts layout.
2. Check or replace resistor, item 66 on circuit diagram and parts layout.

Next check the tube pin marked "P" on 6AV6 phase inverter tube, which should read 95 to 100 volts "D.C.". If incorrect or no voltage, check or replace the following:

1. Check or replace resistor, item 62, on the circuit diagram and parts layout.
2. Check or replace Condenser, item 28 on the circuit diagram and parts layout.

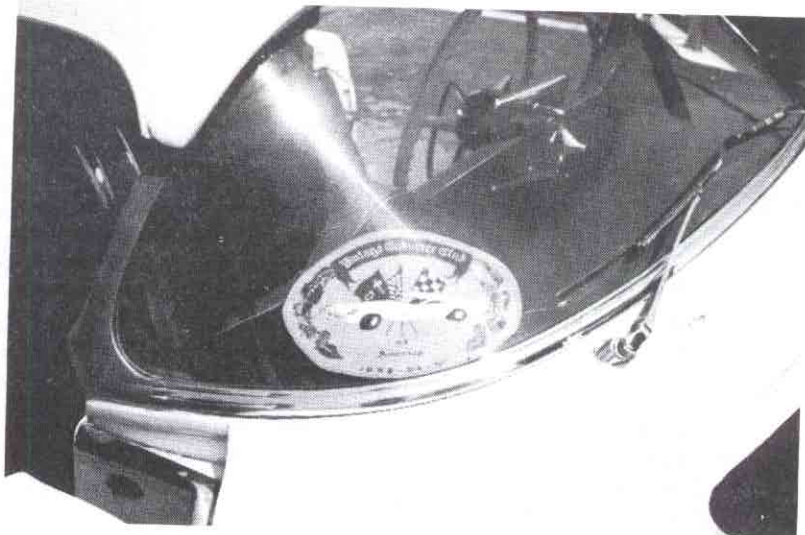
Next check the tube pin marked "K" on 6AV6

To be continued....





DAVE HUERTA's Racey '54, Porterville, Calif.



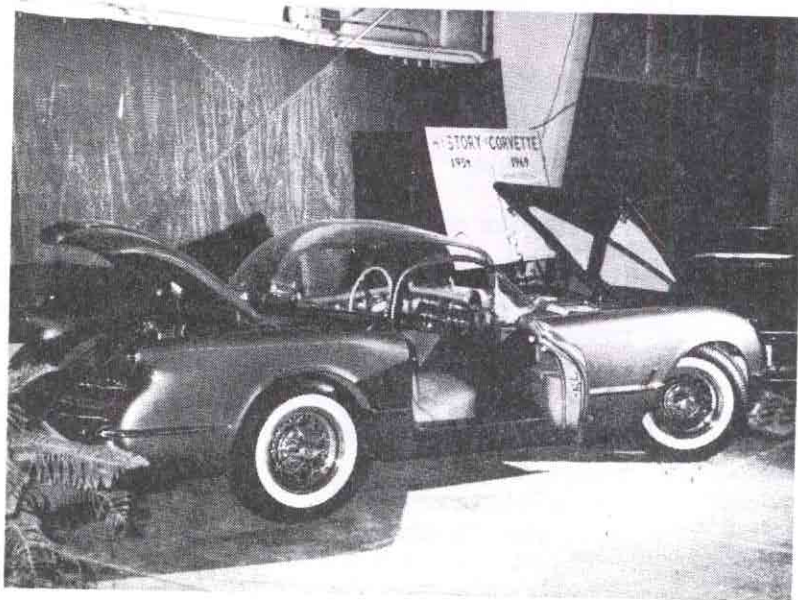
ED THIEBAUD's '54 Personal car in 1970 Corvette Pre-Convention, Riverside, Calif.



FORREST McDANEL's prize '53, fully restored '53 show car, Pico Rivera, Calif.



GARY DIEREK's handsome stock '54 from Muscatine, Iowa



HUGH SCHLENK's show '54 Vette, one of 20 bubble tops made by Bell Helicopter in '54. Pictured on pp 29 Dec/Jan 1970



BEN BARFIELD's '54 Charter Member, Vidalia, Ga.



## WANTED & FOR SALE

### FOR SALE

1. 1955 Corvette — 265 cu. in. V-8, automatic, excellent condition — all chrome — 2 tops — recently restored.  
Noel Schranz, 723 Menker #4, San Jose, Calif. 95128 (408) 298-7660 or 378-2155.

1. 1953, 1954 & one 1955 Corvette. Also I have a few extra parts — new and used.  
Jerry Brewster — Phone 318-281-2371.

1. Two taillight doors (chrome) with lens gaskets — one with body mounting gasket and two minute dents — \$7.50 each.  
2. Right side curtain — no thumbscrew — blue plexiglass — fair condition — \$25.00.

Gary Mortimer, 6978 River Rd., Harrison, Ohio 45030, 513-521-7617.

1. 1954 Corvette, 6 cyl., powerglide, white, hardtop and new soft top still in box, new upholstery like original, complete working dash, 5 retread wide WSW tires, 2,000 miles on overhauled engine, body excellent but needs paint — \$1,250.00 or reasonable offer.

Richard Case, 11201 Apache N.E., Albuquerque, New Mexico 87112 505/299-2055

1. 1953 Corvette, E53F001112, restored in 1969. Scored 93 points in the Vintage Chevrolet Club of America National Car Show in August. Best offer over \$3,500.00. Will consider excellent original or restored 1955 V-8 as part of payment. See page 7 for photo.....

Forrest M. McDanel, Jr., 5293 Manzanar, Pico Rivera, Calif.

1. Striker which mounts on lid to rag top well. This is for the top catch.

Jim White, 525 Windsor Dr., Lodi, Calif. 95240

1. 1954 Corvette — excellent body, new top, good interior — \$1,600.00.

2. Following items good to excellent condition:

- Hardtop — wrap-over type
- Convertible top frame
- Pair of doors
- Windshield with frame
- Rear half of body — fair
- Seats — need upholstery
- Other miscellaneous items.

Gary Fox, 110 Spray Ave., Monterey 93940, 408/375-4992.

1. Two top deck covers.
2. Two hoods.
3. Two trunk lids.
4. Two doors.
5. Three lower trunk latch mechanisms.
6. One gas tank and cover.
7. One head light assembly less screen.
8. Two steering columns and sectors.
9. One windshield frame.
10. Two heaters.
11. One radio speaker moulding.
12. One radiator.
13. Misc. cockpit moulding and body moulding ranging from new to poor condition.

Jerry Davis, 1766 Carla Drive, Morrow, Georgia 30260

1. Four sets side curtains.
  2. 1 hard top excellent condition (bubble type)
  3. Two 3-speed drive shafts.
  4. Right and left outside rear bumper chrome.
  5. One original 2-chrome pot air cleaner with 3-way hookup.
  6. New original radiator.
  7. Three complete sets grill teeth starting with center tooth and going both ways 1,2,3,4,5,6.
  8. Front and rear chrome bullets, also horizontal front and rear.
  9. Two used sets intake and exhaust manifold with three carburetors.
  10. Two sets '56 hub caps.
  11. One 1953 chrome tank and One 1954 chrome tank for radiator.
  12. Wrecked 1954 parts — windshield frame, all dash equipment, both doors, top deck, trunk, etc.
  13. Two used chrome headlight rings.
  14. Four new chrome headlight rings.
  15. One set seats — top and bottom.
  16. Two horizontal rear bumpers.
  17. Two used tail light lenses with chrome bezels, complete.
  18. Used 56-62 grey steering wheel.
  19. Used horizontal grille bar.
  20. Mint set four hub caps (best selected from 12 hubcaps.)
  21. Complete 1963 Stingray dash driver's side.
- Ed Thiebaud, 2359 W. Adams, Fresno, Calif. 93706 209/266-2153

### CARS FOR SALE:

1. 1953 Corvette #157, being restored completely, \$3,000.00.
  2. 1954 Corvette — Western States Corvette Council Convention trophy winner, still has bright red original upholstery, mint condition — \$3,500.00.
  3. 1955 Corvette, V-8, 3-speed, serial No. 23 — \$1,600.00.
  4. 1956 Corvette, Venitian Red, powerglide, soft top, hard top, original, motor 265, new paint, etc. — original wide white wall Firestone spare still in trunk — \$2,500.00.
- Ed Thiebaud, 2359 W. Adams, Fresno, Calif. 93706 209/266-2153.

### WANTED

1. Wanted — Headlight screens.  
Gary Fox, 110 Spray Ave., Monterey 39340. 408/375-4992.

#### 1954 Parts Wanted:

1. Hubcap
  2. YH Carburetor or good float.
  3. Water pump.
  4. Tail light.
  5. Front hood support brackets.
  6. License ring.
- Dick Webber, 635 Cottonwood, Bowling Green, Ky. 42101.

#### 1954 Parts Wanted:

1. Two tail light lenses.
  2. Trunk lock.
  3. Four original hubcaps.
  4. Tachometer with cable.
  5. Temperature gauge with sending unit.
  6. Radio with speaker (working or repairable).
  7. Ignition shielding (both pieces).
- Cliff Belcher, 44 Boston Rd., Chelmsford, Mass. 01824.



1954 Parts Wanted:

1. Two rear verticle bumpers.
2. One cigarette lighter.

Terrance E. Pitt, 1225 Eastern Pkwy., Louisville, Ky. 40204.

1954 Parts Wanted:

1. Two license plate light assemblies.
2. Side curtain thumbscrew.
3. Two rear bumper vertical bars.
4. Belt moulding chrome on quarter panel (6") behind doors. State condition and price.

Gary Mortimer, 6978 River Rd., Harrison, Ohio 45030. 513/521-7617

1954 Parts Wanted:

1. Taillights.
2. Radio knobs (white).
3. Cigarette lighter.
4. Chrome moulding with flipper that fits between door and top frame.

I have many new and used parts for sale or trade.

Mark Caldwell, Box 375, Taylorville, Ill. 62568

1957 Parts Wanted:

1. Tachometer
2. Exhaust bezels.
3. Ignition shielding and brackets (bottom).
4. Interior door trim - stainless (both sides).
5. Front supports - from center bumpers to frame.
6. Trunk mat - black.
7. Powerglide shifter and linkage.
8. Removable floor tunnel cover.

Write condition and price.

Frank H. Tomlinson, Jr., 6134 Reach St., Philadelphia, Pa. 19111

1954 Parts Wanted:

1. '54 spinner hub cap.
2. Chrome tail pipe extensions.

Harvey F. Wimmer, 500 Poplar St., Pittsburgh, Pa. 15223  
412/321-1925.

1954 Parts Wanted:

1. 1 powerglide drive shaft with front yoke
- Ed Thiebaud, 2359 W. Adams, Fresno, Calif. 93706 209/266-2153

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, 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 and our club badges which cost over \$600.00.

1. Carburetor kits - new \$6.00 each - post paid.
2. New gear shift knobs - exact duplications - \$8.00 each, post paid.
3. Rear license plate covers - exact duplication - \$20.00 each postpaid.
4. Owner's Manuals 1953-55 - reproduction - \$6.00 each post paid.
5. Back issues of Newsletters - first three issued - \$1.00 each, Vol. 2, No. 1 - \$2.00 each post paid.

6. New orig. outside mirrors - \$14.00 each post paid.
7. Park Lights: A. Lenses - \$2.25 each postpaid.  
B. Doors (chrome piece) - \$2.25 each postpaid  
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 postpaid.
12. New front bumper (lic. plate hangs between this bumper) - \$18.00 each
13. Original large open-mouth windshield washer jar for passenger side mount of engine compartment - \$4.00 each postpaid
14. Exhaust chrome ring - fits into body around exhaust pipe - \$3.50 each
15. Chrome word Chevrolet for right & left front fender - \$4.00 each.
16. New right and left chrome piece front fender from door to gullwing piece - 24" piece (special shipping in plastic pipe) - \$11.00 each.
17. New full length door chrome piece left or right side (special shipping in plastic pipe) - \$13.00 each post paid.
18. New horn ring without horn plastic button - \$10.75 each post paid.
19. One quart of Chevrolet engine blue heat resistant paint - \$6.00 each.
20. One quart of Chevrolet red upholstery paint for entire upholstery, including carpets, seats, door panels, etc. - \$8.00 each postpaid.
21. New "stop light" brake switches, fits under dash - \$3.75 each p/p.
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 buckels to attach it to inside trunk area - \$12.50 each postpaid.
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.
24. New fuel pump - \$25.00 each post paid.
25. Weather stripping for trunk, under top deck, doors, & hood, 162" long - \$13.00 postpaid.
26. Front chrome oval large grill frame which houses entire grill - \$60.00 post paid.
27. Stock original new gasoline filter for fuel line - \$8.00 each postpaid.
28. Original dash knobs - white with chrome rings (works on hood latches, choke, lights, cigarette lighter - \$3.00 each postpaid.
29. New brake pedal return spring - \$2.00 each postpaid.
30. Eight piece master cylinder brake rebuild kit - \$8.00 each postpaid.
31. Original right & left door handle knobs - white - \$5.00 each postpaid.
32. Original left & right side curtain release knobs - white - \$4.00 each
33. New original dash instrument clear plastic gauge lense - gas, oil, temp., clock, battery - \$2.50 each.
34. New grille teeth starting at center tooth as (C) then numbering to left and to right numbers #1 number #4 and tooth #5 available - \$11.00 each post paid.
35. New original distributor with side tachometer drive - \$60.00 each.
36. New original gas feed pedals - \$4.00 each postpaid.
37. New factory carburetor idle adjusting screws each - \$2.00 each p/p.

Con't on p. 20



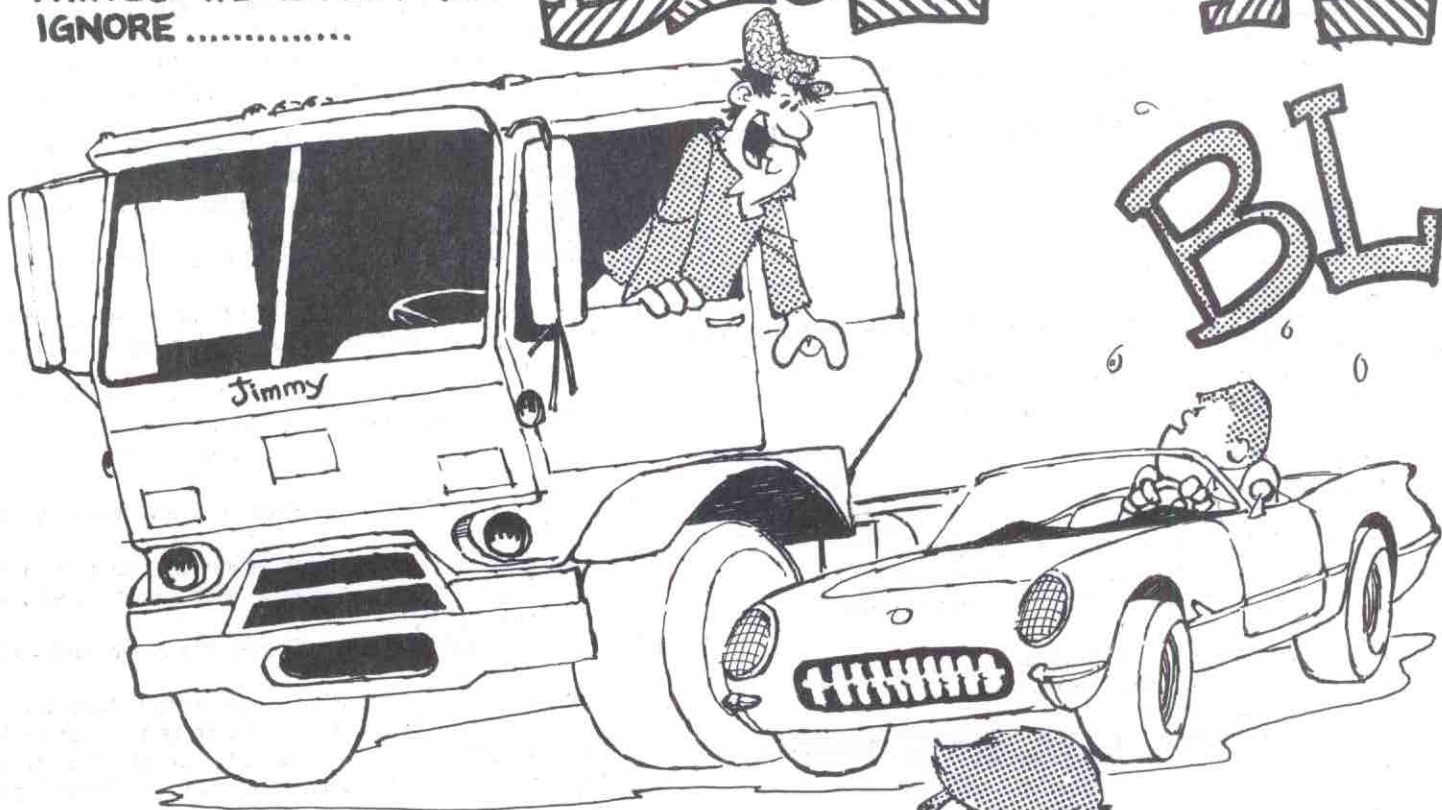
①

ONE OF THE ANNOYING THINGS WE LEARN TO IGNORE .....

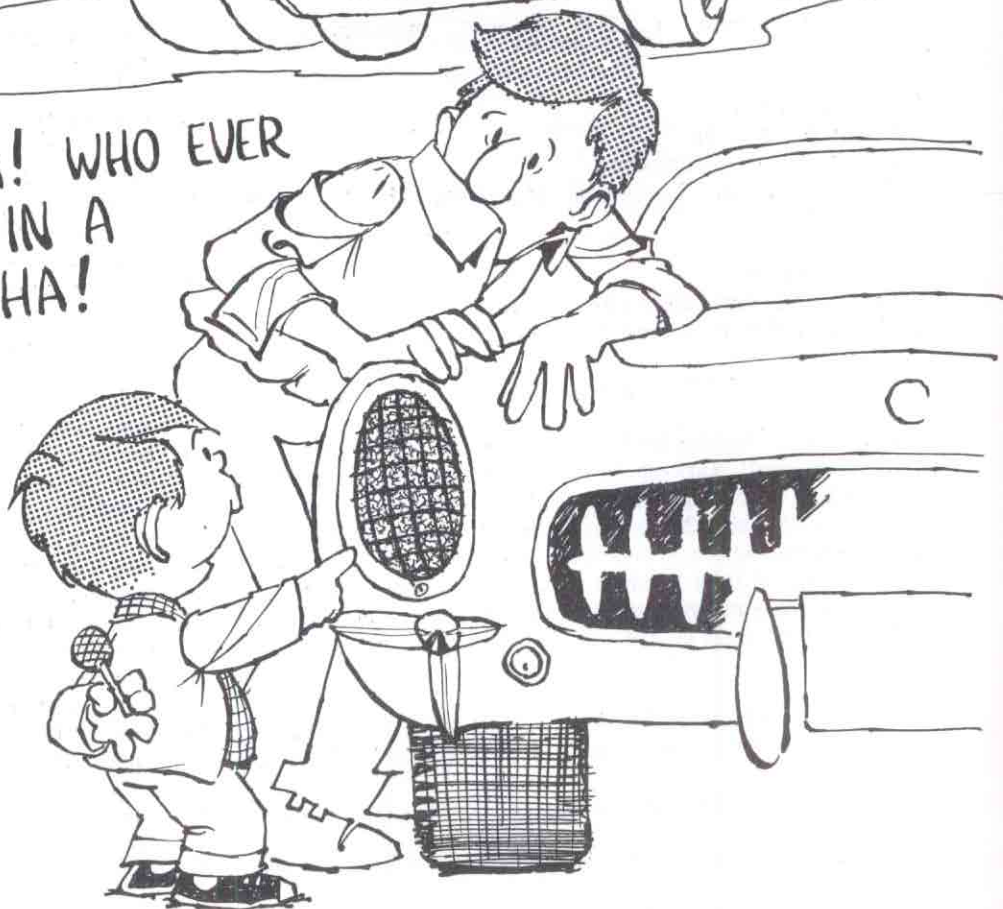
BLUE

FLA

BLU



6 CYLINDER?? HA! WHO EVER HEARD OF A "6" IN A 'VETTE? HA! HA!



②

ONE OF THE AMUSING LITTLE THINGS THAT TICKLES US .....

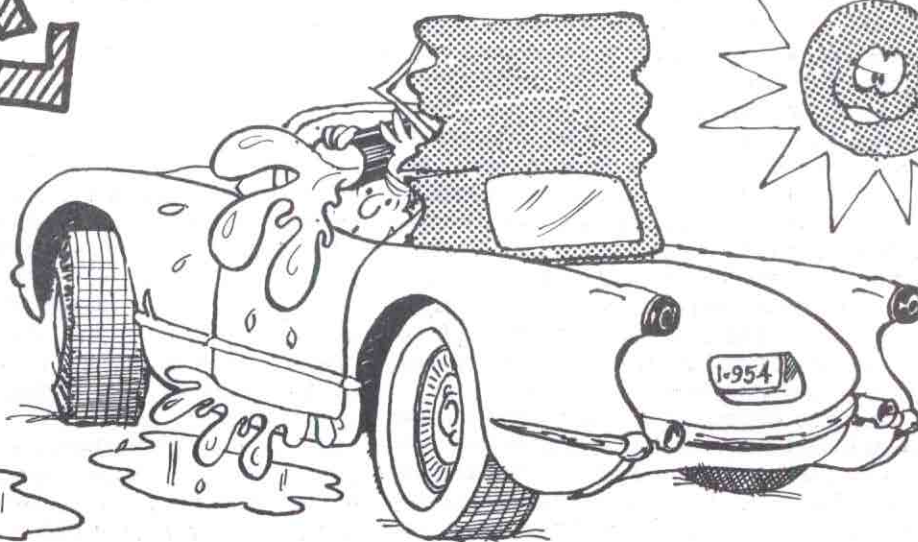
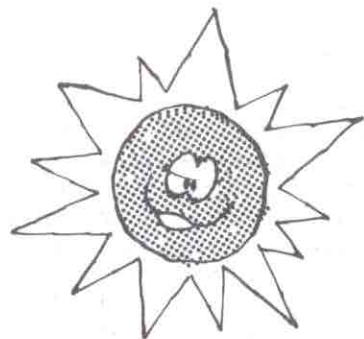
HEY MISTER, WHA' D'YA KEEP IN THE CAGE?



# AME UES

③

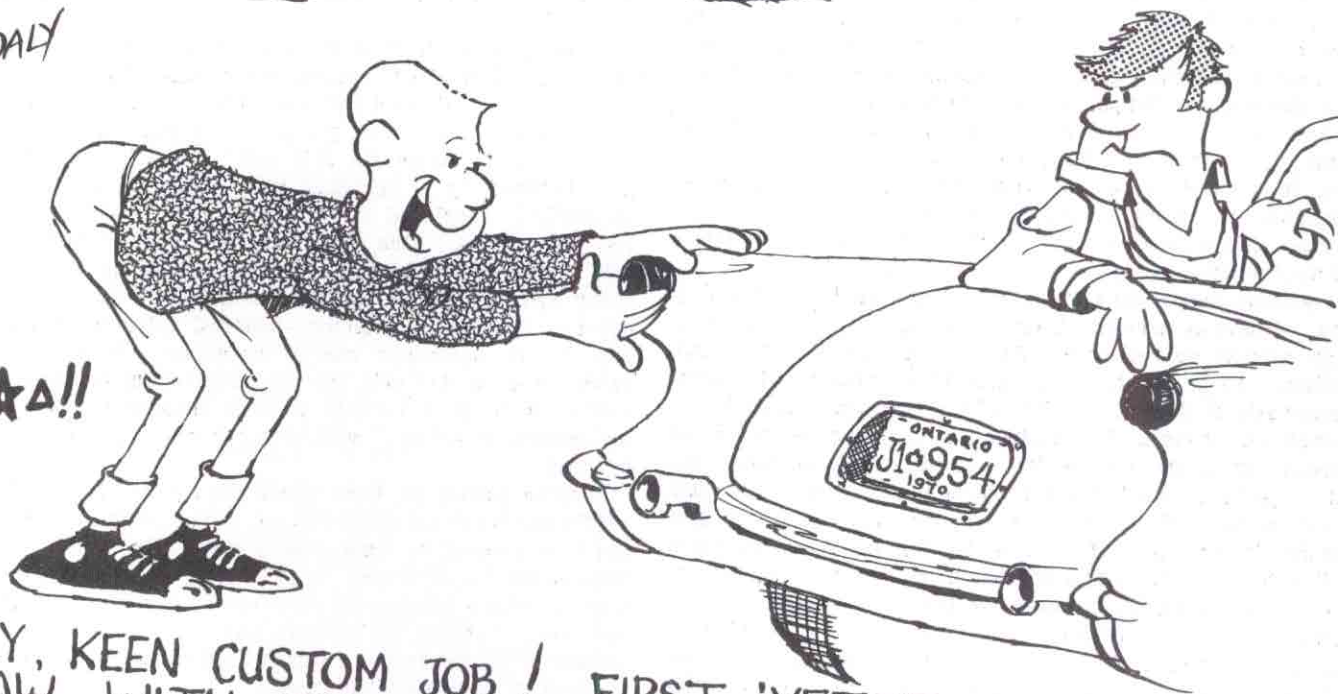
AFTER THE RAINS -  
NO COMMENT.....



by  
ERIC DALY

④

★!?!★Δ!!



HEY, KEEN CUSTOM JOB!  
SAW WITH TAIL FINS! FIRST 'VETTE I EVER

⑤

.....AND, LAST BUT  
FAR FROM LEAST,  
THE ONE WE HOPE  
WE NEVER HAVE TO  
WITNESS!





## HOW TO TELL THE DIFFERENCE BETWEEN A 1953-54-55 CORVETTE IF THE I.D. TAG IS GONE

I will try to communicate all the differences I have personally observed, which does not mean they are the only differences. I have been called upon to try to distinguish the year model on some cars with changed I.D. tags, motors, registration, etc. Through restoration and ownership of one each of the three year models, I have learned to look for a few key differences.

Let's start with the 1953 model from front to rear. The serial number reads E53F001003 on the third Corvette built in 1953. The E identifies Corvette in General Motors. Cars, trucks, buses, etc. each start with different prefixes of the alphabet. The 53 indicates the year of production. Moving to the F — it's the only Corvette year model ever built with F in the serial number, meaning the car was built in Flint, Michigan. Another significant historic bit of information on this year model was they were more or less hand assembled.

Looking into the engine compartment on the very first few models, the firewall fibreglas work is very rough and crude. It appears to have many handlaid layers of glass cloth, one over the other, hodgepodge like, no particular pattern, laid completely covering the firewall. It is so rough at some overlaps that you can cut your fingers rubbing your hands over the areas. The master cylinder on the first few had a three inch square one-quarter inch thick plate behind the master cylinder, evidently to change the bolted position of it slightly forward.

Another visible item is the chrome expansion water fill tank on the passenger side of the engine. On all the 1953 models I've seen, it is smooth in configuration. The tank does not have the two small ribs running around the expansion tank at center — one on each side of the filler cap. On the 1954 models, these tanks had the two ribs.

Next, we must take a look at the window washer mechanism used. I have personally observed on #3, #60, and #157 a foot pump window washer bolted through the firewall at far left position. To be exact, in a horizontal line between and exactly horizontally to the driver's left of the hand brake installation through the firewall. This foot pump is less than one inch from drivers left inside front fender. At this point, we solicit the full cooperation of all members in helping us zero in on what serial number 1953 Corvette or between what serial numbers General Motors decided to save the left leg some labor and shifted the job to the right hand index finger. Noland Adams, our Vintage Corvette Club member residing in Kerman, Calif., informs me that his 1953 Corvette (Serial No. E53F001284 -- maybe the "youngest" 1953 to the club's knowledge) has the window washer button and windshield wiper combination knob installed on the dash above the fuel gauge, between the heater and radio knob. If you members with 1953's or have access to look at 1953's between serial 157 and 284 would drop us a card we hope to soon have this information as a part of the club record.

On Corvette #3, #60, and #157, I've seen the choke control knob in the exact same place as I described Corvette #284 has its windshield wiper and washer combination control knob. After more comparing, this is the way it goes. The Corvettes #3, #60 and #157 windshield wipers were turned on inboard of the headlight switch knob or the second knob on the driver's left dash. Now when General Motors changed in late 1953 to push-button combination window washer and windshield knob, they threw out the original (left dash mounted) windshield knob, threw it away and replaced it with a choke control knob. So in summary, we can now say if its an early 1953 it has the choke second knob left of the radio and windshield wiper control knob far to left of dash by headlight switch. If it is a late 1953 or any 1954, it has a windshield wiper washer button combination second knob

left of radio and choke control knob to driver's far left by headlight knob.

Car Serial No.	Motor Serial No.
143	LAY 564,801
175	LAY 547,830
265	LAY 567,008
285	LAY 567,014

I feel safe at this point in contrast to 1954 and 1955 Corvettes, we might say all 1953 Corvettes came with a factory installed six cylinder engine, three Carter side-drafts with the motor number found at driver's right side of engine reading: LAY from 300,000 serial number through at least 500,000 serial numbers. I'm speculating when I say I think the only vehicle General Motors built during 1953 with a LAY serial number was the 300 Corvettes. I have found LAQ and LAS numbers in passenger cars but never LAY. Why the third Corvette and the 284th one's serial numbers are 263,348 numbers apart I do not at this time know, unless General Motors may have used the in-between numbers in some other vehicles — maybe some day we will know the answer if club members keep looking under old car hoods.

Looking under the hood of a 1953, if everything is all factory installed, the quickest, easiest way to tell a 1953 from a 1954 is the rounded off front and rear ends of the six cylinder valve cover, which was bluish green in original color with "Blue Flame" on the passenger side and "special" on the driver's side followed by a lightening bolt. These inscriptions were decoratively displayed on the valve cover in white color with red pin stripes. One other thing, the 1953 valve cover was held in place with the two bolt studs coming through the valve cover and secured by tightened nuts from on top of the valve cover. To identify a factory-installed valve cover you must look on the passenger side of the engine. Along the base of valve cover on this side are two nubs holding two small spot-welded studs in a vertical position upwards to connect your top ignition shielding — without this your valve cover would not be stock.

Before moving on, there is one other thing I have noticed on 1953's that I don't see on 1954's — but remember these type things could be changed by many owners since 1953. It is the linkage between the three Carters. In 1953 some of the two pieces connecting linkage between the carburetors was thin flat curved by two bumps between carburetors and 1954 seemed to be using instead of the two bumps a straight rod connected to flat pieces screwed on by small Allen screws.

In summary under the hood we've said, rougher handwork in fibreglas, "LAY" engine numbers, rounded valve covers with two bolt stud mounting, and Blue Flame Special on valve cover, etc. Remember all these things could have been changed, so if you can still find the hole for the mounting of the old foot banging window washer or the actual foot washer you can closer speculate on it being a 1953, especially if the pink slip says it was sold in 1953. I have been told, but have not personally verified it, that all Corvette models have some kind of serial number stamped on the top frame rail under driver's door — you have to pull the body to see it.

Inside the driver's compartment again we can look with a flashlight to the far left corner under dash for the foot pump hole or otherwise.

To my knowledge, all 1953's came from the factory with two under-dash mounted hood release cables and white knobs. This carried over into early 1954 — how far we would like to know. Serial No. E54S001969 has two hood pulls and Serial numbers

Con't on p. 13



I.D. Con't.....

2026 and 2037 have one hood pull. Then we could assume between these serial numbers or only 57 cars apart General Motors changed from two to one hood pull, which was a mistake. My single hood pull seems to hang up half the time whereas the two hood pulls always work.

While we're still looking at a 1953, let's raise up the top deck lid and have a look. To my limited knowledge, these top bows were originally painted a high gloss black. Also all 1953's were sold with black canvass tops, very lightweight material, thus there was no problem in folding all that top under the tight fitting deck. Usually with the later vinyl tops, 1954-55, there was some difficulty in folding all the goods neatly under the deck without having to almost jump up and down on it to close tightly.

Now let's stand to the rear of the car and prepare to open the trunk lid. One thing we observe in the plastic voer over license plate in 1953 models — it seems to have a more definite bubble around the edges, whereas I don't see this so much in the 1954's and later models. Open the trunk or luggage compartment and look up under the license plate box. In 1953 it is smooth without the antimoisture small square box which you'll find on the 1954-55 models. This was installed to help keep moisture out of the license plate area. Looking down at the trunk mat in contrast to 1954-55 the 1953 was more squared off with rounded back area, whereas the 1954-55 rubber trunk mats had ears on both right and left forward ends to sort of go upwards into the corner areas. I believe most 1953's came with the original sissor jack and handle. The jack came mounted down under the spare tire with the jack handle mounted across top rear forward part of the trunk. Also a very interesting bit of history on the 1953 is the changes occurring during production of the side curtain bag or container. In the trunk of #3 I find a factory side-curtain bag laying flat on the trunk rubber mat. Not connected by snaps, turn buckles, etc. as we find in 1954-55. The bag is more or less square in pattern with the right lower corner sort of cut short or a slight angle to the right side of the oversized rectangular bag. It is a dark black leatherette bag with a passenger car headliner material divider in between the side curtains to keep the plastic windows from rubbing and scratching each other. The top snaps over by two large snaps to keep the bag closed.

By the time they made #60, they changed their side curtain bag to a landau top, slick, smoother, slightly ribbed black leatherette; and, instead of it being a large square pouchy bag, it was changed to a very tight fitting bag (glove fit) that was cut exactly the same curved shape as back inside wall of the trunk out of the way so luggage could be placed in the trunk without interference with the side curtain bag storage. I'm not sure these snaps were factory because Gary Fox, #137, has the exact same bag without snaps, thus meaning #60 snaps could have been a custom bit of improvement done at a local upholstery shop back in the 1950's. Also the fibreglas work is mostly by hand under the trunk mat and very rough in finish compared to 1954-55 models.

Looking at the external color of the 1953, we find Polo White only. Interior colors were Sportsman Red with white trim. The under hood area was a flat black extending throughout the frame area and the underneath fibreglas remained mostly skin fibreglas remained mostly skin fibreglas color. Down inside top storage compartment was red and also completely red inside trunk area. I am not going to go into all the technical data but will say all 1953's came with six cylinder 235 cubic engines, only power glide transmissions and only Polo White with red interior trimmed in white.

During this writing on the 1953 Corvette I have tried to point out the differences between 1953-54-55 to try and help those of you who do not have this information as close to you personally as I do. I'm sure I am far from a complete comparison because

of limited layman's knowledge. I did not contrast 1954 and 1955 back to 1953 during this writing to much because I will try to cover those year models as we come to them, and I'm sure it's confusing enough at times discussing one year model change without including two other year model changes at the same time.

The First Year of the Patriotic Corvette, 1954

The reason I call the 1954 the Patriotic Corvette is there was at least one major breakthrough, Chevrolet offered the 1954 Corvette in our National colors. Choices were, needless to say, red, white, and blue. The red car came with the Sportsman Red exterior, red interior with white trim, and red floor carpets. The Polo White color was the same as Chevrolet offered in 1953. The white exterior with the red and white trim. Last but not least came the "rare" Pennant Blue 1954. These blue beautys to my limited knowledge were probably the lowest in quantity produced in 1954 or let me say in my communications and travels I have seen very few blue 1954 Corvettes. They came with a golden beige interior and carpets. The trunk was also the golden beige with a beige side curtain bag. The Polo White and Red models also came with red side curtain bags, red rubber trunk mats and the entire trunk was painted red. The 1954 side curtain bags in contrast to 1953 models were all square in pattern and buckled in an upright position against the back firewall of the trunk compartment. These buckles were a small chrome plated turn buckle, whereas you slipped the two side curtain bag ends over the left and right side turn buckles and then turned the turn buckle at right angles to the horizontal position in holding the bag in a secure position.

Next let's look at the serial number plate. On Joe Johnson, Jr., 1954 Corvette, P. O. Box 111, Mt. Airy, North Carolina 27030, his serial number plate reads E54S001034. Also Jim Tartol of 4315 Bucyrus Ave., Cleveland, Ohio, 44109, has the following serial number 1954, E54S004638. I'm sure by now most of you know why I used these serial numbers. In the Vintage Corvette Club, Joe's is the oldest 1954 and Jim's is the youngest 1954. Let's further break down Joe's serial number — the E identifies Corvette in General Motors, the 1954 is for year of production, the S stands for St. Louis, Missouri, where 1954's and all subsequent Corvettes have been built, the 001034 means it was the 34th car off the assembly line in 1954, because General Motors started the vintage Corvette serial numbers with 1001 or the first Corvette built in 1954 was E54S001001. Needless to say in regards to Jim's serial number of E54S004638 with a 1954 production of thirty-six hundred and some — his is probably one of the last cars off the production line.

Next, let's look under the hood of the 1954. One of the first things we can see is the valve cover as pictured in Fig. 28. The valve cover is square in configuration with rounded off edges and ends held in place by four small flat head screws.

In contrast to 1953 which were extremely rounded off both front and rear and held in place with two bolt studs. One other difference in the valve covers is the oil filler cap. In 1953, the filler cap's position was about two thirds towards rear of the cover, whereas the 1954's filler cap is positioned on the extreme forward part of the cover. To my limited knowledge the valve covers, top and bottom, shielding came in the Chevrolet blue-green color, but I have seen many chrome ones either just the valve cover or all three pieces

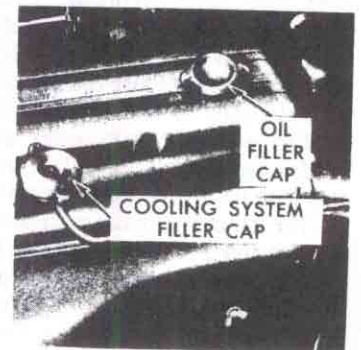


Fig. 28—Engine Oil and Cooling System Filler Caps

Con't on p. 14



chromed. I believe this was done at custom shops after purchase to dress up the looks of the old six-banger. The two chrome pot air cleaner is seen on many 1954's, and I don't know whether it came as an option for those who live in dusty areas or whether it was put on all models after a certain number were produced in 1954. If anyone knows for sure please let us know and we will print it.

### THE 1955 CORVETTE

The 1955 Corvette stands apart from the two earlier models for one main reason - V-8 engines. Most serial numbers in 1955 read VE55S001001, etc. To my limited knowledge there

## REMOVING FIFTEEN YEARS OF PAINT

by Don Majestic

In removing fifteen years of accumulated paint from a Corvette one should first remove all chrome trim. If the interior is to be refinished the windshield, dash instruments, radio and soft trim should also be removed.

Next the vehicle should be put in a WELL VENTILATED garage or area protected from the direct rays of the sun. The vapors from the chemicals used in removing the paint can be harmful if inhaled, and the heat from the sun will cause the chemicals used to lose their strength before they do their work.

After the trim is removed, using rubber or plastic coated clothes, the entire vehicle should be washed with Du Pont #3919 Prep-Sol to remove all wax and grease. After this has dried, one can start applying the Du Pont #5662 Heavy Bodied Paint Remover. While using this material it is recommended that one wear old clothes, protective gloves and DO NOT breathe the vapor from the paint remover. All direct contact with the paint remover should be avoided, because it can and will cause irritation and/or burns. After applying a heavy coat of the paint remover with a large paint brush (4 inch is ideal) it should be allowed to work about 10 to 15 minutes, depending on the air temperature, DO NOT let the paint remover dry on the vehicle, as the paint and the paint remover will be harder to get off. At this point the paint may be removed by using a large putty knife. One coat will remove two or three layers of paint or will easily remove the original factory finish down to the glass. While using this paint remover it should be noted that it should not be left on bare fiber glass any great length of time, because it will soften the gell coat, but I have found that this will not harm the fiber glass if it is washed off and left to dry. A word of caution while scraping the paint off, be careful not to cut into the gell coat.

After removing most of the paint a light coat of paint remover may be applied to remove the last traces of paint and primer, after letting the paint remover work for about 5 minutes this can be removed with either coarse steel wool or copper scouring pads, like Chore Girl brand. I have found that the copper scouring pads work best when a number of them are wired or tied together because they are small but very effective. The scouring pads can be washed out and reused again and again.

This paint remover works well, needs no neutralizing and is washed off with plain water and leaves a smooth finish to be sanded and painted. One last word of caution this paint remover will lose its strength if exposed to the air for any length of time.

The amount of paint remover needed to strip off the original factory finish from a Corvette is about 3 to 5 gallons. If there is a number of layers of paint on the vehicle it will take from 5 to 10 gallons. You can save a little money by purchasing the paint remover 5 gallons at a time.

In closing I would like to state that in paint refinishing, "The same lacquer preparation and painting procedures used on metal bodies are recommended for the Corvette plastic body," to quote the Corvette Servicing Guide, and I have found that this does work very well.

were a few six-cylinder 1955's built with a different serial number. It reads instead of VE55S... E55S00... Charles M. Potter of 8947 Bowman St., South Gate, Calif. 90280 has a 1955 six-cylinder with serial no. E55S001992. I am speculating when I say we think up to serial number VE55S001700, 1955 Corvettes came with V-8 engines, then the few six cylinder 1955's were serial numbered starting E55S001701, etc. through 1900 to 20000? These things we will find out the answers for some time in the future, we hope. To my knowledge, every 1955 I've seen has again the foot window washer pump, same as the 1953 had. I've seen this carried over into 1956 Corvettes. The 1955 V-8 had a gold metal "V" placed over the Chevrolet "script" word on both left and right front fender sides. The gold "V" was placed over the small "v" in the word Chevrolet.

The color combinations in 1955 were a bit unique. They came Polo White, with red interior, Gypsy Red with red interior, Corvette Copper with beige interior. I've been told of three red 1955's with white interior which has not shown up in any literature, but there was very little literature printed to my knowledge in 1955. Also last but not least, one of the rare 1955 combinations, Harvest Gold with green interior. Harvest gold was a yellow color - so this was quite a combination. From what I've read and heard, most 1955 Corvettes came with powerglide transmissions, but there was supposed to be a few factory installed three-speeds in late 1955, approximately twenty-five cars were fitted with these. The only criticism I've heard on the early three-speeds 1955, 1956 and 1957 were no synchromesh in first gear, so you either double clutched your way around a corner or ground your shift into low gear or stopped, shifted into low and then started in motion again. I believe all 1955 V-8's came with a 12 volt system which should be remembered when one goes to switching parts back to 1954 and 1953. Most 1955's came with bent top bows without the slotted chrome piece for the top to come up through as we find in all 1953 and early 1954's. I have seen two 1955 Corvettes with the slotted top set up. One was a V-8, the other was a six-cylinder?

### CORVETTE PAINT QUALITY

(EXTERIOR)

MODEL YEAR	COMBINATION NO.	COLOR	Du Pont Lacquer Stock No.	ACRYLIC LACQUER R.M. Stock No.	REGULAR LACQUER Du Pont "DuPont" Stock No.	R.M. Stock No.	
60	523-A	Honduras Maroon Met.	4034-LH	A-1221R	DDL 50568	4066-H	1221R
60	509-A	Sateen Silver Met.	4024-L	A-1203	DDL 31905	9388	1203
60	510-A	Ermine White	4024-L	A-1199	DDL 8259	94001	1199
60	504-A	Taspo Turquoise Met.	4025-L	A-1211	DDL 12228	9398	1211
60	502-A	Horizon Blue Met.	4030-L	A-1210	DDL 12234	9398	1210
60	517-A	Cascade Green Met.	4029-L	A-1214	DDL 42693	9397	1214
59-60	506-A	Roman Red	2931-LH	A-1138R	DDL 7051	3967-H	1138R
59	504-A	Crown Sapphire	2930-L	A-1137	DDL 12001	92945	1137
59	502-A	Frost Blue	2925-L	A-1150	DDL 12018	92808	1150
59	508-A	Classic Cream	2924-L	A-1148	DDL 61092	92810	1148
59-60	503-A	Tuxedo Black	88-L	A-946	DDL 9230	44	400
58	506-A	Signet Red	2708-LH	—	DDL 7052	—	52V52
58	508-A	Pisgama Yellow	2705-LH	A-1108D	DDL 60925	—	58V74
58	504-A	Regal Turquoise	2702-L	—	DDL 11835	—	58V26
58	502, 514	Silver Blue	2699-L	A-992D	DDL 11755	—	9820
58-59	510-A	Snowcrest White	2697-L	A-986	DDL 8160	—	135
58	500-A	Charcoal	2703-L	—	DDL 31742	—	1V11
58-59	509-A, 512-B	Inca Silver	2436-L	A-896	DDL 31425	94260	58V13
56-57	714	Venetian Red	—	—	DAL 70894	2415-H	56V82
56-57	713,720	Arctic Blue Met.	—	—	DAL 11537	2413	56V29
56-57	712	Cascade Green	—	—	DAL 41973	2416	—
56-57	709	Aztec Copper Met.	—	—	DAL 21265	2414	52V84
56-57	704	Black	—	—	DAL 9200	44	403
55	596	Gypsy Red	—	—	DAL 70575	1973-H	443R
55	632	Harvest Gold	—	—	DAL 60739	2004-H	491G
54	573	Corvette Copper	—	—	DAL 21207	2167-H	55V84
54	510	Pennant Blue	—	—	DAL 11238	1927	—
53-57	718	Polo White	—	—	DAL 8011	1783-H	54V91
53-54	569	Sportsman Red	—	—	DAL 70418	1905-H	—

(INTERIOR)

MODEL YEAR	COLOR	Du Pont "DuPont" Stock No.	R.M. Stock No.	Du Pont "DuPont" Stock No.
59-60	Light Blue Met.	92808	U-2471	DAL 12018
60	Med. Turq. Met.	93956	A-1211	DAL 12228
59-60	Red	5967-H	99251	DL 7039
59-60	Black	44	400	DAL 1203
59	Turquoise Met.	92945	59C24	DL 1227
58	Silver Blue	2696-L	602-D	JAL 11105
58	Charcoal	2703L	56V11	JAL 5742
58	Signet Red	2704-LH	8V52	DAL 7026
56-57	Venetian Red	2415-H	52V32	DAL 1204
56	Autumn Bronze	3002	56V24	DAL 2151
54	Harvest Gold	7054-H	53V71	DAL 1139
54-55	Seafine Blue	179	356	DAL 1124
54	Corvette Copper	925-H	—	DAL 21207
54	Pennant Blue	192	—	DAL 11238
53-55	Polo White	1733-H	54V91	DAL 8011
53-55	Sportsman Red	1905-H	—	DAL 70418



# PROJECT: Restoration of Corvette, serial no. E53001255

In retrospect it would seem that few people had any idea, back in 1953, that the Corvette would have much historical value. So, not one of these early Corvettes had ever been set aside for posterity. Therefore, Chevrolet, with the encouragement of *Corvette News* and its readers, decided to rectify the situation. The plan was to find a '53 Corvette, buy it, then restore it to "show quality" and keep it for permanent display.

Once the green light was given, it was decided that the subject car had to be one that was in as near-original condition as possible. All the parts should be there, and no modifications should have been undertaken because it was a foregone conclusion that the procurement of new parts would be somewhat of a problem.

## The search

Word went out to all the Chevrolet zones to be on the lookout for a restorable subject. The search turned up a number of '53 models, but most were rejected because of the aforementioned missing parts or modifications. One '53 Corvette was finally located sitting on a used car lot in Cincinnati, Ohio. This had almost everything intact. Even the wheel covers were all there. The radio antenna was not "stock." (The original one was a screen, actually molded into the rear deck fiberglass.) Radio suppression shielding on the distributor and spark plugs was missing, but otherwise the rest of the car was in remarkably good shape for its years. The seats and upholstery looked worn and baggy and the paint outside was somewhat weathered and crazed. Some of the chrome was badly pitted and some pieces were cracked.

The serial number said that this was the 255th Corvette ever built at Flint, Michigan, before the whole operation moved to St. Louis, Mo.

A van was sent to pick up the prize. The car was able to drive up the ramp into the van for an unheralded trip to the Show and Display Department in Plant #35 in Flint, just a stone's throw from where the car first saw the light of day. At Show and Display, men who do all the Chevrolet cutaways, lift bodies and component displays were poised to put the car back in "show" condition.

A preliminary schedule was set up to keep the project orderly.

1. Remove body from chassis.
2. Disassemble chassis, engine and transmission.
3. Disassemble body components.
4. Inspect all parts.
5. Procure necessary replacement parts.
6. Rebuild engine, transmission and chassis and components where necessary.
7. Refurbish body and components.
8. Reassemble chassis, engine and transmission as an assembly.
9. Reassemble body and components as an assembly.
10. Assemble body and chassis and complete details.

It was decided that *Corvette News* should be on hand to "look over the shoulder" and record all the important details of such a restoration. The report will be in two parts; the first covers operations 1, 2, 4, 5 (partial), 6 and 8. The remainder will be covered in the next issue of *Corvette News*.

Reference publications used by the restorers were the following: *Chevrolet Passenger Car Shop Manual*, 1949-54 (RS-34), available from Helm, Inc., Box 7706, Detroit 48207 (\$4.00).

This covers just about all the mechanical repair procedures. Most suspension and brake components are basically the same as the regular '53 passenger car. The Corvette engine is the 235-cu.-in. overhead valve six, the same as the passenger car with these exceptions: The induction system utilizes three single-barrel side-draft carburetors and special intake manifold. The exhaust manifold has two outlets and has dual exhaust. The camshaft, too, was a little hotter on the Corvette. For specific carburetor and ignition data, reproductions of *Chevrolet Service News*, April and May 1954, may still be available through Chevrolet Central Office Service Department. Body repair procedures are covered in a shop manual that a number of Corvette Clubs might have in their libraries. This is the *Corvette Servicing Guide* ST-12, issued in 1962. If this publication is not available, body repairs can be done quite easily following accepted repair procedures for any kind of fiberglass panels. Even those outlined in the 1963 *Corvette Shop Manual* or plastics suppliers' manuals that cover the operations in detail would suffice.

A restoration of this sort is not easy; it takes a basic mechanical skill and patience; it is thorough and shouldn't be rushed. It is often fraught with skinned knuckles, twisted-off bolts and the obstinacy of parts defying removal. And there are the gnat-sized parts that get poured out with the cleaning solvent, the tiny little springs that shoot off in some unseen direction. And finally, there is the catalog of epithets to be used for reference when all else fails. But anyone who has ever undertaken such a restoration on his own already knows about the other side of this "fun" project. Hope you stick around for the next issue as #255 is put back in brand-new shape.

This report is from the project engineer's log and covers the basic order of things as they really happened. The first step was to remove the entire body and then proceed from that point.

(PART ONE of two parts.)



## Steps to remove body

Hood hinge stop and six attaching bolts taken off for hood removal. Vacuum lines, choke and carburetor linkage, then fuel lines removed. Intake manifold (six bolts on block and six on the two exhaust pipe flanges).

Radiator and heater hoses taken off; hoses tagged for identification because of similarities in appearance.

Car jacked up and placed on 12-inch-high boxes made of two-by-fours and  $\frac{3}{4}$ " plywood. (Photo) Generator and starter disconnected and wires tagged for identification. Steering gear: removed pitman arm from gear shaft, removed three gearbox attaching bolts. (Steering gear and mast jacket stayed with the body.) Drained master cylinder, disconnected brake lines.

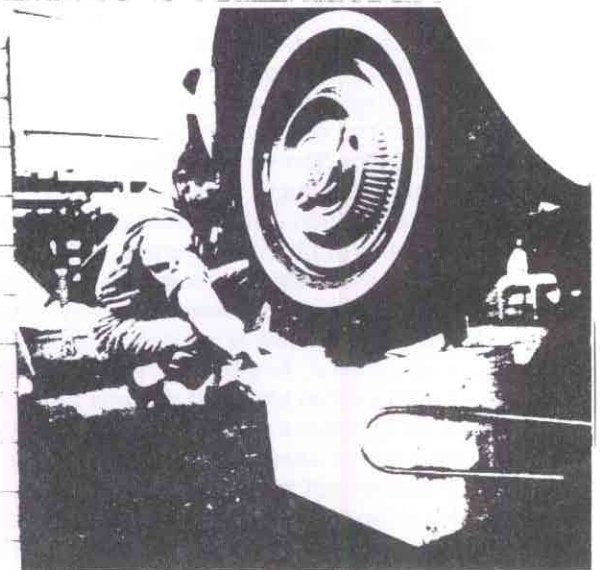
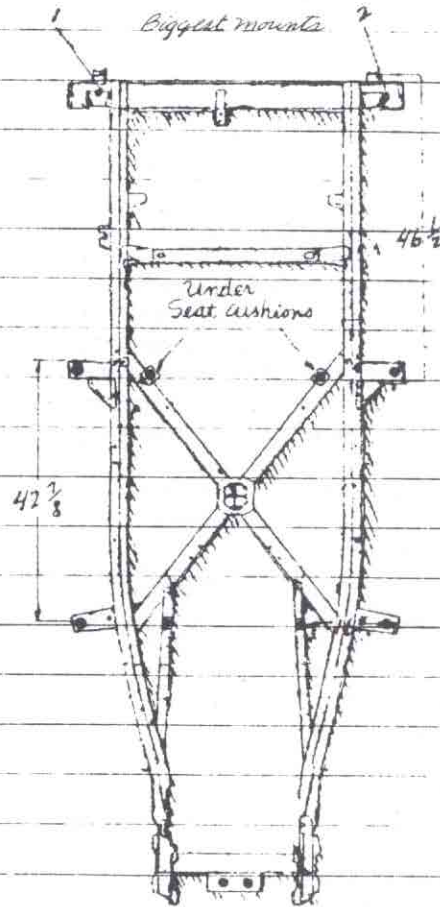
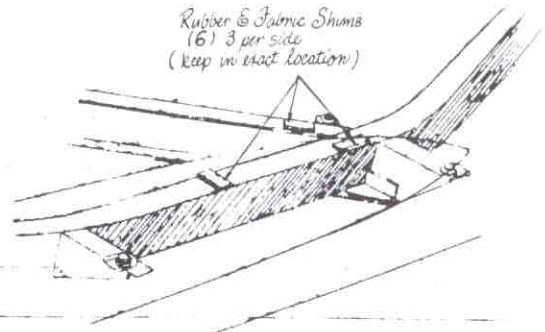
Removed accelerator pedal linkage (sketch), transmission linkage and speedometer cable at transmission. Trunk lid bolts removed and hinge shims tagged for reassembly identification.

Removed radio antenna and engine-to-frame ground wires, license plate light, trunk back panel and parking brake cable at clevis.

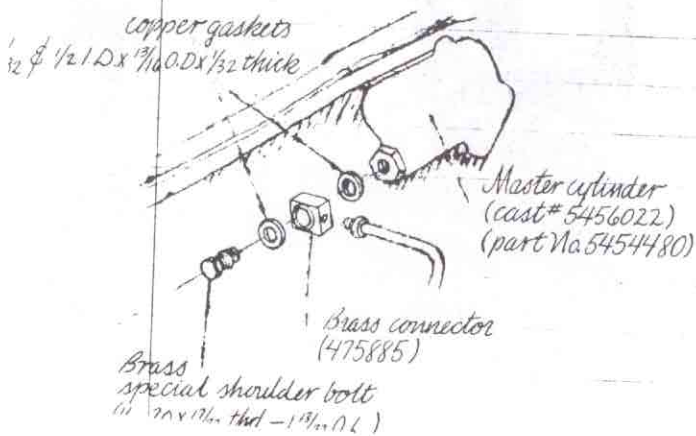
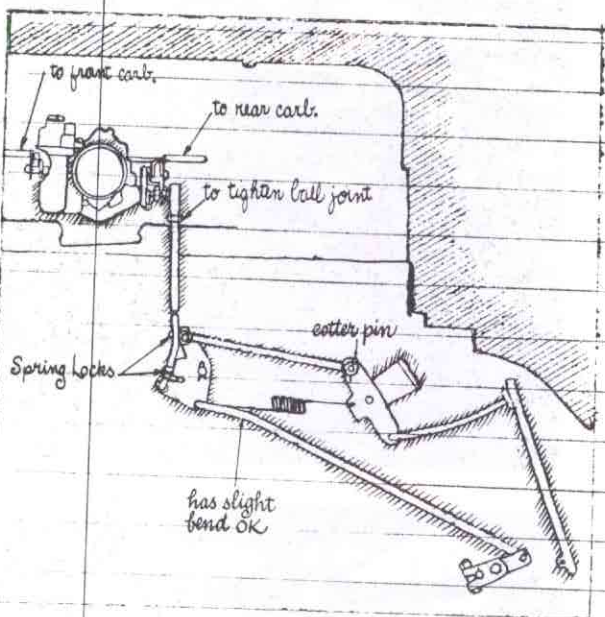
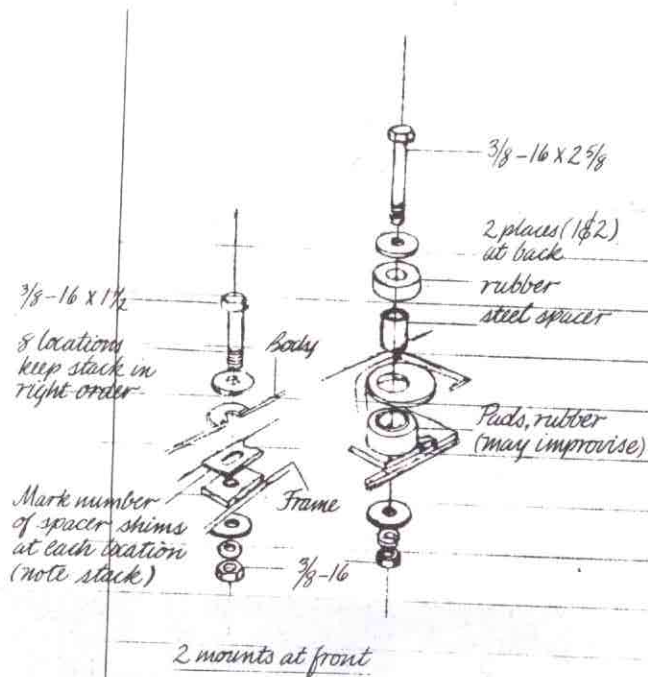
Removed battery pan and two tailpipe extensions. Unbolted twelve body bolts (~~seat cushions removed for two of them~~ — see sketch for location).

At this point (6-8 man-hours) the body was ready to be lifted from the chassis. It was decided to attach hooks in the trunk on the rear bumper brackets. At the front, hooks were placed in hood-latch holes. (See photo.) Chainfalls were attached, front and rear. (It is possible to lift the body with six men if necessary.) Caution was required to feed hoses, gas and brake lines through the openings while the body was being raised. After the body was raised from the chassis it was placed on a four-wheel buggy with under braces at the approximate center of the front and rear wheels and a support in the center of the body to keep it from sagging (see photo). Frame-to-body rubber mounts and alignment shims and their order of disassembly were marked for future reassembly. (If not kept in their original order, doors, hood or deck lid might not fit properly.)

Rubber & Fabric Shims  
(6) 3 per side  
(Keep in exact location)







The chassis, with the wheels still on, was rolled to a steam cleaning booth to have 14 years of accumulated mud, grease and crud removed. A lot of the paint flaked off, too. This was to make further disassembly easier.

Engine and transmission were prepared for removal as a unit by first removing radiator overflow tank, distributor, fuel pump, fuel line, rocker cover, tappet side cover, breather pipe assembly, crankcase and transmission dipsticks and tubes, push rods, cylinder head, front propeller shaft U-joint, engine and transmission mount bolts.

Attached two lifting eyebolts in front and rear head bolt holes. Lifted engine out with chainfall hooked to a chain between eyebolts.

Eleven bolts removed before transmission could be taken off back of engine.

To dismantle engine, oil pan, pistons and rods, tappets, oil pump, fan, water pump, fan and crankshaft pulleys, timing gear cover, camshaft and timing gear assembly, engine front mounting plate, flywheel, water outlet and thermostat were taken off in that order. Main bearing caps and crankshaft were lifted out.

With engine completely disassembled, made checks and inspected components according to shop manual procedure. Checked cylinder bores. All bores well within acceptable wear limits. Checked for minute cracks or nicks on gasket mating surfaces. All looked in order; cylinder block okay.

Checked crankshaft and camshaft bearing surfaces. All within acceptable wear limits; reused with new bearings.

Pistons had slight evidence of scuffing. Replaced all six pistons and pins and installed new rings. Checked rods for alignment. All checks indicated good condition. Timing gear showed evidence of wear; replacement planned.

Dismantled cylinder head by removing valve keepers, spring caps, springs and valves.

Checked cylinder head components. Valve springs had about half the required tension; replaced all twelve. Valves looked good, but grind seats and valves. Valve guides scheduled for replacement after checking.



Cleaned carburetors and checked innards. Decided to procure new repair kits for each one if possible. To be on safe side, cleaned all parts and made sketch for possible reuse. Carter Carburetor (YH 2066-SA).

Intake and exhaust manifolds checked out okay. Drilled and tapped one broken stud.

Checked out Powerglide transmission assembly. Removed pan for visual inspection. (Had been operating correctly; decision made to not rebuild). No obvious wear or minute metal particles. No "burned cork" smell. Replaced pan with new gasket; replaced front and rear transmission seal on general principles. Painted with Dulux semi-gloss black for new appearance.

Starter and generator disassembled, cleaned and reassembled with new bushings and brushes.

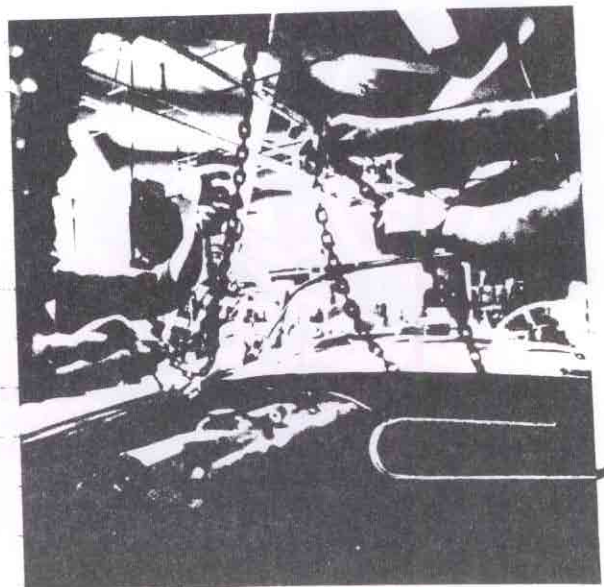
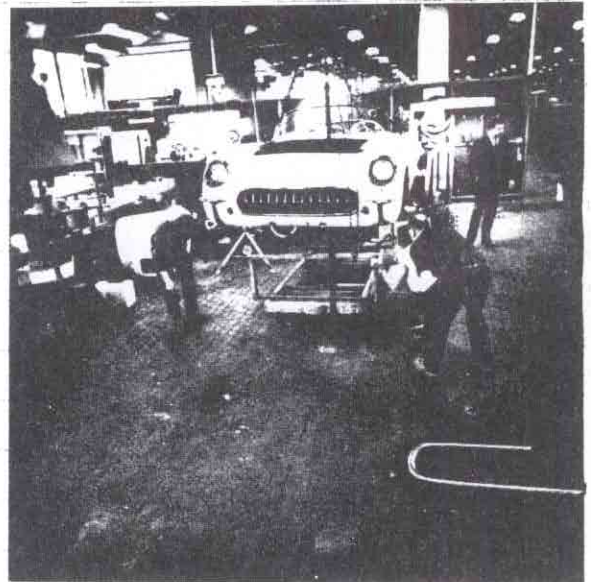
#### Continued disassembly of chassis

Front suspension came out as an assembly after removal of 16 nuts and bolts; undid brake lines, hoses and clips; two bolts, four grommets, four retainers and two brackets of stabilizer; steering linkage; tire and wheel assemblies; brake drums and brake components. Made sketches for identification.

Steering knuckle supports and control arms removed by collapsing springs and removing bolts; removed bushings and took off shock absorbers; took off backing plates.

Checked all components for wear. Brake cylinders, lines, hoses checked out okay. King pins and bushings as good as new. Shock absorbers looked like original (replace with new when reassembling). Brake drums not scored; measured and found to have been turned at one time. Drums okay for reuse.

The rear suspension also removed as a unit. Shock absorbers (special care for lower stud; new ones not available), brake cable brackets, hydraulic lines at "T" fitting, front and rear spring hangers, rebound straps, U-bolts, rear axle and springs, propeller shaft assembly removed. (Made note of location of spring center bolt recess in axle housing for alignment.) A number





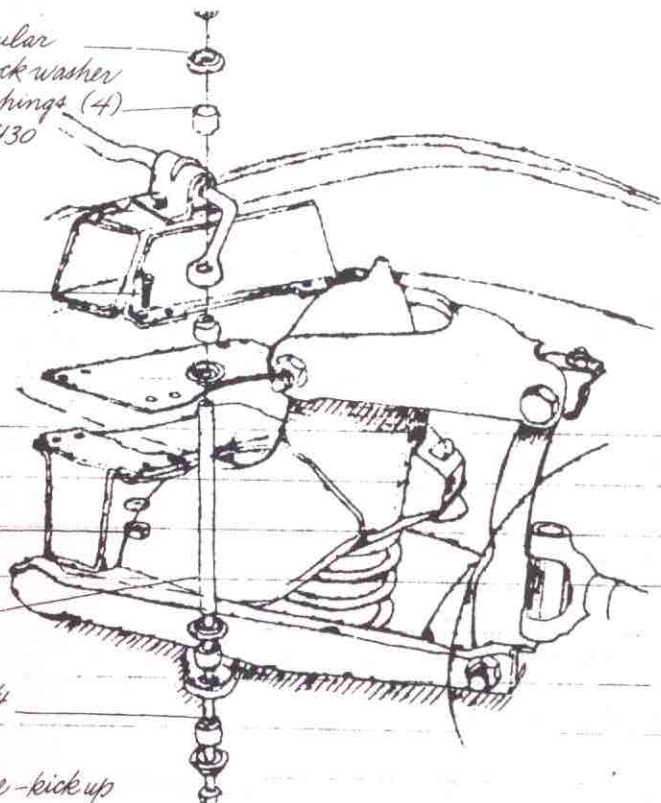
Regular  
Shock washer  
Bushings (4)  
599430

16 Bolts  
(8) per side  
3/8-16 x 1 1/2

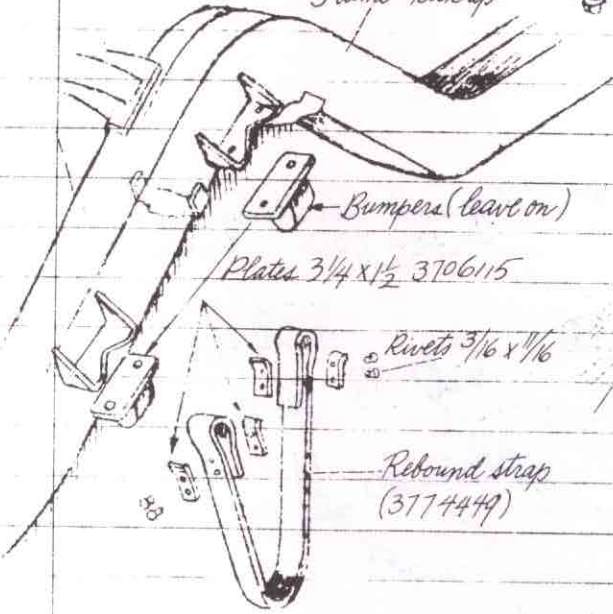
Nut 3/8-16

Spacer 6 7/8" long  
over 3/8" bolt

Bolt 5/16-24 x 1 1/4



Frame - kick up



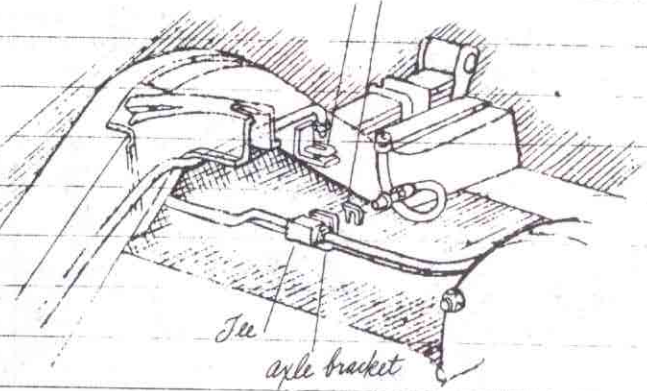
Bumpers (leave on)

Plates 3/4 x 1 1/2 3706115

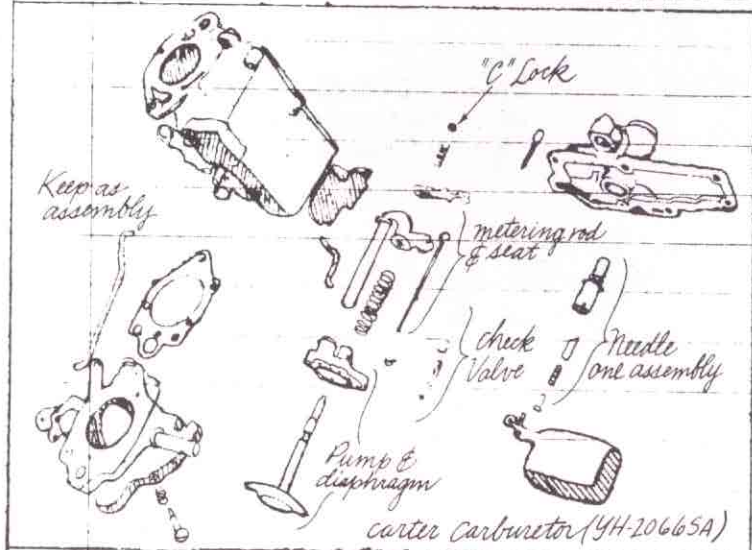
Rivets 3/16 x 1/16

Rebound strap  
(3774449)

Locks between hose & bracket



Tee  
axle bracket



Keep as  
assembly

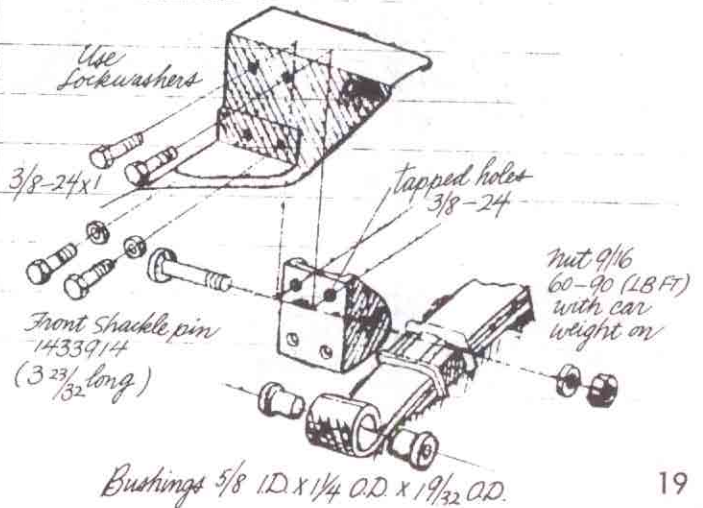
"C" Lock

metering rod  
& seat

Needle  
valve assembly

Pump &  
diaphragm

Carter Carburetor (YH-20665A)



Use  
Lockwashers

3/8-24 x 1

tapped holes  
3/8-24

Front Shackle pin  
1433914  
(3 23/32 long)

Nut 9/16  
60-90 (LB FT)  
with car  
weight on

Bushings 5/8 I.D. x 1/4 O.D. x 1 9/32 O.D.



of bolts and studs refused to budge — heated with torch. Some still twisted off and broke. (Will require drilling and tapping for new threads.) Rear axle cover removed to inspect differential gears. Since excessive play and wear were evident, gears were removed for replacement according to shop manual procedure. Some spring leaves broken. (Replaced entire spring assembly with new.)

Took bare frame to be sandblasted. Afterward, checked all welds and rewelded where necessary. Repainted entire frame with Dulux semi-gloss black. Repainted all chassis components with same before reassembly on chassis.

Prepared for final disassembly of the body and restoration of components.

#### PARTS Con't.....

38. New rubber transmission mount (2 bolt hole) fits between trans and cross brace unit — \$8.00 each postpaid.
39. New original color red upholstery 54" wide for seats and doors \$9.00 per yard post paid.
40. New water pump rebuilt kit — \$4.00 each postpaid.
41. New "female" hood catch bolts to firewall — left & right — \$7.00 each
42. New horizontal long center grille bar — \$24.00 each post paid.

