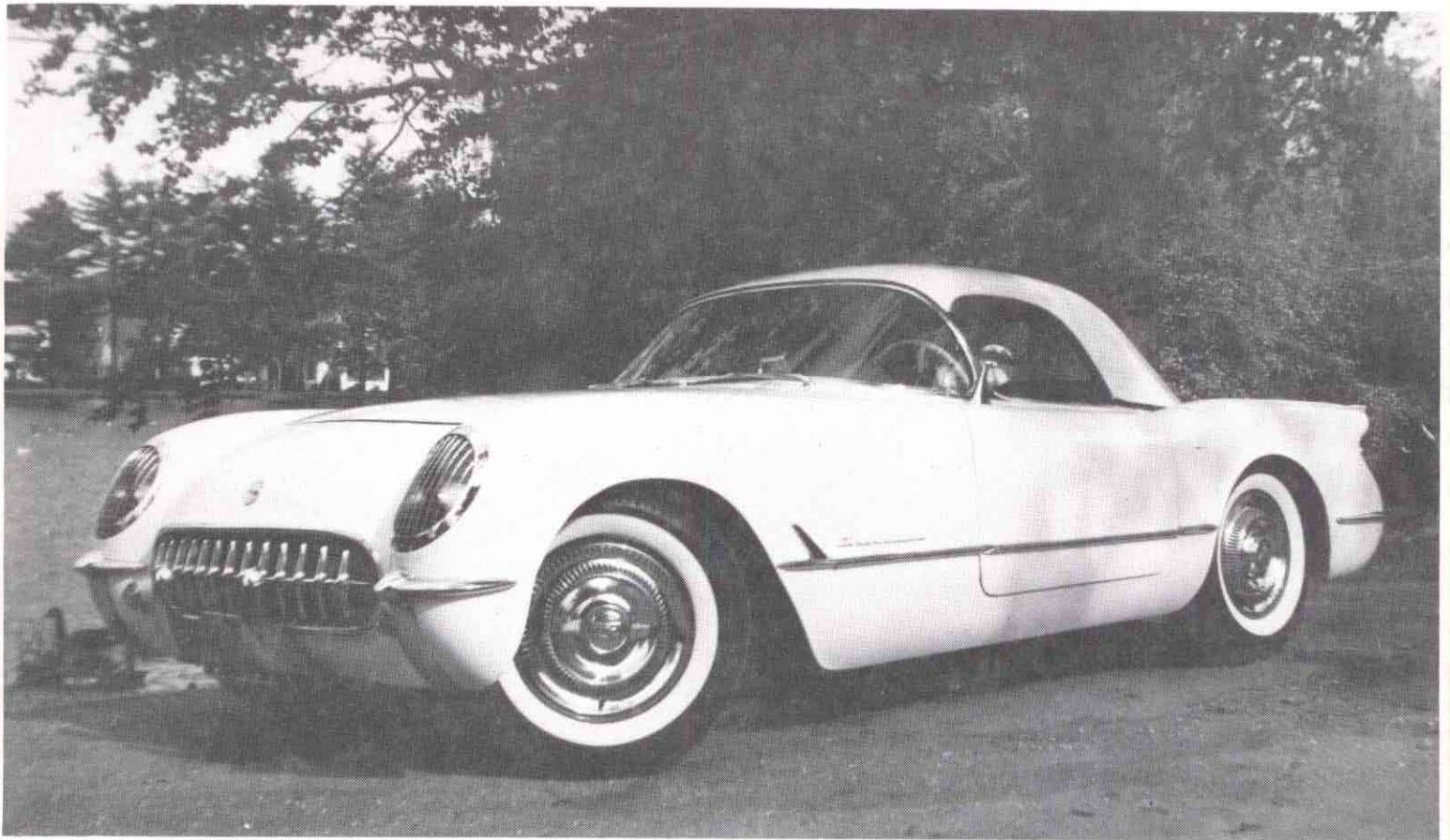


# Blue Flame Special



VOLUME 2 NO. 4  
DECEMBER 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. Membership fees: Third Class Mailing, \$10.00; First Class, \$12.00 and Air Mail, \$14.00.

## 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:

The cover photo is a 1954 belonging to John E. Harmon,  
36 Oakwood Rd., Huntington, N.Y. L.D., 11743.  
E54S003479.

VACATION WEST

One of the highpoints of my trip to the West Coast was a visit to Ed and Jean Thiebaud's turkey and Corvette farm (or Corvette and turkey farm?). Their hospitality was greatly appreciated as I solved some of the problems of restoring a 1953 Corvette.

A friend and I made the trip from St. Paul, Minnesota to Denver, San Francisco, Los Angeles, San Diego, Fresno, Portland, and then home again. A total of 7,500 miles in a 1959 Volvo with no more trouble than a leaky water-pump! I can now see why any sensible Corvette would prefer California's climate to Minnesota.

Roger Peterson  
St. Paul, Minnesota

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SPECIAL INTEREST AUTOS

"Special Interest Autos" the new magazine out from Hemmings Motor News will be doing a feature article on Ed Thiebaud's prize-winning, fully restored, 1954 Corvette. The article, written by Michael Lamm, editor, will include an extensive road test and complete technical data. The article will appear in the January or February, 1971 issue. Subscriptions are \$5.00 per year for subscribers to Hemmings and \$6.00 for all others. Subscriptions may be sent to Special Interest Autos, Box 380, Bennington, Vermont, 05201.

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HUB CAP REPRODUCTIONS

The Club is negotiating with an East Coast manufacturer of hub caps. We have sent one mint original 1953 hub cap with spinners for an estimated price of reproduction which we will have by December, 1970. Also hope to have price on additional hub cap spinners, which we are sold out of at present time.

In talking with the manufacturer on the phone before he got our sample he said it sounded like maybe in the neighborhood of \$50 to \$60 per hub cap based on a small quantity order. Remember the original price back in 1954 with tax and shipping was almost \$30.00 each, and that is when GM ordered them made by the thousands and we're talking about a few dozen, I hope?

Will anyone who is interested in a set or two please send a postcard indicating how many etc. so we will know if anyone is interested enough to commit ourselves to any sizeable order or just forget it. A thought I have had is have a set of reproduced hub caps to street drive with and save your originals for shows, etc.

4TH ANNUAL ALL CORVETTE DRAG MEET

The 4th Annual All Corvette Drag Meet will be held Saturday, January 2, 1971 at the Orange County International Raceway. Trophies in all brackets. Schedule: 2:00 p.m. gates open; 6:00 p.m. entries close, dial-ins registered; 8:00 bracket competition. Dial your own Elapsed time - handicap brackets. All cars must meet National Hot Rod Assoc. safety specifications including scattershield if required by class. Helmets required in all cars. (Rental at track \$1.00.) No fuel or blown cars. Orange County International Raceway is located on the Santa Ana Frwy. 14 miles south of Disneyland. Exit the Santa Ana Frwy. at Sand Canyon Ave. or exit the San Diego Frwy. at Moulton Pkwy. Call 714-838-3593.

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PROBLEMS AND SOLUTIONS

Charles K. Krause, Jr. of Phoenix Arizona sent us the following letter: (We appreciate your time and effort on the problem and solution.)

"How about a problems & solutions section. Our monsters are old and unique, and full of odd little problems. In the 15 years I've had mine (club record?) I think I've run into everything, but it still fools me.

PROBLEM

Mine has been switched to a three-speed box and after accelerating there is a lurch, or engine pause when I ease up on the gas, as if the ignition cut out for a revolution or so. Anyone solved this problem?

SOLUTION

1. If the old fuel pump quits, blank the opening off and put on an electric, and get rid of the progressive fuel line to the carbs. A fuel block and the better pressure of the electric equalizes pressure and the rear carb doesn't starve. Bonus: A switch on the electric pump has anti-theft valve. In about 1/4 mile you've used the gas in the carbs and that's it.

2. Hood popping up? Use the serated hood prongs from the 1958 or later. Once adjusted, they won't come loose.

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REPRODUCTION OF THE 1953-54 PARTS CATALOG is now printed. The price of these catalogs is \$12.50, so order early to receive a copy as supply is limited. For new members this is a reproduction of the original parts catalog. Order by Catalog No. 1 - 1953-54, complete 66 pages.

## LITERATURE

For the past two years the Club has been researching information on all year model Corvettes, and, to date, has the following on file: A sales brochure for every year model Corvette produced from 1953 thru 1970. These sales brochures will be displayed in subsequent newsletters for all members to appreciate. The Club also has Owner's Manuals for every year model Corvette produced on file for reference. The Club also has the following for reference on file. Film strip, 35 MM, titled "Corvette Fun on Wheels," produced in 1954 which is shown with a 33-1/3 RPM record with the same title. Total running time is 13 minutes. The Club hopes for a reproduction on this film and others if the demand arises. Also on this basis, they could be loaned to our different regions for showing at annual meetings, etc.

### 1953-1954

1. Three-fold, 33 1/2" x 5 1/2" full color showroom brochure, front cover inscription "Chevrolet Corvette, Just for Fun."
2. Three-fold, two-color, 7 3/4" x 12 1/2" brochure, titled "With an Eye to the Future, Chevrolet Introduces an Experimental Model the Corvette. The American Sports Car of the Future."
3. 1953-55, 5 1/2" x 8 1/2" original owner's manual, cover — orange, black & white.
4. Chevrolet Radio Service & Shop Manual — 1953 Radios.
5. Thirty-three page 5 1/2" x 8 1/2" book titled "Servicing the 1953-54 Power-glide transmission Part 1, Adjustment, Diagnosis, Removal & Installation.
6. 1953-54 Corvette Parts Catalog — 66 pages and illustrations.

### 1954

1. Three-fold, 7 1/2" x 4", black & white & red, showroom brochure, front cover inscription "Chevrolet Corvette for 1954, the First All American Sports Car."
2. Thirty-three page book titled, "The Corvette Plastic Body, Society of Automotive Engineers, Inc. for presentation at the S.A.E. Annual Meeting at the Sheraton-Cadillac Hotel & Hotel Statler, Detroit, Michigan, January 11-15, 1954.

### 1955

1. 8 1/2" x 11" Parts Catalog — 77 pages and illustrations.
2. 8 1/2" x 11" book with complete technical data pertaining to the 6-cylinder and V-8 265 Corvette.
3. Three-fold, 8" x 12" Green, black & white showroom brochure with specifications. Front cover inscription "New 195 h.p. Chevrolet V-8 — A Brilliant New Edition of America's Most Popular Production Sports Car."
4. Shop Manual, 1955 Chevrolet, 6 and 8-cylinder, 200 pages, 8 1/2" x 11".

### 1956

1. Owner's Manual.
2. Three-fold, 8 1/2" x 11", red, black & white, showroom brochure titled, "The New Corvette by Chevrolet."
3. 24 page, 8 1/2" x 11", book titled, "1956 Chevrolet Corvette Engineering Achievements, Dealership Product Manual."
4. Four-fold, 8" x 26", color brochure, entitled, "The New 1956 Chevrolet Colors," which has the six Corvette colors with two fender depression colors.
5. Shop manual "1956 Chevrolet Supplement to the Chevrolet Passenger Car Shop Manual," 90 pages, 8 1/2" x 11".

### 1957

1. Owner's Manual.
2. Shop manual, 8 1/2" x 11", Chevrolet Fuel Injection Shop

### Manual.

3. 8 1/2" x 11", 23 page book titled "The General Motors Fuel Injection System," Society of Automotive Engineers.
4. Owner's manual, 33 pages, 5" x 7 1/2" titled "1957 Guide to Your New Chevrolet."
5. Showroom brochure, 21" x 14 1/2", four-fold, front cover inscription, "Chevrolet 1957, Including Corvette."
6. Showroom brochure, 21" x 11", full color, titled "Chevrolet's New Corvette."
7. Yellow, red & white, two-fold, 5 1/2" x 7 1/2", desk card, titled "America's Most Distinctive Personal and Sports Car."
8. Binder, showroom, 29" x 11", full color, all Chevrolet models with nine pages of fabric samples, & 35 pages of Chevrolet colors.
9. "The New Corvette," 35 MM all full color film strip with 33 1/3 record, 8:25 minutes on 1957 Corvettes by the IAM Handy Organization.

### 1958

1. Owner's Manual.
2. 13 page report on SAE-SCCA Meeting, Kansas City, Missouri, Feb. 20, 1958, titled "The Chevrolet Corvette 1953-1958."

### 1959

1. Owner's Manual.
2. "Standard & Optional Equipment," 8 1/2" x 11", three-fold brochure.
3. Showroom brochure, 8 1/2" x 33 1/2", full color, front cover inscription, "Chevrolet Corvette, America's Sports Car."

### 1960

1. Owner's Manual.
2. Full color picture, 8" x 10" of Chevrolet Engineering Research Vehicle CERV 1 with 350 lb. aluminum 283 engine at 350 h.p. with fiberglass body.
3. "The Chevrolet Story 1911-1960," book 5 1/2" x 8 1/2", 60 pages, including Corvette.
4. Two-fold, 8 1/2" x 11" folder titled "Standard and Optional Equipment, Corvette by Chevrolet 1960."
5. Showroom brochure, two-fold, 10 1/2" x 26", full color, titled "Corvette for '60 by Chevrolet."
6. "1960 Chevrolet Passenger Car, Corvette & Corvair, New Product Information," 8 1/2" x 11", 124 pages.

### 1961

1. Owner's Manual.
2. Radio Parts Catalog 1942-1961, Chevrolet & Dealer Price Schedule, 8 1/2" x 11", 85 pages.
3. Society of Automotive Engineers 1961 SAE Summer Meeting 377A, titled "The Corvette Story," 15 pages.
4. "Parts & Accessories Catalog for Chevrolet Models 1933 thru 1961," 600 pages.
5. Showroom brochure, 10 1/2" x 26", three-fold, full color, titled "Corvette '61 by Chevrolet."

### 1962

1. "The XP 87 Corvette Stingray," completed in 1962, size 8" x 10", color, experimental Chevrolet was designed and built to test handling ease and performance. Had 92" wheel base, a 175" overall length, 31 1/2" high at cowl and 69" wide, weight 2100 lbs., powered by F.I. V-8 283 alum. heads. comp. ratio 10:1, 315 h.p., sleek body of fiberglass with alum., stiffeners bonded in with a 35 gal. fiberglass fuel tank. This car with the forerunner Stingray 1963-67 models.
2. Owner's manual.

## Literature Con't.

3. Victor Oil Seal List, April, 1962, from 1955 thru 1962.
  4. "Chevrolet Chassis Parts & Accessories Catalog, effective October 1, 1962" - Corvette 1953-63, Passenger Car 1938-63, 1938-1955, 1st series 1/2 ton truck, 1955-63 series 1 ton truck, 1247 pages.
- 1963
1. Owner's Manual.
  2. Shop Manual "1963 Corvette ST21," 180 pages.
  3. Color picture 8 x 10, "The XP777 Corvair Monza GT, fiberglass fastback coupe with 6-cylinder Corvair power plant mounted ahead of car sheels, twin carb., 4-speed, synchromesh trans.
  4. Color picture 8 x 10, "The 797 Corvair SS," introduced at the 1963 International Auto Show in New York. Low swept fiberglass roadster has overall height 30", standard Corvair engine placed behind rear wheels, 4 carbs. disc brakes, 2 fuel tanks.
  5. 1963 Showroom brochure, 9 1/4" x 12 3/4", full color, 4 pages, Black Stingray fastback features on front cover, titled, "New Corvette," (early 1963 brochure).
  6. 1963 brochure (late, rare) showroom, 9 1/4" x 12 3/4", full color, four pages, red Stingray fastback features on front cover, titled "New Corvette."
- 1964
1. Showroom brochure, 6 1/4" x 12 1/2", full color, 4 pages, titled "1964 Corvette Stingray."
  2. Owner's Manual.
  3. 1964 Corvette Shop Manual Supplement, 80 pages.
- 1965
1. Owner's Manual.
  2. Showroom brochure booklet, 20 pages, featuring all Chevrolet & Corvettes for 1965, 8 1/2" x 11", full color.
  3. 1965 Corvette Shop Manual Supplement ST60, 78 pages.
- 1966
1. Owner's Manual.
  2. Showroom brochure, 8 1/2" x 11", full color, 15 pages, titled "The 1966 Corvette Stingray by Chevrolet."
- 1967
1. Owner's Manual.
  2. Showroom brochure, 8 1/2" x 11", full color, 12 pages, titled "1967 Corvette by Chevrolet."
- 1968
1. Owner's Manual.
  2. Showroom brochure, 8 1/2" x 11" booklet, full color, 12 pages, front cover features blue coupe, titled "1968 Corvette, The True Sports Car from Chevrolet."
- 1969
1. Owner's Manual.
  2. Showroom brochure, 8 1/2" x 11" booklet, 12 pages, full color, front cover features yellow coupe, titled "1969 Corvette Putting You First, Keeps us First - Chevrolet."
- 1970
1. Owner's Manual.
  2. Showroom brochure, 8 1/2" x 11" booklet, full color, 12 pages, feature car on front cover red convertible, title "People Have the Idea You Can Tell What Cars of the Future will Be Like by Looking at Chevrolet's Corvette. They're Right." '70 Corvette.
- 1971
1. Owner's Manual.
  2. Showroom brochure, 8 1/2" x 11" booklet (still available), full color, 12 pages, featured on front cover, new Firemist color "Brands Hatch Green" coupe, titled "Corvette 1971 Stingray Coupe/Convertible."

Dear Ed,

I found one! It's the old story of finding one in a farmer's field. It's a '53, '54 or '55 Corvette. I can't be sure - the production tag had been removed. While president of the Tri-Cities Corvette Club, a fellow asked me if I wanted to see something neat, and, being one of those guys, I said yeah! We jumped in his car and headed for Pasco, Washington and out into farming country. We pulled off onto a dirt road and pulled over and parked. My friend exclaimed: "Well, there it is!"

Well now, I'm no farmer, but in this field was probably one of the nicest crops of four-foot weeds in the county. I said, "Yeah man, this is neat." With that he jumped out of the car and said, follow me. He led and I followed, because I'm a city kid and snakes, spiders and stuff don't agree with my nervous system. About 30 yards of this and we stopped. There it was, a "body." My first reaction was that of seeing an 18-year old doll with a 90-year old dude. (If any of your friends match this description, no offense intended.)

Oh no, I thought. What have they done to you? This body was so stripped out that someone even tried to steal the paint off. "Where's the frame?" I asked. "Right over here." Sure nuff, there it was. That's when it dawned on me: this farmer was no dummy. Who else would have thought to put a tow bar and a hay bailer on the frame of a 1953 Corvette.

I thought to myself - I must, must have this for my own. My friend then informed me that he'd already put the purchase on this little item. So my friend wasn't really a friend at all. He just took me out there to gloat. On the way home he could talk of nothing but the good deal he got on it (\$250). I agreed with him and tried to hide my envy.

Joe, I said to myself, you're a nice guy, but you're a bum. You can't even afford gas for your car, so where did you get \$250? And how can you restore this hunk of plastic? You don't even have a crescent wrench - you still have the one I loaned you.

We arrived at my house and Joe let me off. "See ya Joe (you lucky bum)."

Fifteen minutes later I approached the Corvette farmer (quick trip back to Pasco). I asked him if he'd sold the Corvette. "No," he said, but there was a fella by yesterday looking at it . . . I asked him if he'd take \$50 down. He did.

Well, it's home now and I have begun to piece it together. Judging from the weld marks on the frame, this Vette has had no less than six engines in it not counting the hay bailer. Someone has put a Pontiac rear end in it and front spindles. I found a '53 Chev with a power glide, hoping the rear end and steering column might work. They don't. I feel that if I am going to restore it I want to go all the way. It will take a lot of time and money, but will be well worth it. I thought I might try and form a Family Tree of the previous owners; possibly they could help me find the pieces. So far I have one limb on that tree and birds have messed on it for years.

So, I thought Joe Pike could help me. I started going through my Corvette News and picked up the issue for April/May 1970 and was browsing through it. About half way through I saw the funniest Corvette ever (and I thought I had one of the first ones). That's how I came across your name.

At this time I would like to make application for membership in the Vintage Corvette Club of America and also tell you about the family. We are Jerry and Sharon, Lance and Lori - 28, 26, 8, and 3, respectively. I'm a Deputy Sheriff in Benton County and Sharon is a secretary. We're past members of the Tri-Cities Corvette Club and have set up and participated in various competition events. Sharon has two trophies and I have none \*#@#&\$! I have a degree in Automotive Technology and Sharon is a student of the Famous Writers Institute. We would all strive to be active members in your organization. Hope to hear from you soon.

Very truly yours,

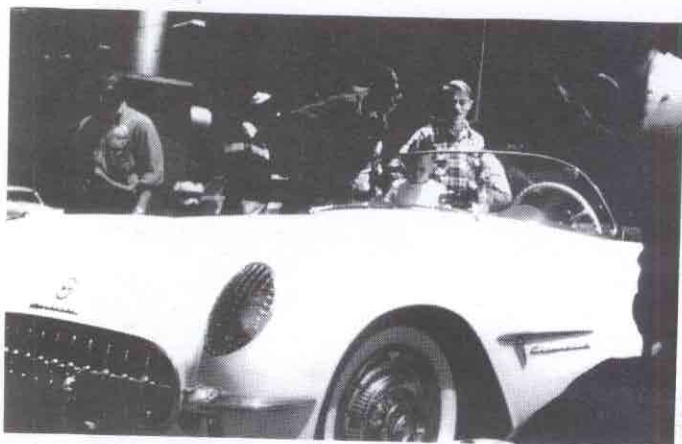
Jerry Edwards

1953 PROTOTYPE

We want to thank William H. Mann, Mann's Corvette Shop, Plymouth, Indiana for sending us the following letter and pictures. Little did he know that he would someday have a similar car.

"I am enclosing these pictures that I took in May, 1953. The location is the State Fair Grounds. The occasion is a car show. The driver is backing a Proto type? out of a Chev. Div. van type truck. There was quite a bit of interest as the pictures will attest.

At the time my interest was in a Nash-Healy parked just behind the Vette. I surely didn't think or even dream that I would be involved with Vettes myself. Thought you might be interested."



HARRAH'S AUTOMOBILE COLLECTION

In September Ed and Jean visited Harrah's automobile collection in Reno, Nevada. We had heard so many conflicting stories about the bronze 1954 Corvette they had in one of their showrooms. Upon close inspection we determined that it was originally Pennant Blue exterior color with a beige interior. The car is unrestored and we hope they will someday return it to its original condition.

ADDITIONAL 1955 INFORMATION

Thought the following information might be of interest to pass on to Club members. In the past three years I have owned the Corvettes listed below and observed the following factory paint colors, serial numbers, motor numbers and interior trim. Remember, when identifying the 1955 original motor numbers look for the last five digits to read F55FG - the 1954's read 54YG, the 1953's read LAY followed by a six-digit number.

Serial No., VE55S001282; Engine No., 0246101F55FG; Color: Venitian Red with white cream interior, seats, door panels with Venitian Red stitching on upholstery, 265 V-8 power-glide.

Serial No., VE55S001008; Engine No., 0092860F55FG; Color: Polo White with Sportsmen Red interior, with 265 V-8 with power-glide.

Serial No., VE55S001118; Engine No., 0118553F55FG; Color: Factory Pennant Blue with beige interior, with 265 V-8 power-glide.

Serial No., VE55S001537; Color: Factory paint - Bronze with beige interior, 265 V-8 with power-glide.

CLUB DUES

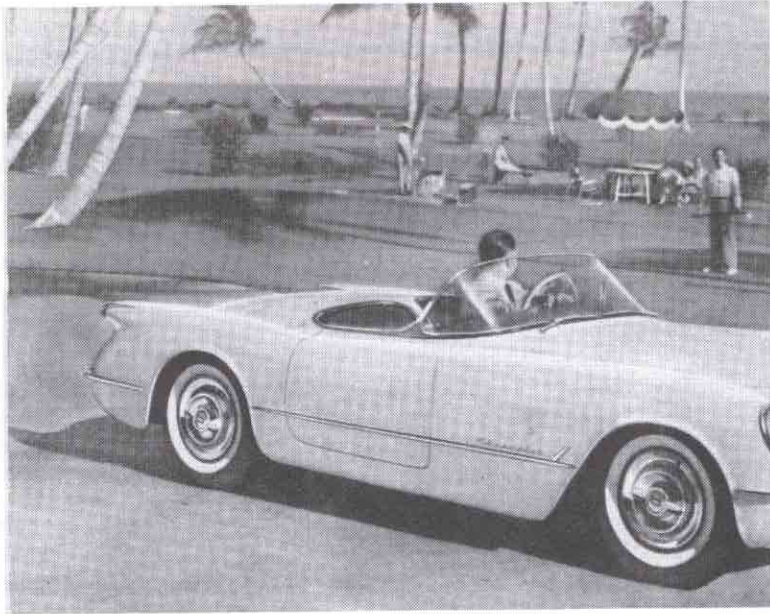
With regions now forming, the cost and size of our newsletter is growing, thus additional postage fees, etc. The Club has decided to set up dues on the following basis. Regular membership Third Class mailing \$10.00 per year. Regular membership First Class Mailing \$12.00. Regular membership Air Mail \$14.00 per year. Associate membership will be on same dollar basis.

For those who have paid dues during last twelve months and wish to change from Third Class to First or Air Mail just compute on a 1/4, 1/2 and 3/4 basis. For example, if you paid your dues in June, 1970, and you want Air Mail for remainder of your dues period, send \$2.00.

ORIGINAL SHOWROOM BROCHURES

The Club will attempt to include original showroom brochures in subsequent newsletters. Plans are projected to run brochures for every year model Corvette sold, 1953-1971. Pictures here is referred to as "The 1953 Brochure," full color, three fold, 5 5/8" x 34".

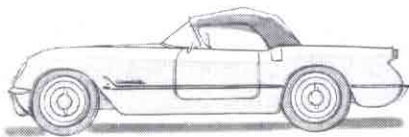




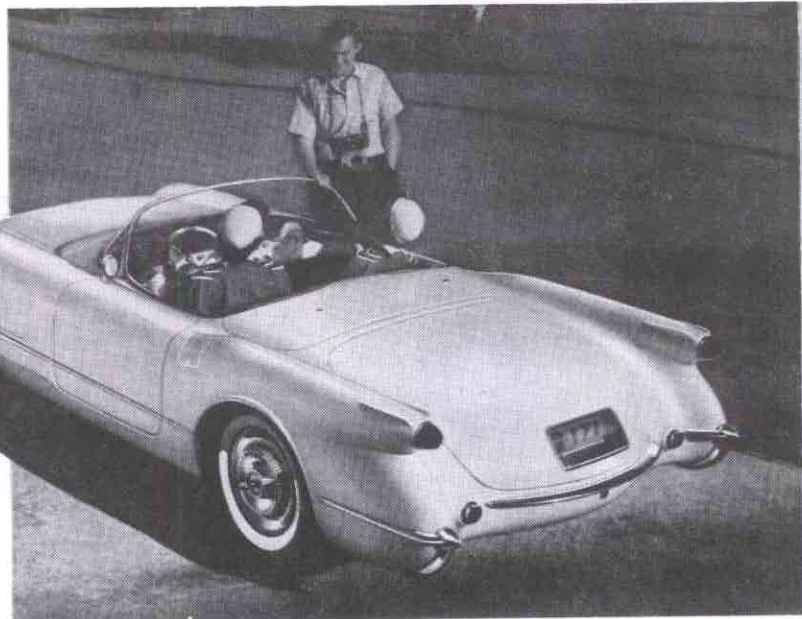
# Chevrolet

## CORVETTE

sensational styling  
extra-low center of gravity  
outstanding performance  
amazing acceleration



Since its introduction in January 1953 as an experimental "dream car," the revolutionary Chevrolet Corvette—equipped with Chevrolet's famous Powerglide Automatic Transmission—has been thoroughly proved by thousands of miles of strenuous testing, and now is being produced in limited numbers. Sensational in styling and performance, it sets the standard for a coming field—THE AMERICAN SPORTS CAR. Designed exclusively for sports-loving, fun-loving people, it combines the graceful silhouette, light weight, sparkling action, and free-as-a-breeze companionship of the true sports car with the comforts, conveniences, and riding qualities that are expected in an automobile today. It's real fun to drive a Chevrolet Corvette.



### BODY

Streamlined body structure, doors, and compartment lids of glass-fiber reinforced plastic; exceptionally light in weight, strong, durable, rustproof, quiet, and easy to repair.

### TOP

Manually adjusted fabric top with plastic rear window. Chrome-bound plastic side windows with ventpanes, set in door tops.

### COCKPIT

Comfortable open cockpit with seats for two persons. Luxuriously equipped, and beautifully styled and finished in sports-car tradition.

### WINDSHIELD

Chrome-bound, safety plate glass; 53-degree slant. Dual wipers, washer, and defroster slots. Inside and outside rearview mirrors. Screened air-scoop ventilator in cowl top.

### LUGGAGE LOCKER

Commodious; finished in red, including rubber floor mat. Counterbalanced deck lid opens with a turn of a key and touch of a finger. Spare wheel in well under floor. Radio antenna in lid.

### REAR STYLING

Air-finned, jet-shaped fender ends house combined tail, stop, and direction signal lights. Indirectly lighted license plate, recessed in deck lid. Chrome deck and fender guards.

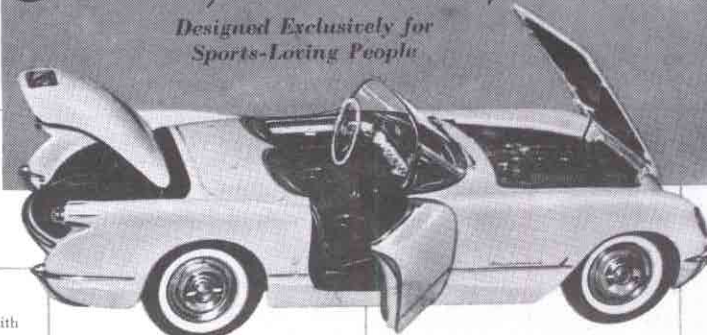
### COLORS

Illustrated—Exterior: Polo White with Jet Black top. Cockpit: Sportsman Red seat and side wall upholstery; white stitching. Red-crowned, white instrument panel. Red carpet. Additional color combinations available.

### EXCITING DETAILS OF THE CHEVROLET CORVETTE

*The Truly American Sports Car!*

Designed Exclusively for Sports-Loving People



### GAS TANK

17-gallon tank, housed in body below deck-well. Concealed filler in body side.

### WHEELS

Steel wheels with full-size chrome disks and white sidewall tires.

### HOOD

"Blue-Flame 150" engine easily accessible for service under large pop-up hood. Hood, released by dual latch controls inside cockpit, is held open by automatically latching support.

### FRONT STYLING

Headlights, recessed in fenders, protected by chrome wire screens. Chrome air-scoop radiator grille, with parking lights at ends. Chrome grille and fender guards, and body side moldings.

### DIMENSIONS

Height, 33" at door top. Wheelbase, 102". Length, 167". Width, 70". Road Clearance, 6". Center of Gravity, 18" above ground. Tread, 57" front; 59" rear. Curb Weight, 2850 lb.; distributed 53% front, 47% rear.

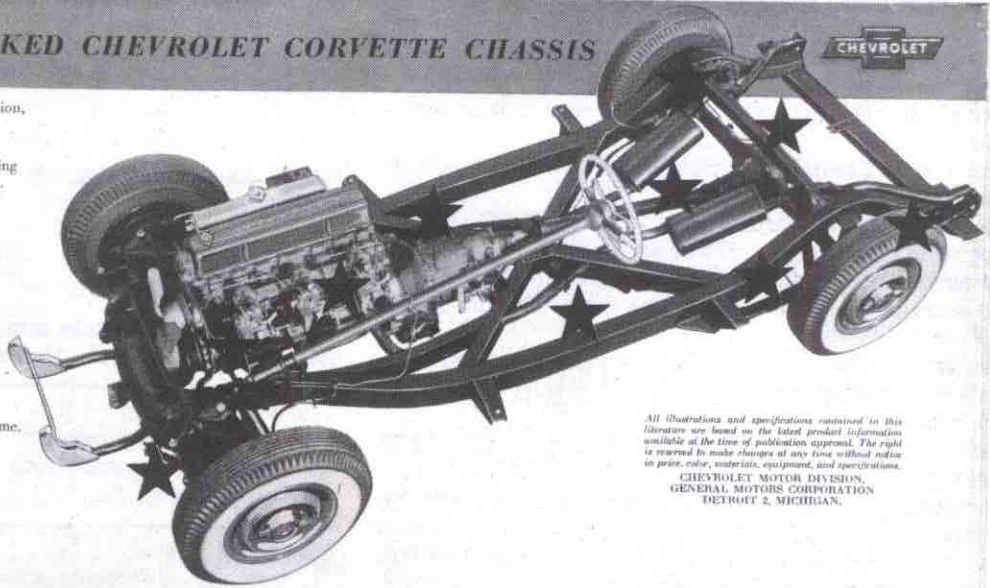


*Just for fun!*



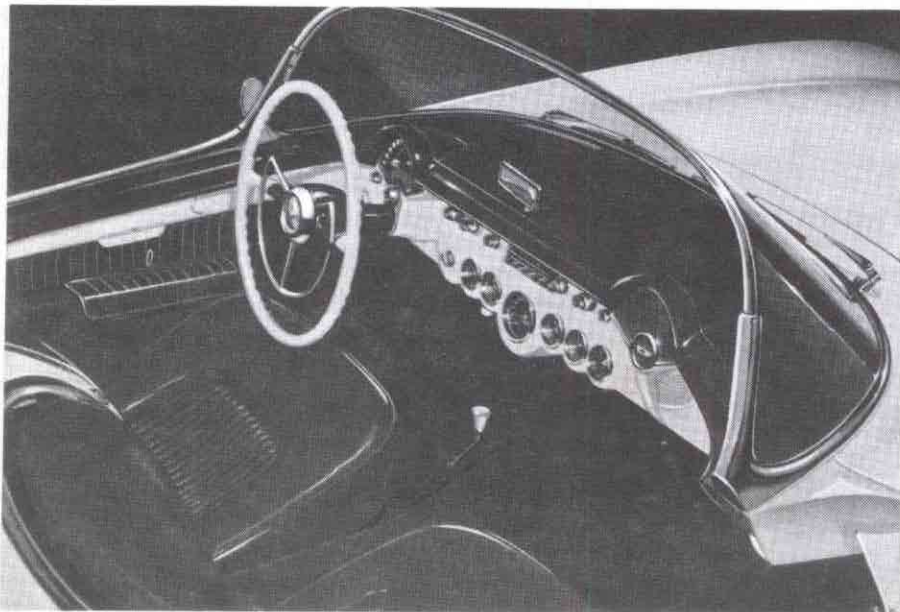
## THE POWER-PACKED CHEVROLET CORVETTE CHASSIS

- ★ ENGINE—150-h.p., high compression, 6-cylinder, valve-in-head engine with triple side-draft carburetors.
- ★ EXHAUST SYSTEM—Dual, exhausting through two ports in rear of body.
- ★ TRANSMISSION—Powerglide Automatic Transmission.
- ★ REAR AXLE—3.55 to 1 ratio hypoid axle. Hotchkiss drive.
- ★ FRONT SUSPENSION—Knee Action with direct double-acting shock absorbers and ride stabilizer.
- ★ REAR SUSPENSION—Outrigger-mounted, 2" x 51", 4-leaf springs; direct double-acting shock absorbers.
- ★ FRAME—X-braced Box Girder frame.
- ★ STEERING—Full anti-friction gear; 16 to 1 ratio. Center-Point linkage.
- ★ BRAKES—Hydraulic, 4-wheel, 11", self-energizing brakes with bonded linings. Mechanical parking brakes.
- ★ TIRES—6.70-15. White sidewalls.



All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in price, color, materials, equipment, and specifications.  
**CHEVROLET MOTOR DIVISION,  
 GENERAL MOTORS CORPORATION  
 DETROIT 2, MICHIGAN.**

50141275 (A) 11 6 4



## THE LUXURIOUS CHEVROLET CORVETTE COCKPIT

**SEATS**—Form-fitting seats with foam rubber cushions, upholstered in leather-grained vinyl; driver's seat adjustable. Large pockets and ash receptacles in doors; cigarette lighter on instrument panel. Automatic courtesy light. Luxurious carpet, backed with sponge rubber.

**INSTRUMENTS**—Arranged in sports-car tradition. Include tachometer indicating engine revolutions per minute, electric clock, and hooded speedometer opposite hooded radio speaker.

**CONTROLS**—Key-tumbler starter, floor-mounted transmission selector lever, two-spoke steering wheel with horn ring, direction signal lever, rubber-padded pedals, parking brake pull handle with alarm light on instrument panel, headlight dimmer foot switch, and controls for choke, lights, windshield wipers and washer, cowl ventilator, and hood release.

**ACCESSORIES**—Signal-seeking radio and recirculating heater, at extra cost.



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## ITEMS FOR SALE AND WANTED

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### CLUB ITEMS OFFERED FOR SALE

1. Carburetor kits — new \$7.00 each p/p — 1954.
2. Carburetor kits — new \$6.50 each p/p — 1955 — 265 V-8.
3. New gear shift knobs — exact duplications — \$7.00 each p/p.
4. Owner's Manuals 1953-55 — reproduction — \$7.50 each p/p.
5. Back issues of Newsletters — first three issued — \$1.00 each, Vol. 2, No. 1, No. 2, No. 3 — \$2.00 each p/p.
6. New original outside mirrors — \$11.00 each p/p.
7. Park Lights: A. Lenses — \$2.25 each p/p.  
B. Doors (chrome piece) — \$2.25 each p/p.  
C. Gaskets — \$.60 each p/p.
8. New left door & right door striker plates — \$11.50 each p/p.
9. New front end Corvette emblems — \$9.50 each p/p.
10. New windshield — \$145.00 plus postage.
11. New windshield rubber gaskets — \$8.50 each p/p.
12. Rear license plate covers — exact duplication — \$14.00 p/p insured.
13. New front bumper (lic. plate hangs between this bumper) — \$14.00 each p/p.
14. Original large open-mouth windshield washer jar for passenger side mount of engine compartment — \$4.00 each p/p.
15. Exhaust chrome ring — fits into body around exhaust pipe — \$3.50 each p/p.
16. Chrome word Chevrolet for right & left front fender — \$4.00 each p/p.
17. New full length door chrome piece left or right side (special shipping in plastic pipe) — \$10.00 each p/p.
18. New horn ring without horn plastic button — \$10.75 each p/p.
19. One quart of Chevrolet engine blue heat resistant paint — \$5.00 each.
20. One quart of Chevrolet red upholstery paint for entire upholstery, including carpets, seats, door panels, etc. — \$7.00 each p/p.
21. New "stop light" brake switches, fits under dash — \$2.75 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 — \$15.00 each p/p.
23. Original (patterned in configuration) trunk mat reproduction made out of red loop pile carpet with red leatherette sewn around perimeter for trim work — \$21.00 each p/p.
24. New fuel pump — \$23.00 each p/p.
25. Weather stripping for trunk, under top deck, doors & hood, 162" long — \$10.00 p/p.
26. Front chrome oval large grill frame which houses entire grill — \$60.00 each p/p.
27. Stock original new gasoline filter for fuel line — \$8.00 each p/p.
28. Original dash knobs — white with chrome rings — works on hood latches, choke, lights, cigarette lighter — \$2.50 each p/p.
29. New brake pedal return spring — \$1.59 each p/p.
30. Eight piece master cylinder brake rebuild kit — \$7.00 each p/p.
31. Original right & left door handle knobs — white — \$1.50 each p/p.
32. Original left & right side curtain release knobs — white — \$3.50 each.
33. New original dash instrument clear plastic gauge lense — for gas, oil, temp., clock, battery — \$1.25 each p/p.
34. New grill teeth starting at center tooth as (C) then numbering to left and to right numbers #1 number #4 and tooth #5 available — \$9.00 each p/p.

35. New original distributor with side tachometer drive — \$60.00 each.
36. New original gas feed pedals — \$3.50 each p/p.
37. New factory carburetor idle adjusting screws — \$1.50 each p/p.
38. New rubber transmission mount (2 bolt hole), fits between trans. and cross brace unit — \$6.00 each p/p.
39. New "female" hood catch bolts to firewall — left & right — \$6.00 each.
40. New horizontal long center grill bar — \$22.00 each p/p.
41. Rear fastening sleeves and cap screws (These were used on the '56-'57 top deck cover to screw down the hard top to rear top deck — set of three \$15.00 p/p.
42. Lower seating strip (rubber) used around bottom of the plastic on hard tops and any other custom made Vintage hard tops. \$1.50 per foot.
43. Chrome ash tray with flip lid, fits into arm rest 1953-55, also fits into tunnel for 1956-62 — \$5.50 each p/p.
44. Chrome ring around ash tray, square pattern fits into arm rest — \$1.00 each p/p.
45. New radiator hose — top — \$3.50 each p/p.
46. New front end sway bar — \$6.50 each p/p.

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### WANTED

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1. Headlight buckets.
  2. Tail light.
  3. Complete 1954 intake manifold with linkage.
- Ed Wood, 2036 52nd St., Moline, Ill. 61265.

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#### 1957 Parts Wanted:

1. Manuals — shop, owner's.
  2. Front bumper extensions — from frame to center bumper.
- Frank Tomlinson, Jr., 6134 Reach St., Philadelphia, Pa. 19111.

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#### 1954 Parts Wanted:

1. Original distributor with tachometer drive — complete.
2. Trunk mounted side curtain bag in tan.
3. Interior rugs in tan.
4. Trunk mat in tan.
5. Steering wheel horn button with Corvette emblem.

Will consider trading various Corvette parts, including literature, body parts, radio, misc. chrome parts, etc. for the above. The parts are not for sale, only for trade.

Earl H. Greenleaf, Jr., 322 Willow Ave., Lyndhurst, N.J. 07071.

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#### 1954 Parts Wanted:

1. Ignition shielding
2. Inside door panel chrome.
3. Horn button.
4. Air cleaners.
5. Mesh speaker cover.

T. K. Watson, 1080 Plantation Dr., Marion, Ohio 43302.

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#### Parts Wanted:

1. Wheel covers.
2. Front hood support springs.
3. License plate bezel.
4. Intake manifold.
5. Courtesy light lens.

K. Nailor, 2661 Summit, Broomall, Pa. 19008.

## CARS & PARTS FOR SALE OR TRADE

1. 1962 fuel injection - needs airmeter & choke assembly, fuelmeter.
  2. New frame for 1964 coupe, complete rear leaf spring, steering column complete - black, white & gray.
- Chuck Valentine, 1240 Shuman St., Denver, Colo. 80203.

### 1956 Corvette Parts for Sale:

1. Custom hardtop.
2. Left & right doors.
3. All rear chrome.
4. Complete grille.
5. 4 Dayton wire wheels.
6. Signal tracing radio.
7. All gauges.
8. Complete dash.
9. All upholstery.
10. Soft top with hardware.
11. 265 balanced & polished.
12. 3-speed transmission.
13. Rear end.
14. Fuel tank.
15. Inquire for additional parts.

Joe Johnson, Jr., P.O. Box 111, Mt. Airy, N.C. 27030, 919-786-6157.

1. 1954 Corvette in concours condition. 35,000 original miles. Body, interior, and top recently restored. Mechanically excellent. Five new wide w/w/ tires. This car has all those hard to find parts. \$3,000.00
  2. One pair 1954 side curtains, good condition, (plexiglass window missing in one) - \$100.00.
- George Denninger, 666 So. El Monte #12, Los Altos, Calif. 94022.

1. 1954 side curtains - \$150.00.
2. Two canvas belts for top.
3. Two strikers for top lid.
4. Shim for door catch.

Jim White, 515 Windsor Dr., Lodi, Calif. 95240, 209-369-4993.

1. 1954 White Corvette, near mint condition & 99% complete - new engine, rebuilt carbs, new interior except for carpet, new top, new paint, tires & brakes - \$2,800.00.
- Bud Hockle, 15534 Hanover, Allen Park, Mich. 48101, 313-WA85099.

1. 1959 Corvette complete parts car, color white, red interior, 283 engine, 4-speed, hard top & soft top, everything original, good condition.
- Nick Viscusi, 1734 Sequoia, Napa, Calif. 94558, 226-5623.

1. 1953 Corvette - completely original and restored to showroom condition. Ser. No. E53F001057. Send \$3.00 for pictures and details.
  2. New rear quarter panels, right or left - \$75.00 each.
  3. New gas tank cover - \$15.00.
  4. New inside tie rod end - \$4.00.
  5. New tie rod - \$3.00.
  6. New kingpin rebuilding kit - \$5.00.
  7. Used passenger door chrome - \$5.00.
  8. Used choke cables - \$10.00.
  9. Used rechromed windshield frame - upper piece - \$15.00, lower piece - \$15.00.
  10. Used cast windshield side pieces right or left - \$3.00.
  11. 4 new #4 grill teeth - \$8.00 each.
- Roger Peterson, 502 Norma Lane, W. St. Paul, Minn. 55118.

1. TRADE - Intake Manifold plus 3 carbs, exhaust manifold - for any combination: Cig. lighter, hardtop, side curtains & bags, rear center bumper, headlight screens, complete floorshift linkage, grill teeth, ignition shielding and hub caps.
- John N. Caputo, RD #4, Saratoga Ave., Ballston Spa, N.Y. 12020.

1. FOR SALE - Two 1954 Corvettes: E54S001548, mint - \$3,000.00; E54S001609, good - \$1,500.00. Both low mileage, original, registered and in use.
- Lanny Rice, Castine, Maine, 207-326-8228.

1. FOR SALE OR TRADE: Original reproductions of gullwing spear type molding just behind front wheel. Chrome plated brass - \$25.00 per pair.
- R. Campbell, 3634 Camelot Dr., S.E., Grand Rapids, Mich. 49506.

### FOR SALE:

1. 8 sets side curtains.
  2. 2 sets side curtains for parts.
  3. Right & left outside horizontal rear bumpers.
  4. Four rear center bumpers.
  5. Four complete sets grill teeth used.
  6. Front & rear chrome bullets, also horizontal front & rear.
  7. Five used sets intake & exhaust manifolds with 3 carbs.
  8. Three sets '56 hubcaps.
  9. Two chrome expansion radiator tanks (1954).
  10. Wrecked 1954 parts - windshield frame, all dash equipment, both doors, top deck, trunk, etc.
  11. One pair used headlight rings.
  12. One pair new headlight rings.
  13. Three sets seats - top & bottom.
  14. Four sets used tail light lense with chrome bezel.
  15. Used '56-'62 grey steering wheel - one 1957 Venitian Red steering wheel.
  16. Used horizontal grill bar.
  17. Three sets hubcaps 1953-55.
  18. Complete 1963 StingRay dash - driver's side.
  19. One original steering wheel (no button).
  20. One exhaust manifold.
  21. Original chrome air cleaner for 1955, 265 V-8.
  22. Three Plasticon hardtops - good condition.
  23. Two 1954 valve covers.
  24. Speedometer, tach & chrome expansion tank.
  25. Two complete headlight buckets with chrome ring & screen.
  26. Two complete sets 1953-55 seats, also '59 seats.
  27. Five 1954 partially complete parts cars - trunks, rear fenders, complete dash, hoods, grills, tops.
  28. Three soft tops - 1953-55.
  29. Cars for sale:
 

1953 Serial #157 needs restoring	\$1,500.00
1953 Serial #286 needs restoring	\$2,000.00
1954 No motor or trans., Venitian Red	500.00
1954 No motor or trans., red, perfect body	600.00
1955 White with black interior, original 265 V-8 power-glide, soft top & Plasticon hard top	\$2,500.00
1955 Bronze with beige interior, original V-8 power-glide, soft & Plasticon hard top, excellent condition	\$2,500.00
1956 Original low mileage, waffle pattern upholstery, 265 power-glide	\$3,000.00
1959 Original paint, upholstery, carpets, motor, power-glide	\$1,800.00
- Ed Thiebaud, 2359 W. Adams, Fresno, Calif. 93706, (209) 266-2153.



Pictured above original 1955 V-8 Powerglide—Factory original. Bronze paint with original beige upholstery — body excellent shape — Gold V's both sides over Chevrolet word — Plasticon hard top — also factory installed black soft top — soft top rarely used. Drive anywhere: \$2,500.00. Firm 20% down will hold for 90 days — one of nicest 55's on West Coast. Contact Ed Thiebaud, 2359 W. Adams, Fresno, Calif. 93706.



1. FOR SALE: Parts for 1953-55 Corvettes, new chrome, top bows, power-glide and shift linkage, carbs. and manifold, exhaust, manifold, tail lights, bumpers.  
Jerry L. Brewster, Route 2, Bastrop, La. 71220.

For Sale:

1. 1953 Corvette #190 (See Photo) Excellent Condition — \$2,800.00. →
2. 1954 Corvette, beautiful inside & out — \$2,000.00.
3. 1955 Corvette, excellent 283, 3-speed, rough body & interior, but not wrecked — drive home for \$600.00.
4. \$1.00 per car for complete set of photos.

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



## CAL FARLEY'S BOYS RANCH

Our thanks to Robert Rosson, 205 20th St., Virginia Beach, Virginia, for mailing the Club headquarters the copy of Cal Carley's Boys Ranch Publication Vol. XXI, No. 7 "Roundup." As you can read the article that attracts our attention is titled "BODY SHOP BOYS LEARN BY DOING." Caption under pictured 1954 Corvette is: ADREAMJOB. This 1954 Corvette came out of an automobile junk yard and is getting a new lease on life from the boys in the body shop. The students spend most of their time on ranch vehicles, but the sports car is a class project that will be an entry in a state V.I.C.A. (Vocational Industrial Clubs of America) contest.

Today, November 18, 1970 I talked at length with Bob Wilson, Ranch Superintendent, about the ranch, their many projects and also about the Body Shop Dream Job. He told me the ranch consists of 4,100 acres of working ranch where the boys engage in fourteen different vocations from swine, beef, chickens, dairy, food processing, etc. to many other vocations. At present the number of boys is 368 from 38 states (35 from California). The ranch has a public school system for the boys — much of it is learn-by-doing or experience is the best teacher. The ranch is supported mainly by public contributions and what their various working projects can make. The majority of the 368 boys come to the ranch from broken homes. For thirty-one years the Boys Ranch has been HELPING BOYS FIND A SHIRTAIL TO HANG ON TO.

At this point I would like to call on Vintage Corvette Club of America members to help the boys at the ranch restore and finalize the finest fully restored 1954 Corvette in South Central U.S.A. Also if we Club members can help those boys win the

state V.I.C.A. contest it would be a gratifying feeling for all of us. The Vintage Corvette Club is contributing the following to get things started: All seven Newsletters from Vol. 1 No. 1 thru Vol. 2 No. 4; an Owner's Manual; a recently completed reproduction of the original Parts Catalog, 66 pages. The Club is also issuing a \$100.00 credit toward new parts for their restoration project. I am also issuing a \$500.00 credit to the boys to go towards used parts from my own used parts stock. I believe if everyone who has something to give either dollars or new or used parts will contribute something towards helping complete their project we, as a Club, may enjoy some satisfaction in the way that we as a united Club pulled together each doing a small part helped the boys get their job done.

By the looks of their picture, they will need many parts to complete the job. I asked that Mr. Bobby Allen of the Ranch staff send me a detailed list of what specifically they needed which he is doing at this time. This will be published in the next newsletter. But, in the mean time to help them get started, direct your inquiries to: Bobby Allen, Boys Ranch, Texas 79010.

The Club would like to recognize any members who contribute dollars, new or used parts in subsequent newsletters. Please send the Club a postcard listing any contributions you have made to its headquarters. →



"It's Where You're  
Going That Counts"

Cal Farley's **BOYS RANCH**  
*Roundups*  
BOX 1890 - AMARILLO, TEXAS 79105

"Criminals come from  
homes where there is  
no love."

Cal Farley

Vol. XXI—No. 7 31 Years—Helping Boys Find A Shirrtail To Hang Onto

Sept.-Oct., 1970

## BOYS GIVEN OVATIONS FOR TOP RIDES IN 26TH RODEO

For many of the Ranchers, September 6th and 7th were the two most exciting days of the year—the dates of the 26th annual rodeo.

Even with the rodeo arriving following the beginning of school, the enthusiasm of the boys was not dampened. Approximately 10,000 people witnessed the two performances, and to show their appreciation the Ranchers rode their calves, steers, bulls and broncs like real professional cowboys. The scoring was close in all events.

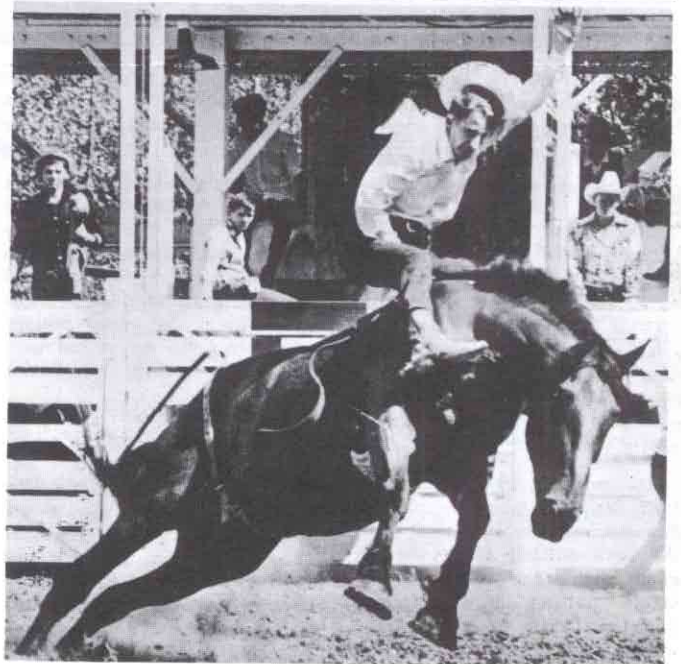
The most coveted prizes were the Senior and Junior All-Around Cowboy trophies, and the identities of the recipients were in doubt right up to the last moment of the rodeo. Alfred Allison, who scored 163 points in bull and bareback bronc riding, was pre-

sented the Senior All-Around

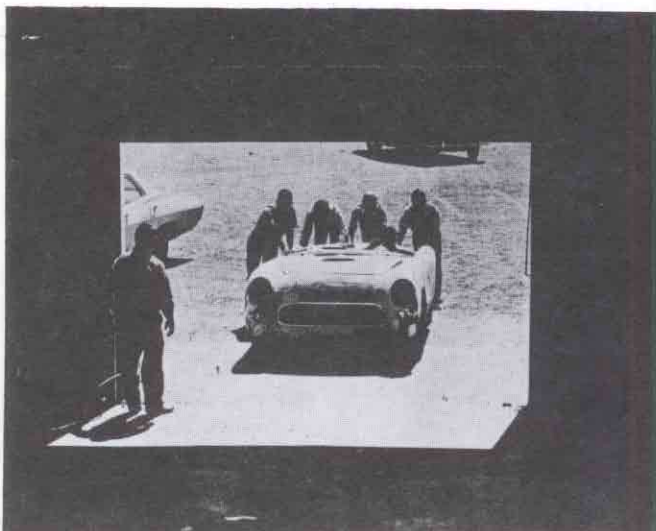


Cowboy trophy, and Mark Rogers of Jefferies Home was awarded the Junior title for his 93 points on a bucking steer. More than 100 former boys returned for the traditional homecoming, enjoying a reunion with friends they had not seen in a long time. A rodeo highlight was the presentation of checks totalling \$1000.00 from the Boys Ranch Alumni Association. Two checks were for scholarships for the Ranch's senior graduates, and a third for the Cal Farley Memorial Fund.

(Continued on Page 4)



**BAREBACK BRONC RIDES** like this one made the 26th annual rodeo one of the most exciting ever held. This is Chuck Hogg coming out of the chute with the kind of determination to hang on that typified the riding of all the young contestants. Nearly 10,000 people applauded the boys for their fine show.



**A DREAM JOB** is this 1954 Corvette that came out of an auto junk yard and is getting a new lease on life from the boys in the body shop. The students spend most of their time on Ranch vehicles, but the sports car is a class project that will be an entry in a state VICA contest.

## Body Shop Boys Learn By Doing

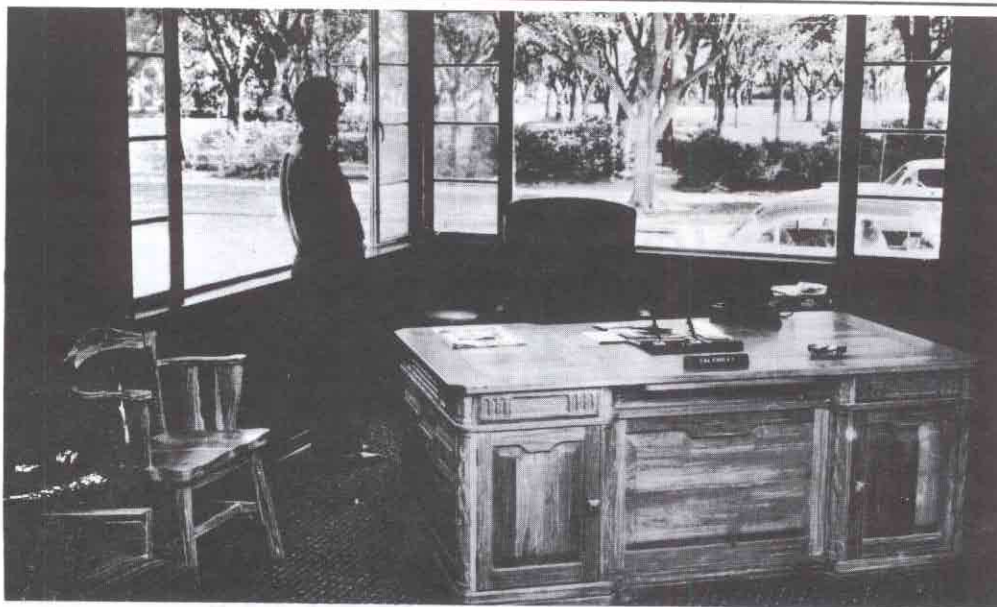
To help the boys prepare for the days when they will be earning their own ways, the Ranch provides vocational training in 16 skills, and one that has grown in popularity is automobile body repair.

This year, 17 students are enrolled in the course being taught by Mr. Robby Allen of the Ranch staff who also coaches the freshman football team. To meet one problem created by the increased enrollment, the boys taking building trades for their vocations constructed a classroom during the summer that became the only second-story classroom on the Ranch. It is located above the

body shop area in the Vocational Shops building and gives the students a study area they never had before.

The boys spend half of their school day on academic subjects with the other half devoted to working on Ranch vehicles. By actually doing the work, they learn the skills required to restore a damaged car body to its original condition and even more. Operating hydraulic tools, they learn to straighten bent axles and realign wheels. With sewing machine and vinyl materials they reupholster interiors to make them look like new.

As members of the Vocational Industrial Clubs of America, the body shop boys compete with other high school students.



"GOD WAS WITH US every step of the way", Mr. Farley often declared, and the events of his life right up to the last moment bore evidence of this fact. In his Amarillo office the founder struggled with many problems that would not only effect the lives of the hundreds of boys he took to the Ranch, but all who would follow through the years.



(This is the 31st in a series of articles about Cal Farley, world-champion athlete, successful Amarillo businessman and the founder of Cal Farley's Boys Ranch. Editor.)

The morning of February 19, 1967, dawned as any normal Sunday morning at the Ranch with the boys milking the cows and going about their various chores before putting on their new Christmas suits to walk to the worship services in the non-sectarian chapel.

It was a usual Sunday, yet, a rather special one because the Ranch founder was going to attend the services with them as he often did, and the boys in the Ranch's FFA Chapter were going to conduct the services. With Mimi ill in Amarillo, Mr. Farley did not like to remain away too long, so he decided to make a quick trip with his old friend, Ray Noblitt, and then return to her bedside.

As he stood on the steps of the chapel building, many boys of all ages passed before him, each one smiling, most waving a greeting as they went inside. Some wanted to chat, and two brothers, Carl and Allen, stopped to inform him their grandfather was in the hospital and would he go see him? To keep up with all the things he had to do, Mr. Farley kept a note pad handy and wrote reminders to himself. Checking on the boys' grandfather went on the list of "things to do".

With a few minutes to go before the services, he walked in-

side and found an empty space on one of the back pews. Directly in front of him, Gary would become the last boy ever to hear his voice. He leaned forward and asked, "How ya' doin' Gary?" The soft tones of the organ prelude drifted over the assembled boys and Ranch personnel. Mr. Farley closed his eyes.

Seated beside him was Mr. Lavon Adams of the high school faculty. "Mr. Farley has fallen asleep," he whispered to his wife. "No," she replied, "He is not asleep." In an instant, men were lifting him from the pew and carrying him to the chaplain's office where unsuccessful efforts were made to revive him. So suddenly and quietly did it happen only a few of the boys were aware that something was wrong, and the services continued as scheduled. At the Northwest Texas Hospital in Amarillo, the Ranch founder's death was attributed to a massive brain hemorrhage.

That night, a memorial service was held for Mr. Farley to comfort the broken-hearted boys, and as two of them were leaving the chapel building, one scanned the stars in the sky and said, "I'll bet he's already got another Boys Ranch started up there."

Two days later, a large bronze casket, in which the body of the founder rested, sat on the auditorium stage of Amarillo's Tascosa High School, the only building in the city large enough to accommodate the thousands gathered to pay final tribute to the man who had meant so much to so many. Among them were the 350 boys of the Ranch and hundreds of the graduates who had preceded them.

"God has been with us every step of the way." Mr. Farley often declared, and, indeed, it

seemed God had. This was most apparent in the circumstances surrounding the many, exciting events of his life—right up to the last moment. The Bible message for that Sunday morning service included verses 5-9 of Psalms 144:

*"Bow thy heavens, O Lord, and come down; touch the mountains, and they shall smoke.*

*Cast forth lightning, and scatter them; shoot out arrows and destroy them.*

*Send thine hand forth from above; rid me, and deliver me out of great waters, from the hand of strange children;*

*Whose mouth speaketh vanity and their right hand is a right hand of falsehood.*

*I will sing a new song unto thee, O God; upon a psaltery and an instrument of ten strings will I sing praises unto thee."*



THE ROUGHRIDERS depend upon an aerial offense to offset their lack of experience and size, and with passes like this one from Quarterback Brad Berg to End Chuck Cogdell, the prospects for a successful season look good. Win or lose, all of the boys on the Ranch's four football teams are frequently complimented for their good sportsmanship and esprit de corps.

## Miscellany

"How would you like to go to work?" Ted, the new boy was asked upon his arrival at the Ranch.

The 14-year-old thought a minute and replied, "Don't know. Never tried it."

★

## Roughriders Open 1970 Grid Season

Never before had so many boys wanted to play football on one of the Ranch's four teams.

When the season got under way following the rodeo, a total of 148 boys were in uniform ready to play on the 7th, 8th, freshmen and varsity squads. Many of the younger boys appeared dwarfed in their shoulder pads, and among them were those playing football for the first time. They lacked experience in all forms of athletics and were small in size, but a place was found for them and they were part of a team. Coaches provided instructions and understanding, older boys gave encouragement and soon the new Ranchers were giving the game all they had.

With 42 players on the first and second strings, prospects for a winning season looked good for the older boys of the varsity team. The boys were optimistic over the return of nine lettermen from last year and the depth provided in the larger number of players. To help them win over other high schools of the area, the Roughriders were counting on a passing offense and plenty of substitutes.

Although the size and ages of the Ranchers vary on each of the four teams, they all share the same qualities of good sportsmanship and unbeatable spirit that earns them the admiration of opposing players and the respect of all who watch them play.

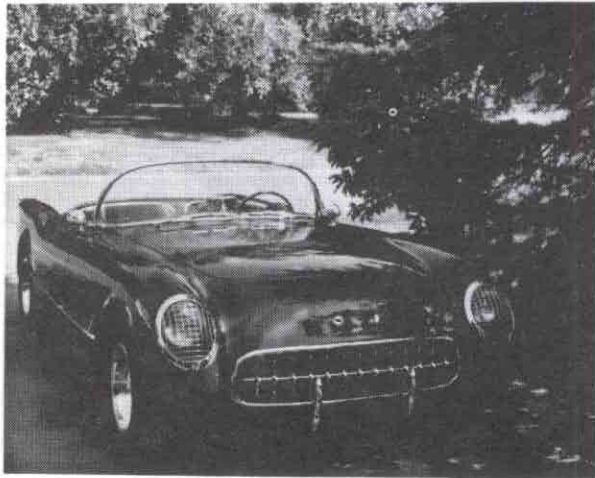
★



Ronald Roeser, associate member, Saginaw, Mich. with his fine 61 "FUELY".



Dick Weber; Prize 54. Dick joined as our 27th member.



William L. Millard new member; Sacramento, Calif. - Customized 54.



Jim Gray, new member from the fine wine country Nappa Valley, Calif., stands with his Red 54.



Kieth Meyrs; Belair, Maryland. Fine 54 and 59 family. Kieth visited headquarters here in Fresno last month.



John Harmons working 54; Hunnington, N.Y. This is a progress picture - John asked not to print it but we think it's a typical Vintage Corvette scene. E54S003479. Yes, the above car is also our Front Cover car this issue!



Vintage Corvette Club of America wishes to extend their thanks to Road & Track Magazine for reproduction rights of the article, "THE CHEVROLET CORVETTE".

# ROAD TESTING THE CORVETTE

*is it really a sports car?*



pulling the powerglide selector lever quickly from neutral to low range. Our acceleration times quoted were all made using drive range and normal starts. We experimented with "jerk" starts and found no better times from zero to any speed. The time for zero to 60 mph could be improved very slightly by placing the selector in low range. The car always starts in low anyway, but this procedure forces the transmission to stay permanently in first speed, where incidentally a speedo reading of just over 70 is possible with the tachometer well past the last calibration mark of 5000 rpm. Strangely enough the forced low gear technique with a quick shift to drive at an honest 60 mph gave slightly slower times to 70 mph.

Probably no part of the Corvette specification is more controversial than its torque converter with 2 speed automatic transmission. Admittedly it will convert a lot of people to sports cars, who have no desire

Ever since the Chevrolet Corvette was announced over a year ago, there has been much speculation over its competition performance potential. The die-hards, the pro-foreign advocates have been especially loud in their derision of the new car, maintaining that the Corvette is not a genuine dual-purpose sports car, but more of an effete high-speed touring type. Some have been more specific, claiming that nothing from Detroit could possibly be any good—least of all from Chevrolet.

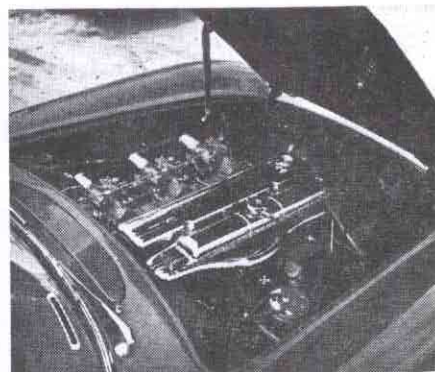
This extreme attitude was not corrected by the Chevrolet Motor Division's ambiguous statement that their new sports car "is not intended to be used as a racing car". At this point it might be interesting to compare the attitude of Jaguar Cars, Ltd., at the time of the announcement of the XK-120. The Jaguar roadster was intended primarily as a high speed touring car and they were quite surprised to find it being raced so extensively in America.

Furthermore, some people seem to feel that no car based on standard family car components can be much of a sports car. Nothing could be further from the truth, as can readily be shown by mentioning such famous makes as Mercedes, Porsche, Alfa

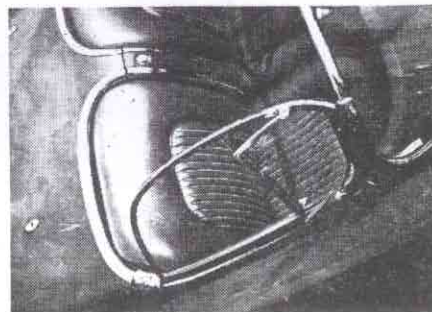
Romeo, Siata, Lancia, Gordini, Talbot, and Jaguar—all of whom at one time or another built rather successful sports cars using a large proportion of major units from a mass-produced family type automobile.

So it is that the only fair approach to the Corvette must be on the basis of its all-around performance in comparison to other sports cars and completely ignoring the fact that it happens to stem from the world's largest producer of automobiles.

The Corvette makes a favorable impression immediately on the score of clean lines with a minimum of chrome trim. It looks like a sports car, a very modern one at that, and its wrap-around windshield alone indicates the trend of things to come. When first driving the car there is a tendency to keep reaching for the gear shift lever and the total absence of a clutch pedal is disconcerting. The accelerator, like Chevrolets from the year one, has a very stiff return spring which makes you feel like you are working hard to force the car to its limit. The initial surge is just a little sluggish and there is no problem with unnecessary (and fruitless) wheelspin, on dry pavement. Rubber burning starts can be made by grandstand drivers using the technique of turning the engine at 2000/2500 rpm and



Cylindrical tank supplements radiator top tank. Below this is the ignition shielding. Detail (below) shows side curtain vent.



to develop driving skill. Admittedly it gives a tremendous performance through a well graduated series of infinitely variable ratios. It might even work fairly well in a road race—up to a point. That point is the serious question of safety when taking a fast turn at the ragged edge of tire adhesion. Suppose you are doing 45 mph at the time and need more power to pull-out of an incipient spin. A jab on the throttle, if done too energetically, will force a downshift to low and the ensuing jerk will certainly cause loss of control.

On the other hand the Corvette is supposed to bring the sports car to the mass market since its price is only a little more than a fully equipped Chevrolet convertible. As it is, only a very small percentage of sports car buyers race their cars and perhaps the automatic transmission will sell more cars. But the fact remains that we, as well as the great majority of sports car fans, would much prefer to have a traditional sports car stepped transmission. Four close ratios, all synchronized, would be perfect but even a standard Chevrolet 3 speed unit should be made available. This would give overall ratios of 10.44, 5.96 and 3.55, with corresponding speeds of 38, 67 and 112 mph at 5000 rpm.

The outstanding characteristic of the Corvette is probably its deceptive performance. Sports car enthusiasts who have ridden in or driven the car without benefit of stop watch seem to have been unimpressed with the performance. This is an injustice, as the figures shown in our data panel prove.

It should also be borne in mind that a "stick shift" Chevrolet sedan will accelerate to 60 mph in 2 seconds less time than a comparable year and model sedan equipped with Powerglide. Although it is doubtful whether a conventional transmission would make that much improvement in the Corvette the fact remains that the acceleration figures it gives are all the more remarkable. The Corvette will give any sports car of comparable power and weight a "real race" between 20 and 90 mph.

The timed stop speed runs were made with top and side curtains in place, as our experience has shown full enclosure invariably gives better results. In view of the fact that this car had only 500 miles on the odometer the best run of 107.1 mph is about right and a car with fully run-in engine should be able to top the 108 mph factory figure by a comfortable margin. After these runs there was a slight smell of burning paint, but 4700 rpm and a wide open throttle for about 12 miles on a new engine is asking quite a lot. During the strenuous acceleration checks the engine was taken up to over 5000 rpm at least 30 times. Once it went to an indicated 71 mph in low, an actual 68, without sign of valve bounce. That speed is 5500 rpm. At full throttle there is considerable air intake noise. The three sidedraft carburetors have small individual air cleaners which obviously have very little acoustical value.

The second most outstanding characteristic of the Corvette is its really good combination of riding and handling qualities. The ride is so good that few American car owners would notice much difference from their own cars. Yet there is a feeling of

(Continued on next page)

## ROAD AND TRACK ROAD TEST NO. A-1-54

### CHEVROLET CORVETTE ROADSTER



#### SPECIFICATIONS

Price, fob St. Louis.....	\$3760
Wheelbase .....	102 in.
Tread, front .....	57 in.
rear .....	59 in.
Tire size .....	6.70x15
Curb weight .....	2890 lbs
distribution .....	53/47
Test weight .....	3210 lbs
Engine .....	6-cyl.
Valves .....	ohv
Bore & Stroke.....	3.56x3.94
Displacement .....	235.5 cu in.
	(3861 cc)
Compression ratio .....	8.00
Horsepower .....	150
peaking speed .....	4200
equivalent mph .....	94.6
Torque, ft/lbs .....	223
peaking speed .....	2400
equivalent mph .....	54
Mph per 1000 rpm.....	22.5
Mph at 2500 fpm .....	
piston speed .....	86
Gear ratios (overall) .....	
Low + converter .....	13.57
Low .....	6.46
Drive .....	3.55
R&T perf. factor .....	63.2

#### PERFORMANCE

Top speed (avg.).....	106.4
fastest one way.....	107.1
Max. speeds in gears—	
Powerglide transmission in	
drive-range gives automatic	
up-shift from low to high at	
58 mph under wide open	
throttle. Low range can be	
used up to 68 mph (5500	
rpm).	
Mileage .....	16/20 mpg

#### ACCELERATION

0-30 mph.....	3.7 secs
0-40 mph.....	5.3 secs
0-50 mph.....	7.7 secs
0-60 mph.....	11.0 secs
0-70 mph.....	14.8 secs
0-80 mph.....	19.5 secs
Standing start ¼ mile—	
average .....	18.0 secs
best .....	17.9 secs

#### TAPLEY READINGS

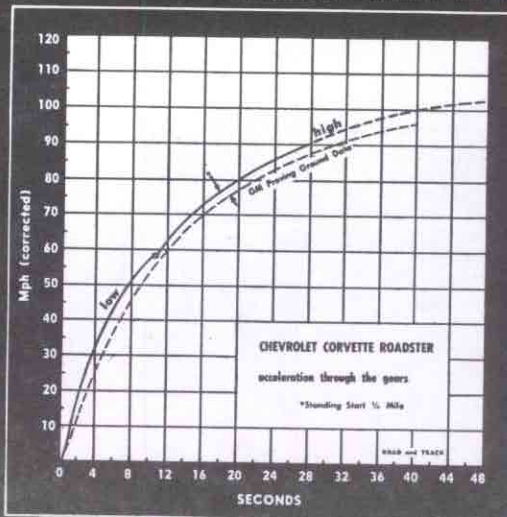
590 lbs/ton at 32 mph using full throttle which holds the transmission in low range. Tapley readings in high gear were not attempted because of the torque converter.

#### COASTING

(wind and rolling resistance)	
90 lbs/ton	at 60 mph
45 lbs/ton	at 30 mph
30 lbs/ton	at 10 mph

#### SPEEDO ERROR

Indicated	actual
10 .....	10.9
20 .....	19.8
30 .....	29.3
40 .....	38.5
50 .....	48.1
60 .....	57.9
70 .....	67.2
80 .....	77.0





firmness about the car, and none of the easy slow motion effect of our large heavy sedans. The biggest surprise is the low roll angle—actually less than two of the most popular imported sports cars. The Corvette corners flat like a genuine sports car should.

About 100 miles of highway driving was done during a heavy downpour. Speeds of 90 mph were attained on the wet roads with no feeling of insecurity. On dry surfaces

there is just the right amount of under-steer, and caster action is pleasantly moderate. The steering is in fact very light, and with 3.7 turns lock to lock it could be faster with considerable benefit. There was more sensitivity to gusty cross winds than we liked and high speed four wheel drifts required a certain amount of dexterity that is not usually associated with a sports car. The road test car was equipped with prem-

ium grade tires (inflated to 30 psi). A short run in another Corvette with regular grade tires, having a wider flatter tread design, convinced us that the higher priced tires involve a definite loss in handling qualities.

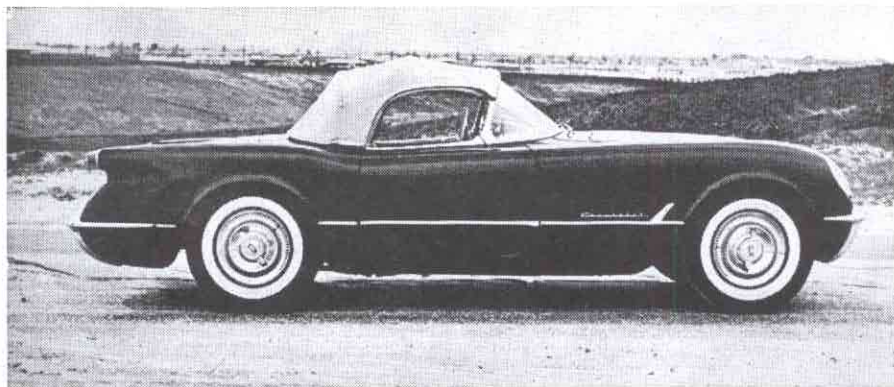
The "unusual" California weather also provided an opportunity for a special brake test. Bendix duo-servo brakes are often extremely sensitive to water, but there were no such faults on this car. Judicious braking gave easily controlled deceleration in the wet, with no sign of grab or pull. It was also during this interval that we recorded the best fuel mileage of 20 mpg—cruising at a steady 55/60 mph. Consumption dropped to 16 mpg during the performance checks, a figure which is far lower than even the worst traffic driving would give.

During the rain storm, the top and very practical side curtains were completely effective, but the leading edge of the door opening leaked. The slight drip was however useful in putting out cigarettes. Aside from the leak, the fiberglass body showed absolutely no fault. There is no drumming or tendency to rattle and the general quality level of construction and finish is excellent. The 53° windshield gives good protection and visibility with the top either up or down. Interior roominess is unusually good for a two-seater sports car and there is ample room for the feet—a welcome relief after the cramped pedal space found on so many two-seaters. Adequacy of the bumpers may be criticized as witness the following note found in the Operations Manual—it reads, "Using the Corvette to push or pull other vehicles is not recommended."

Frankly, we liked the Corvette very much. It may not be suitable for road racing competition, as it comes from the factory—but very few sports cars are today. For those who want to compete with an American sports car, it should be easy enough to strip the car down to a better weight. There is even a new 261 cu in. (4278 cc) Chevrolet truck block to boost the engine size closer to the top limit for Class C (3000 to 5000 cc) and all the Corvette parts will fit, except pistons. And if you want a really competitive car the 4950 cc GMC-302 can be installed, offering a conservative 200 bhp on gasoline. You can even install a 4-speed Chevrolet truck transmission but the gear ratios are unsuitable. However, the Cyclone adapter enables use of the close ratio Lincoln-Zephyr transmission with either Chevrolet or GMC engines. Kelsey-Hayes wire wheels and aluminum mufflers bonded to the brake drums should take care of the brake cooling. Its only a question of time before some or all of these modifications will be made by someone.

Finally, we would like to say a word in complimenting the Harry Mann Chevrolet Company in Los Angeles. Both Pete Mann and Frank Milne were extremely cooperative in arranging for us to test the Corvette. They even provided us with a 1954 Chevrolet sedan to transport the necessary road test equipment.

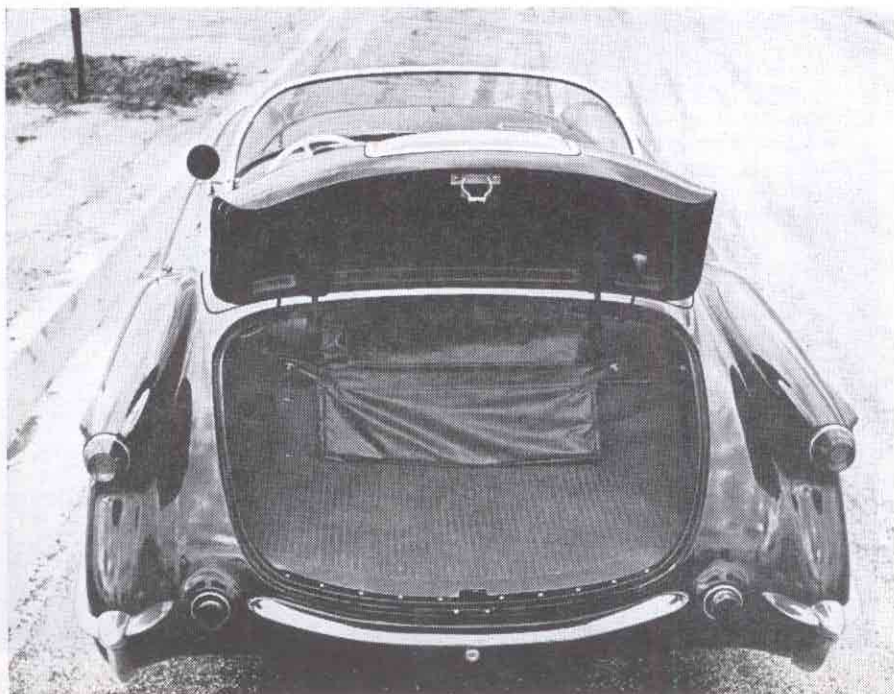
Chevrolet may have committed some errors in presenting and merchandising a sports car, but the people we met at this Chevrolet dealership were refreshingly alive to the special needs and desires of sports car enthusiasts.



Corvette top is neat, fairly easy to set-up and did not leak in a heavy rain storm.



Although being deliberately whipped around this turn, the Corvette leans very little. Trunk space (below) is large because gas tank location allows low mounting for spare tire.





Scott Leon; Phoenix,  
Ariz. Corvette  
family, 54 and Custom 59.



Corvettes of Fresno - Tahoe Tour



Jean Thiebaud - Tahoe Tour



Ed Thiebaud's stock 55-265-V-8 - Tahoe Tour



## 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.

## JACKET PATCH

The jacket patch is a 9 1/2" diameter round emblem embroidered in ten colors. The design is pictured below. 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.



## CORVETTE SIGNAL SEEKER RADIO 3706551 FOR 1953-54

This is Article Number 2 in a continuation of the whole article.

## 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

## 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

# NOTICE

The two articles following the Radio article are taken from Chevrolet Service Manuals and are reproduced here in a beginning series for the benefit of our members.

The first article deals with 'fuel injection' and should be a help to those who find it hard to get service on their system.

The second article is a picture diagram showing the servicing of the 1953-54 Powerglide transmission.

These articles will continue in following issues, so be sure and save each issue to have a complete manual on each.

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## REGIONALIZATION

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For some time the Club has been considering regionalization and truthfully had not wanted to get involved in it because of a great increase in work load, mail etc. During the past nine month period we have answered an estimated 2,000 letters (exact count will be printed in the next newsletter.) We have had to start hiring some part-time help to keep up with it all. So I hope some of you can realize what we are trying to do, how big a job it is seven days a week with no let up. The Club is growing each week in number, even with the constant rate of drop outs. I've always been sure of one thing with Corvette people and that is they are a very enthusiastic group whether they own a 1953 or 1970 Corvette - and this is what keeps all Corvette clubs going is simple enthusiasm.

By dividing our U.S.A. into regions and chapters, we hope for only one end result: More enthusiasm and better communications. If you do or do not want to get involved in a region or chapter - fine - no problem. You do not have to. We are going to give it a try and see what happens - win, lose, or draw. We will keep our National Headquarters just as active as it has been and, if it keeps up at the increased pace, it can do nothing but become larger with time.

Our ideas on regions are listed below, and we feel if there is a demand we will allow chapters within regions. Those of you who wish to be involved as representatives for your region or chapters, please write and indicate your views. Once established, our subsequent newsletters will carry a page on representative's name and address in the various regions and chapters. Our goal in doing this will be better local communications and the Vintage Corvette Headquarters here in Fresno will donate a trophy to each region or chapter, etc. toward an Annual Vintage Corvette Car Show held at a central location. Also our National Headquarters "Blue Flame Special" Newsletter will carry region and chapter news submitted for each newsletter so other regions can read what is being done in other areas, etc.

The National Headquarters will reserve the right to reject articles or media that might cause dissention, hard feelings, jealousy, etc. So, if you want to print any gripes or complaints about your personal feelings - print it on a piece of paper and throw it away. This may help you feel like you got it off your chest - please don't bother us with it at National Headquarters because we do not have time to read or print this type thing.

### REGIONS

#### Northwest

Alaska  
Washington  
Oregon  
Idaho  
Montana  
Wyoming  
Central West  
California  
Nevada  
Southwest  
Utah  
Colorado  
Arizona  
New Mexico  
East Central  
Ohio  
Pennsylvania  
New Jersey  
Delaware  
Kentucky  
West Virginia  
Virginia  
District of Columbia  
Tennessee  
North Carolina  
Maryland

#### North Central

No. Dakota  
So. Dakota  
Minnesota  
Wisconsin  
Michigan  
Central  
Nebraska  
Kansas  
Iowa  
Missouri  
Illinois  
Indiana  
Southeast  
Mississippi  
Alabama  
Georgia  
South Carolina  
Florida  
Canada

#### South Central

Oklahoma  
Texas  
Arkansas  
Louisiana  
Northeast  
New York  
Vermont  
New Hampshire  
Maine  
Massachusetts  
Connecticut  
Rhode Island

#### - NOTE -

Quoted membership fees on page 1 of the new Membership Directory are referring to Air Mail mailing. Regular membership is still \$10.00 Third Class Mail and \$12.00 per year for First Class Mail.

