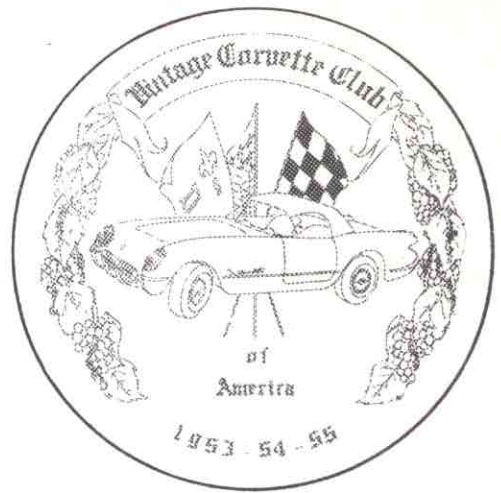
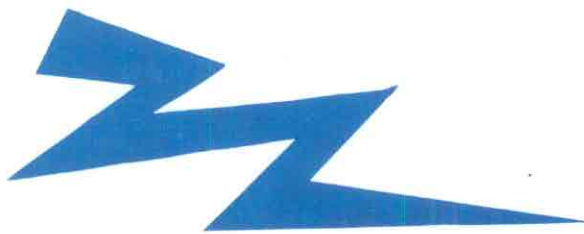


Blue Flame Special



VOLUME 4 NO. 1
JAN.-MAR. 1972



Vintage Corvette Club of America

Vintage Corvette Club of America

2359 W. Adams
Fresno, Calif. 93706

Vintage Corvette Club of America
Ed and Jean Thiebaud

Phone 209-266-6216
Phone 209-266-2153

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 & members
Articles: Ed and Jean Thiebaud & members
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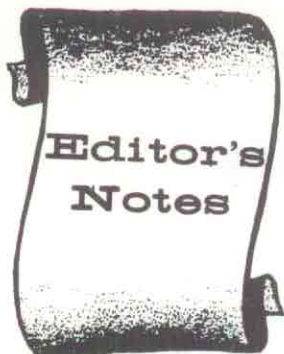
We have a newsletter name: "Blue Flame Special," submitted by our Secretary, Jean Thiebaud. The name Blue Flame Special was written in white letters on the blue-green six-cylinder engine valve cover on the early Corvette models.

-Ed Thiebaud



This issue's cover car is an all original 1954 Corvette purchased from an original owner who still had the factory spare tire neatly bolted away under the rubber trunk mat. Presently owned by Leonard & Sharon Brabson, 130 St. Agnes No. 2, Memphis, Tenn. 38112. E54S002700-79. They were one of our first 100 charter members.

See Cover Story on Page 4



VCCA IN THE NEWS

Sport Cars of the World

Sports Cars of the World Book #02301 - Blue Cover with Can-Am Race Car #2 on Front Cover total 191 page book, name of article is, CORVETTE . . . Three test, a synopsis on how much automobile design has changed. By Paul Van Valkenburg it is a good contrast of 3 Corvettes: our 54 or one of the 6-cylinder powerglide, our mint original 1962 Corvette white with black interior, 327-340 H.P. 4 speed and a new 454 Turbo-Hydromatic. If you cannot find it on the newstand I suggest you write to: Peterson Publishing Co., 8490 Sunset Blvd., Los Angeles, Ca. 90069, phone (213) 657-5100. This book also includes 4 other Corvette articles: All About Corvette the Growing Years, Evolution at a Glance, Three Test, and Mid-Engine? Also includes articles from the Wankel Engine, Le Mans, Can-Am etc.

Corvette News

Corvette News Feb/March 1972 Front Cover pictured a Fresno Family with a large appetite for Older Corvettes. Pages 4-9 an article entitled "Old Corvettes Never Die" . . .

If you are not on the CN mailing list and you own a Corvette and wish to be on the list, send your Corvette Serial number and letter requesting CN to: J. P. Pike, Editor Corvette News, Room 2-129, G.M. Building, Detroit, Mich. 48202. This magazine is an outstanding publication in full color sent out bi-monthly to Corvette owners only, J. P. Pike is also our club's First Honorary Member and has been of great assistance to us many times in the past.

The Complete Chevrolet Book

The complete Chevrolet Book #02279, \$2.00 by Petersen Publishing Co, 8490 Sunset Blvd., Los Angeles, Calif. 90069. Full color cover picturing 13 different kinds or styles of Chevrolet powered stock or some type of race car. Ed & Jean's 1957 F.I. pictured in full color, center of front cover with haystack background.

Story: An American Classic, pages 64 thru 73 by Jean Calvin. Page 73 shows picture of E53F001003 taken in Fresno, Calif. Story includes complete chart and pictures of the Corvette power growth and "Vette America", page 175.

Auto Album

The first Corvette! (Chevrolet div. of G.M.) (Late 1953) was the Title of the "Auto Album" which appears locally in the Fresno Bee. The article gave complete brief story of the 53-54-55 Corvettes plus a 4"x5" picture of the early Corvette being driven by a young lady with the top down. The article stated, send S.S.A.E. envelopes to Vintage Corvette Club of America, 2359 W. Adams, Fresno, Calif. 93706. As of this writing, we have received letters from California, Washington, Oklahoma, Massachusetts, Georgia, Arkansas, Ohio, and Wisconsin. The article is represented under 1972, the register and Tribune Syndicate which it appears major newspapers are using it across the Nation.

IT'S NOT NICE TO FOOL VCCA MEMBERS

We apologize for all the mistakes in the last B.F.S. and want to say first if you looked for the price of the reproduced Horn buttons, you probably read the entire Vol. 3 #4 without finding it, right! Well we found out one thing - members are reading their B.F.S. By the way, price is \$15.00 post paid for reproduced Horn buttons.

EXHAUST PARTS AVAILABLE

Tailor made Inc., P.O. Box 94, Whitman, Mass. 02382, Manufacturers of Classic-Antique-Vintage parts-and-accessories recently wrote and informed us at Headquarters they have complete exhaust systems for 1953-55 Corvettes, six cylinder. Hope this info is of help to you folks who need some of those hard to get exhaust parts.

AGE DATED

James F. Wainwright also adds that he believes the date stamped on the back of one's speedometer might have something to do with the time of year the car was assembled if someone hasn't replaced your speedometer with one from another Corvette, etc. James' speedometer is dated April 22, 1954 and his car Serial number is E54002596 or the 1,596th one off the line of an estimated 3609 made.

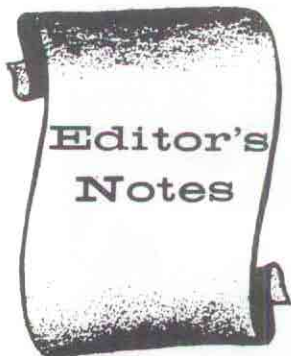
REPRODUCED JACK INSTRUCTIONS

Jack instructions are being offered reproduced by the following two members:

Mr. & Mrs. Ronald Q. Hettwer, 2534 Woodland Park Drive, R.R. 1, Arbor Court II, DeLafield, Wisc. 53018, E54S004263-302.

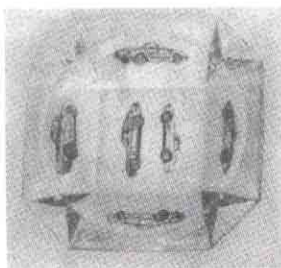
Ronald also asks if anyone has a copy of the original convertible top instructions and will send them to him he will reproduce them and return them to sender.

Also: Dave Freeman, 2177 Maple, Costa Mesa, Calif. 92627, phone (714) 646-1130, E54S003322-442.



PUT YOUR BUTT IN A CORVETTE ASH TRAY

Ash Trays: Our club now has all Corvette ash trays for sale. These ash trays are of very heavy, clear glass, 8" in diameter, and have in full detailed black outline pictures of the 1953-55, 1956-57, 1958-62, 1963-67, and 1968-72 Corvette. Since these Corvettes are painted on in thin black exact detail outline only you can paint them any color combination you want. For example: if you have a red '63 Vette, you can paint the '63 Vette on your ash tray red. If you have a polo white '53, you paint the '53 polo white. Do not get confused, these ash trays have a total of six (6) cars outlined on each ash tray on the outside of the glass so as you snuff your cigarette or cigar your cigarette does not come in contact with the painted cars, but you see them through the glass sides.



NEW REGION

Our largest Region - East Central - has been divided in two regions to make it easier for the Regional Representatives, check the Regional News page for this.

STOP THAT BUZZ

Pit Bits - Taken from Vette Gazette, Feb. Issue 1972 - So that buzzer in your new Corvette that tells you you left your key in the ignition is driving you crazy? Easy remedy is grind the tip of the ignition key off until the buzzer quits buzzing!

WHAT'S YOUR NUMBER?

A suggestion: By Raymond S. Rainey of 15 Claudia Lane, Wolcott, Conn. 06716, E54S002951-476 which I think is a good one is: members who advertise in B. F. S. please place their phone numbers with the ads because many members do not have time to write or do not want to wait for the time it takes to write and get an answer.

CORVETTE COLLECTORS - This is an idea we're throwing out to you for your comments and response. I know of a few club members who I think should be recognized as collectors. Reason being, in the past, present and future there will always be enthusiasm over Corvettes and some individuals with the proper facilities will attempt to build "original collections". These collections, I feel, will serve a purpose in the manner of always helping restorers of Corvettes to have a place to go for accurate information, maybe to see what the original carpet looked like or seat covers etc., color schemes or whatever.

Also another reason I feel we should start a list of collectors is to let members know who they are. There are many low mileage original Corvettes lurking around the country that will ultimately find a home with someone who will appreciate the car and also pay a reasonable price for it, if the car is channeled into the hands of a collector. I personally get letters and phone calls 7 days a week from individuals who have an original, low mileage, well kept Corvette and they want to see it exchange hands to someone who will appreciate the quality and condition and take care of the car. They usually want more money for their car than the standard going rate because it is an exceptionally clean well taken care of Corvette, etc. and by those standards the Corvette is usually worth more because of quality, supply and demand, etc. To qualify for a listing under the title "Corvette Collector" a member must have 6 Corvettes in basically original or restored condition and all these cars will have to be complete, running and driveable. Those of you who wish to have your name appear under this heading in subsequent B. F. S. and the Roster please send in your name.

To start with, there will be no charge for your name to appear under this heading, but if it grows too much and becomes too great a hassle we will start an annual cost to those collectors who wish their name printed as collectors. Remember I do not think anyone should enter into the collecting category without the proper facilities to keep their cars in storage. To fill up your backyard and alley with old Corvettes will only irritate your neighbors and you will probably end up "the happy possessor of nothing at all" because of mad neighbors, city ordinances, laws, etc.

Send in those names and a list of your cars. Example, John Doe, 1953, 1954, 1955, 1956, 1957 and 1958 Corvettes. All six cars can be the same year model if you like. Example, John Doe (6) 1954 Corvettes.

See Page 20



COVER STORY

HOW TO PURCHASE AN
ORIGINAL OR A DREAM
COME TRUE



Picture taken June 11, 1971 the day Mrs. Kathryn Georgiadis 1954-204-A of 2277 Union Ave. No. 611 Memphis, Tenn. 38104 transferred the original title held by her since the Corvette was "brand new" to Leonard and Sharon Brabson.

Here is their story –

We wanted to write much sooner about our new purchase, but planning for a baby, working at the hospital, and studying for term finals at Medical School have kept us busy.

Our "find" is an all original 1954 Corvette Serial number E54S002700. It is white with red interior and was purchased new in August 1954 from Chip Barwick Chevrolet, Memphis (across the street from U. of Tennessee Medical School). We purchased it from Mrs. Kathryn Georgiadis, the original owner. With the car Mrs. Georgiadis gave us the following:

- (a) Original window sticker – price with tax and license \$4094.83.*
- (b) Original owners manual.*
- (c) 1954 Corvette Showroom brochure.*
- (d) Original owners Service Policy.*
- (e) Original Delco Battery Guarantee.*
- (f) Original instructions for 1954 Corvette Electric Clock.*
- (g) Original radio operating instructions.*
- (h) Original "Breaking-In e]our Engine" instructions.*
- (i) Original plastic scale model of 1954 Corvette.*
- (j) The first four volumes of Corvette News.*
- (k) The packet containing Corvette patch, Corvette lapel pin, and "Corvette Owner" card with owner's name and car serial number.*

In addition she gave me all the receipts for all the service that has been performed on the car since Sept. of 1954. The car has had the same mechanic for 17 years.

With the exception of minor replacement items, the car is entirely original. It is wearing its 2nd paint job and 2nd canvas top. I am replacing the carpet now, but the upholstery is in fine shape. The engine and transmission were rebuilt to stock specifications 5 years ago. The Wonder Bar and radio still work fine – most of the time. The original spare tire is still in the trunk.

The car has always been in a garage, but it has been licensed every year. One week after buying the car, my wife and I drove to Nashville and back – a 450 mile round trip. Most of the trip was on the interstate at 70-80 miles per hour.

To say the least, we are very happy with our purchase. Time only prohibits me from writing pages more.

Corvettingly yours,

Leonard & Sharon Brabson

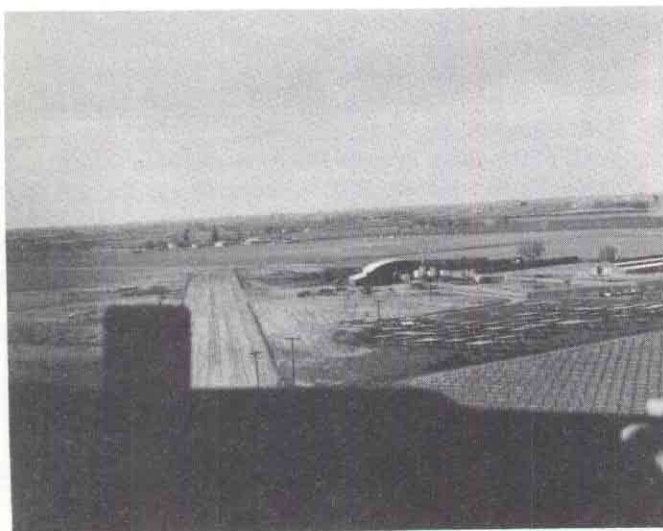


NEW HONORARY MEMBERS

We are pleased to announce our most recent Honorary Membership was accepted by Zora Arkus-Duntov. I am sure he is not a stranger to most of you Corvette fans. Zora Duntov has probably had more to do with the advance development, engineering and evolution of the Corvette since its inception than any other individual person at Chevrolet Motor Division. Zora Arkus Duntov went to work for GM in the Chevrolet Engineering Center in 1953. His direct contributions at Corvette began with an all new rear splash pan for the '55 Corvette, later fuel injection and the famous "Duntov" camshaft, also a line of seldom-seen high performance experimental models always aimed for ultimate use on a race track. Zora Duntov is a two-time (1954-55) class winner at Le Mans, a record-holder at Pike's Peak, with a pre-production '56 Chevy Sedan, and the holder of a production sports car flying mile record on the beach at Daytona, Florida, with a '56 Corvette.

In summary and quoting Zora Arkus Duntov in Peterson's Sports Cars of the World Magazine, page 250 "Although the primary purpose is to keep the Corvette contemporary, to make it the very finest all-around touring car available in the world at any price and I believe we have done that and will continue to do so."

FOLLOW THAT PLANE



Air Route into Headquarters - For those of you that prefer flying to Headquarters instead of driving, here is a picture taken recently from the rear seat by Ed while Jean was piloting our Cessna Skyhawk 172 on final approach to our air strip landing from southeast to northwest. The strip is 75'x1800' which seems to be ok for small craft. The location out of the Fresno Vortac is 167 degrees radial south bound, or approx. 7 miles south of Chandler Field on 167 degrees radial. The north bound radial is 347 degrees. We always land flying a left traffic pattern because of a large chicken ranch located beneath the right pattern - they do not appreciate us flying over their chickens?! So far our turkeys have survived it!

PAINT CHART

Paint Color Chart submitted by James F. Wainwright, 4689 Newlons Dr. W., Murrysville, Pa. 15668, E545002596 - Taken from a Chevrolet Service Bulletin dated May 12, 1954. Subject 1954 Chevrolet "Corvette" colors, Bulletin No. S & M-26 To all dealers, Attention-Service Managers, Gentlemen: Some New Colors have been scheduled for use on Chevrolet "Corvette" bodies. The following list covers all seven colors that will be used:

Exterior Paint Comb. No.		Instrument Panel		Steering column, Mast jacket, directional signal housing, top & trunk compartments, Inside Deck lid. (folding top lid)	"Duco" stock number and code number
		Upper	Lower		
567	Polo White	Sportsman Red	Polo White	Sportsman Red	1783-H 246-5778-H
568	Black	Sportsman Red	Polo White	Sportsman Red	246-2048
569	Sportsman Red	Sportsman Red	Polo White	Sportsman Red	1905-H 246-57586-H
570	Metallic Blue	Metallic Blue	Metallic Beige	Metallic Beige	1927 202-57797
571	Metallic Beige	Metallic Beige	Polo White	Metallic Beige	1924 202-57794
572	Metallic Green	Metallic Green	Metallic Beige	Metallic Beige	1926 202-57796
573	Metallic Bronze	Metallic Beige	Metallic Beige	Metallic Beige	1925-H 202-57795-H

We received this same information from Don Majestic, who is one of our most knowledgeable restorers of 36356 Panorma Dr., Yucaipa, Ca. We hope this will help those of you who are restoring the interior of your car. Remember - we are not publishing this old service bulletin information to start a lot of arguments about what colors came when, etc., because the bulletin states: Some new colors have been scheduled for use on Corvette bodies, but it does not say when these colors were actually begun. We know many of them showed up on 1955 Corvettes plus some more not mentioned here. Hopefully some day thru combined Club efforts and pooling all information we can have answers to most questions on early Corvettes and later model Corvettes. Also, the Service Bulletin states that if it is necessary to repair the interior color coats with a subdued lustre, it is recommended that the gloss of the particular refinish "Duco" color be reduced through addition of 250-81633 "Duco" Flattening Compound in accordance with labeled directions. This was done on the top dash paint to decrease the lustre or shine or glare.

PARTS WANTED

WANTED: Corvette News Vol. 1-5.
Jack Krawczyk, P.O. Box 5072, Tucson, Ariz.

WANTED: 1954 2-hubcaps and short rear fenderpeice, 6" piece of chrome moulding (#12-116E)
Theron C. Moss, 1205 Greenridge Dr., Cleveland, Tenn. 37311, phone 615-476-4544 - Days; 615-476-5195 - Nights.

WANTED: Double hood latch that pulls with one knob. Need complete assembly to include two each male and female couplings for the hood itself as well as the pull knob assembly, single type for under the dash.
Russell Watson, Watson Enterprises, Yokohama Port, P.O. Box 122, Yokohama, Japan.

WANTED: Original engine and transmission for 1954 Corvette as complete as possible.
Stephen Del Rossi, 2515 So. Colorado St., Philadelphia, Pa. 19145.

Wanted for 1954 Corvette:

1. Chrome strips (new or used) for both doors.
2. Two top rear hold down assemblies.

Robert E. Smith, 1501 Cushman, Fairbanks, Alaska 99701.

WANTED: I would like to know the present location and owner of '54 Corvette #E54S002618.
Grant Ross, 647 Pine St., Deerfield, Ill. 60015.

WANTED: One 1954 Corvette Hood.
Robert C. Rosemere Jr., 118 Rt. #3A, Scituate, Mass. 02040.

WANTED:

1. Front Vertical and Horizontal Bumper Bars.
2. Rear Vertical Bumper Bars

Phil Davis, 2903 Crossfork Drive, Wilmington, Del. 19808, (302) 999-7809.

Wanted for 1955 Corvette:

1. Tac drive generator
2. Ignition switch & key
3. Rear bumper
4. Left front headlamp door
5. Moulding Door to Deck lid - right and left quarter
6. Moulding - Rear quarter side - right and left
7. Plex glass license cover

Jack Frost, 1364 Dodge St., Dubuque, Iowa 52001.

WANTED: Set air cleaners - 3 bullet type.
Franklin Casey, 11107 Hillcrest, Dallas, Texas 77230.

Wanted for 1954 Corvette:

1. Headlight Screens
2. Hood latch assembly
3. Hood emblem
4. 6 cyl. Carb air cleaners
5. Hubcaps
6. Window curtains (for parts)

Barry Coleman, 8 Griffiths St., Bakersfield, Calif. 93309.

Wanted for 1954 Corvette:

1. Flywheel housing inspection hole cover.
2. Windshield Washer jar bracket.
3. Carburetor to accelerator rod.

William J. McKim, 322 River Rd., Briarcliff Manor, N.Y. 10510.

WANTED: The little Gold "V"s that fit on the side of a V-8 1955 Corvette, will pay top price.
Jerry L. Brewster, Route 2, Bastrop, La. 71220.

Wanted for 1954 Corvette:

1. 1 Exhaust Chrome Ring
2. 1 Chrome breather cover (3 way hookup)
3. Instrument bezels and lenses
4. Gear shift knob
5. Rear center bumper
6. Bracket for Windshield wash jar

ALSO:

1956 or 1957 Corvette Original
Glen Schneider, Rt. 2, Box 690, Dover, Fla.

WANTED:

1. 5 stock wheel covers and fifteen inch rims
2. chrome distributor cover
3. stock air cleaner for '62 Corvette

Ronald George, 4800 Atlantic Blvd., Apt. #245, Jacksonville, Fla. 32216.

Wanted for 1958 Corvette:

1. Complete dash padding
2. Kick panels - right & left
3. Arm rests - right & left
4. Complete sun visor assembly

All of the above in color Black, if available.

Dennis W. Kemmerer, R.D. 4, Boyerstown, Pa. 19512, (215) 369-1365.

WANTED: 1963 or later fuel injection unit. Also 1963 show room brochure.

Chuck Valentine, 1240 Shuman St., Denver, Colo. 80203.

WANTED: The hood emblem is broken on my 1962 Corvette. Please help me find another. I will gladly pay top price for a good one.

Jerry Duncan, 3240 N. Hail #151, Dallas, Texas 75204.

FOR SALE

FOR SALE: Selling out - make offer:

1. 1 complete engine
2. Two 1954 bodies
3. 1 set 1953 side curtains
4. 1 rear vert. bumper piece
5. Two rear horz. outside pieces
6. 1 horz. rear bumper under trunk lit.
7. 1 new horz. grill bar
8. Some grill teeth
9. 1 convertible top (1954)
10. Reproduction jack instructions
11. 1 convertible top deck over lid
12. Two convertible top hold downs
13. 1 fuel, temp. amp. & oil gauges
14. 1 clock

Dave Freeman, 2177 Maple, Costa Mesa, Calif. (714) 646-1130.

FOR SALE: Complete 1956 Corvette for parts - headlight rims to exhaust bezels.

Franklin Casey, 11107 Hillcrest, Dallas, Texas 75230 (SASE please).

PARTS WANTED

FOR SALE:

1. Original ignition shielding (lower piece only)
 2. Tail light lens
 3. Complete deluxe air cleaner system
- Best offer takes item - you pay postage.

Art Norley, 142 Westfield Dr., Holliston, Mass. 01746 (617) 429-5662.

FOR SALE: 1954 Corvette parts car. Body (stripped) chassis, complete running gear. Will consider any offer. Will also sell almost any parts (nearly complete set).

William B. Lancaster, 818 No. Charlotte Dr., Longview, Texas 75601.

FOR SALE:

1. Fuel Injection, no choke, dual point distributor from '57 Corvette - \$50.
2. Two slotted chrome and 3 Keystone mag wheels, fourteen inch for Corvette - \$50.

Ronald George, 4800 Atlantic Blvd., Apt. #245, Jacksonville, Fla. 32216.

1. FOR SALE: 10,000 parts for 1953-62 Corvettes.
Jerry L. Brewster, Route 2, Bastrop, La. 71220.

FOR SALE:

1. Complete '56 Corvette for parts.
2. Headlights

Franklin Casey, 1107 Hellcrest, Dallas, Texas 75230.

FOR SALE:

1. Chevrolet name plate (flat design).
2. Chevrolet large "V"s ('55 only).
3. Horn button
4. Power glide shift knob.
5. Send S.A.S.E. for information.

Richard Moser, 129 E. Glenside Ave., Glenside, Pa. 19038.

FOR SALE:

1. Soft top frame for '53 or early '54.
2. Hard top for '56 or '57; very good condition.

W. Patterson, 3340 W. Malapai Dr., Phoenix, Ariz. 85021.

1. FOR SALE: If enough interest - reproduction speedometer lens - need 20 orders to keep price to \$6.75 each p.p. Send \$3.00 deposit. Will notify when ready - about 4 weeks.

R. W. Campbell, 4021 Chamberlain S.E., Grand Rapids, Mich. 49508.

FOR SALE:

1. 1 ea. 1953-55 Corvette Hardtop in mint condition, \$225.00
 2. 1 ea. 1953-55 Corvette Hardtop in good condition, \$200.00
 3. 1 ea. 1953-55 Corvette Hardtop in fair condition rear window broken out, \$100.00
 4. 1 ea. 1958 Corvette hood in excellent condition, \$75.00
 5. Complete 1957 Corvette fuel injection unit with distributor and ignition shielding in mind condition, \$175.00
 6. 1956-58 Corvette hub caps in very good condition, \$5.00 ea.
 7. 1959-62 Corvette hub caps in very good condition, \$5.00 ea.
- (All prices PLUS freight or postage.)

ALSO:

1954 Corvette, new Polo White exterior with Sportsman Red interior and Tan top. Fully restored, complete and detailed, ready to show. Original engine and trans. completely rebuilt, \$4,500.00. Color pictures on request with deposit of \$1.00 each, refunded with return of pictures.

Don Majestic, 36356 Panorama Dr., Yucaipa, Calif. 92399, (714) 727-7601.

1. FOR SALE: 1954 Corvette - Restored, rebuilt transmission, overhauled engine. Stored since winning 1st place at Harrah's Auto Meet, 1970. Soft & Plasticon top. Owner's Manual and magazine collection included. \$3,500.00 or best offer.

Sam Hernandez, 1622 Fairmont Dr., San Leandro, Ca. 94578, (415) 276-9322.

FOR SALE:

1. 1962 Fuel Injection complete - distributor, aircleaner, \$125.00
2. 1963-67 Nose. Never been hit! \$150.00
3. 1966 427 hood, \$75.00

Ray Thorland, Gaylordsville, Conn., 1-203-354-5986.

1. FOR SALE: 1960 Corvette, body perfect, all chrome new or rechromed, new interior, new rear window - car retains all factory chrome except rear reflectors and radio aerial. Brand new 283 plus .060 315 fuel injection, B.W. 4-speed 2.20 with hurst, 5.13 posi-Henry Chrysler Axles, other parts, Moroso-Stahls-Sun-Cragars. Car is new throughout less than 25 miles on all parts. Near \$10,000 invested. Must sell - make offer. Interested parties can call Collect - Day or Night.

Ron Hoy, 303-756-5656, Denver, Colorado.

FOR SALE: Exact reproduction - folding top instructions, mylar finish \$2.00 ea. p.p. Jack instructions \$1.50 p.p.

R. W. Campbell, 4021 Chamberlain S.E., Grand Rapids, Mich. 49508.

FOR SALE: Fastback removable hardtop for 1956 or 1957 Corvette (easily adapted to others) fiberglass with plexiglass windows. Uses standard deck lid - \$200.00.
Howard Dunsmore, 14100 Mt. Lola, #21, Reno, Nevada 89506.

1958-62 CLUB ITEMS FOR SALE

1. Complete front end and rear deck Corvette emblem; chrome ring, plastic emblem, rubber gasket, aluminum plate with 4 nuts - \$14.50.
2. Gear shift rubber boot - \$2.50 each p/p
3. Hard top front top windshield chrome hold down latch, right or left side - \$6.50 each p/p.
4. Park lite lenses: A. Lense - \$2.50 each p/p.
B. Chrome piece - \$.75 each p/p
C. Gasket - \$.75 each p/p
5. New windshield - \$125.00 plus shipping and insurance
6. Inside door lock handle - \$2.50 each p/p
7. Inside white door knobs - \$3.50 each p/p
8. Gear shift knob - white - \$3.75 each p/p

CLUB ITEMS FOR SALE

1953-55 CLUB ITEMS OFFERED FOR SALE

1. Carburetor kits - new \$8.00 each p/p - 1954.
2. Owner's Manuals 1953-55 - reproduction - \$7.50 each p/p.
3. Back issues of Newsletters: Vol I. No. 1, 2, 3, - \$1.00 each, Vol. II. No. 1, 2, 3, 4 - \$2.50 each; Vol III. No. 1, 2, 3, 4 - \$2.50 each.
4. New outside mirrors - \$12.00 each p/p,
5. Park Lights: A. Lenses - \$2.50 each p/p.
B. Doors (chrome Piece) - \$2.50 each p/p.
C. Gaskets - \$.75 each p/p.
6. New original windshield-\$150.00 plus postage and insurance
7. New windshield rubber gaskets - \$11.00 each 1 p/p.
8. Original large open-mouth windshield washer jar for passenger side mount of engine compartment - \$4.00 each p/p
9. Chrome word Chevrolet for right & left front fender - \$4.00 each p/p.
10. One quart of Chevrolet engine blue heat resistant paint \$7.50 each.
11. One quart of Chevrolet red upholstery paint for entire upholstery, including carpets, seats, door panels, etc. \$7.50 each p/p.
12. New "stop light" brake switches, fits under dash - \$3.00 each p/p.
13. Weather stripping for trunk, under top deck, doors & hood 162" long - \$10.00 p/p.
14. Original right & left door handle knobs - white 0 \$3.50 p/p
15. Original left & right side curtain release knobs - white - \$2.50 each.
16. New original distributor with side tachometer drive - \$60.00 each plus postage and insurance.
17. New original gas feed pedals - \$3.50 each p/p.
18. New factory carburetor idle adjusting screws - \$1.50 each p/p.
19. New rubber transmission mount (2 bolt hole,) fits between trans, and cross brace unit - \$6.00 each p/p,
20. Lower seating strip (rubber) used around bottom of the plastic on hardtops and any other custom made vintage hard tops. \$1.75 per ft.
21. Chrome ash tray with flip lid, fits into arm rest 1953-55, also fits into tunnel for 1956-62 - \$5.50 each p/p
22. Chrome ring around ash tray, square pattern fits into arm rest - \$1.00 p/p
23. New radiator hose - bottom - \$3.50 each p/p,
24. Center of front hood deck rubber vent seal - \$3.50 each p/p
25. 1953-55 complete park lite assembly with lense, chrome ring, screws, bulb socket with bulb and wire harness - \$14.50 each p/p,
26. 1953-55 New center bolt to hold spare tire down - \$2.50 p/p
27. All Corvette glassware for sale. 12 ounce thick base, highball glassed in the evening, Alkaseltzer glasses in the morning. They are 3" in diameter and 4" high, sturdy built. Each set of four glasses has pictures of early model vintage Corvette 1953-55 on one, a 1958--62 on second glass, a 1963-67 on third glass and a new model Stingray on the fourth glass. Price postpaid and insured \$7.95 per set of four glasses. (Corvette ash trays now available at \$5.95 p/p.)
28. Head lamp chrome rings - \$7.50.
29. 6 piece master cylinder brake rebuild kit - \$5.50.

1953-55 CLUB REPRODUCTIONS FOR SALE

1. Original (patterend in configuration) trunk mat reproduction made out of red loop pile carpet with red leatherette sewn around perimeter for trim work - \$22.00 each p/p,
2. 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 buckles to attach it to inside trunk area - \$18.50 each p/p.
3. New chrome reproduction head lamp screens, like original - \$27.50 p/p.
4. Beautiful reproduction of original ignition shielding done in fibre-glass - top - \$27.50, bottom half - \$27.50 p/p.
5. New front center bumper (lic. plate hangs between these two bumpers)- \$15.00 each p/p,
6. Rear license plate covers - exact duplication - \$15.00 p/p, insured.
7. 1953-55 Corvette rocker arm cover decals, exact reproduction. 1953 - \$6.00, 1954 - \$5.00 each p/p,
8. New plasticon Hardtops reproduced by original manufacturer - all original equipment - \$350.00 F.O.B. Fresno, plus Crating and shipping.
9. Original parts catalog 1953-55 - 66 pages with pictures, part numbers and prices.
10. Hand-painted and assembled horn buttons \$15.00 p/p.

1956-57 CLUB ITEMS OFFERED FOR SALE

1. Park Lites: A. Lenses - \$2.50 each p/p
B. Chrome piece - \$.75 each p/p
C. Gaskets - \$.75 - each p/p
2. New windshield - \$125.00 plus shipping and insurance.
3. New front center bumpers - \$15.00 each p/p
4. New stop lite brake switches - \$3.00 each p/p
5. New weather stripping for trunk, under top deck, doors and hood - \$10.00 p/p
6. Right & left white door handle knobs - \$3.50 each p/p
7. Gas feed pedal - \$3.50 - each p/p
8. Chrome ash tray - \$5.50 each p/p
9. Hard top right or left chrome hold-down latch top windshield - \$6.50.
10. Rubber transmission gear shift boot - \$2.50 each p/p
11. Front end and rear deck emblems complete with chrome ring - \$9.50 each p/p
12. Inside chrome door lock handle. - \$2.50 each p/p
13. Complete park lite assembly with lense, chrome ring, screws, bulb, socket and wire harness - \$14.50 each p/p
14. Rear window and hard top base rubber - \$17.50 each p/p

1956-57 CLUB REPRODUCTIONS FOR SALE

1. Venitian Red upholstery dye - 1 qt. liquid - \$9.50 each p/p
2. Venitian Red upholstery aerosol spray cans 12.5 oz - \$7.50 each p/p.



PARTS FOR SALE

ITEM	YEAR	QUANTITY
I. Body Parts		
A. Hoods		
327 Hood (Stock)	63	1
327 Hood (Stock)	64 - 67	6
427 Hood (Stock)		1
Stingray Hood (Custom)	63 - 67	2
B. Trunks		
Trunk lid with chrome	58	2
Trunk lid without chrome	59 - 58	1
Trunk lid	59 - 60	1
Trunk lid	61 - 62	3
C. Tops		
Hard top	56 - 62	2
Hard top skin	58 - 62	1
Soft top bows	56 - 60	1
D. Deck lids		
Deck lid	56 - 57	1
Deck lid	58 - 60	3
Deck lid	61 - 62	4
E. Bodies		
Rear half of body	58 - 60	2
Left front of body	56 - 57	1
F. Doors		
Left door	56 - 62	3
Right door	56 - 62	4
Left door skin	56 - 62	1
Right door skin	56 - 62	1
Left door Fastback	63 - 67	2
G. Upholstery		
Dash board trim	53 - 57	1
Tonneau cover	63 - 67	1
Seats (set)	58 - 60	1
Seats (set)	65 - 67	1
Door panels (set)	56 - 62	1
Door panels	Stingray	2
H. Chrome Parts		
Left rear bumper	58 - 60	2
Right rear bumper	58 - 60	1
Left front bumper	63 - 67	1
Right front bumper	63 - 67	1
Left door post	56 - 62	1
Right door post	56 - 62	1
Windshield frame	56 - 62	2
Door sill	56 - 58	4
Hubcaps	59 - 62	4
Door lock knobs	56 - 57	2
Headlight basket	53 - 55	1
Headlight	53 - 55	1
Tail light	56 - 57	2
Complete grill assembly	53 - 57	1
Horizontal grill bar	53 - 57	1
Front vertical bumpers	56 - 57	2
II. Engine Parts		
Complete 283 engine	57 - 62	1
327 bell housing	63 - 67	1
283 bell housing	56 - 62	2
327 flywheel	63 - 67	1
283 flywheel	56 - 62	1
327 harmonic balancer	63 - 67	2
283 custom exhaust headers		1
283 generators		2
283 starters		3
327 fan	63 - 67	1
283 pressure plate	56 - 62	1
283 fuel injection unit	58	1
Fuel injection unit	7014900R	1
Wedge scattershield		1

ITEM	YEAR	QUANTITY
III. Miscellaneous		
Stingray body panels		1
Steering gear and shaft	57	1
Instrument panel	63 - 67	1
Airconditioner radiator	63 - 67	1
Gas tank	56 - 62	2
Clutch and brake pedals	56 - 62	1
Steering wheels	56 - 62	2
Gas tank cover (fiberglass)	56 - 62	4
409" 2-4 aircleaner		1
Gears for T10 4-speed (set)		1
Rear springs	56 - 62	2
Tachometer	53 - 57	1
Speaker unit for Wonder Bar Radio	55 - 57	1

Jerry Schmidt
5354 Easterby Drive North
Fresno, California 93727
(209) 251-3350

FOR SALE:

1. One set side curtains.
2. One set side curtains for parts.
3. Right & left outside horizontal rear bumpers.
4. Three rear center bumpers.
5. Two complete sets grill teeth, used.
6. Front & rear chrome bullets, also horizontal front & rear.
7. Three used sets intake & exhaust manifolds with 3 carbs.
8. One set 1956 hubcaps.
9. One chrome expansion radiator tank, 1954.
10. Wrecked 1954 parts - windshield frame, all dash equipment, both doors, top deck, trunk, etc.
11. Three sets used tail light lense with chrome bezel.
12. Used 1956-62 grey steering wheel, one 1957 Venitian Red steering wheel.
13. Used horizontal grill bar.
14. One set hubcaps. 1953-55.
15. Three original steering wheels,
16. One 1954 valve cover.
17. Speedometer, tach & chrome expansion tank.
18. One complete set 1953-55 seats, also 1959 seats.
19. Seven 1954 partially complete parts cars, trunk, rear fenders, complete dash, hoods, grills, tops.
20. Two soft tops - 1953-55.
21. 2 1956 & 2 1957 & 1 1958 parts cars, fairly complete.
22. One original radiator.
23. 1956-60 soft top for sale.
24. 2 1958-60 hard tops for sale.
25. One 1961-62 hard top, white with black headliner.
26. One 1954 transmission - powerglide.
27. Two 1954 Corvette bodies on frame with all suspension, wheels, steering, dash, windshield, etc.
28. Four 1953-57 grill outer shell - new.

Ed Thiebaud, 2359 W. Adams, Fresno, Calif. 93706, 209-266-2153 or 266-6216.



MORE



Instant Classic – this is the 55 pictured on Page 106 of Esquire Magazine, Feb. 1972. Price \$3,000. Purchased by Gene Tucker, Macon, Ga.



1960 Corvette, original 283 – 3-speed, soft top, orig. hubcaps, actual mileage 96,000; black int. Good straight body. Price \$1,050. Drive anywhere – color Classic Cream.



Rearview of 1960 Classic Cream Corvette. Price \$1,050.



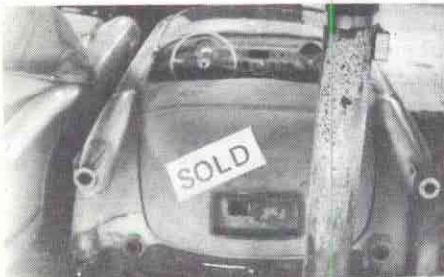
95% Restored 54 Corvette. All original, hubcaps, new paint, polo white; good tires, mech. good, orig. 6 cylinder engine w/3 carb.; orig. powerglide soft top, black interior. \$1750.00. Purchased by Roy Mangesdorf, Little Ferry, N.J.



Rare original color Venitian Red w/white interior # VE55S001659, V-8 3-speed. Both tops. Price \$2,000. Purchased by Jim Mickle, Macon, Ga.



1958 Corvette in orig. cond., 283 V-8 powerglide, H.T. orig. louvered hood and suspender chrome strips still on trunk lid. Also pictured in full color in Corvette News Feb/March Issue Page 9. Price \$975.00 or trade for late model pick-up.



1953 Corvette, E53F001157, 6 cylinder P.G. needs fiberglass work, upholstery, tail lights chrome etc. Purchased by Robert Reichart, Macon, Ga.



1954 Corvette partially complete. Black w/black interior original 6 cylinder, 3 carbs. Powerglide needs restoring – excellent body – \$1,050.



1954 Corvette, new tires all orig. 6 cylinder, 3 carbs., P.G. trans. black int. soft top, needs restoring, body chrome removed – \$800.

These cars are for sale – for additional photos please write: Ed Thiebaut, 2359 W. Adams, Fresno, Calif. 93706. Phone (209) 266-2153 or (209) 266-6216

1956 Corvette, all original 265 C.I. powerglide trans. 2 owner car. Venitian Red interior w/white trim both original tops. Rare condition for a 1956 Corvette. Red w/white side panel – wide white wall still in spare tire well. Have original wheels and hubcaps. Price \$2150.



Rear view of 1956 Corvette all original. Price \$2150.

CORVETTE



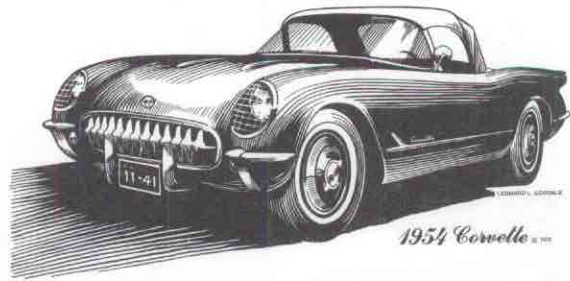
19.54 CORVETTE 21.59 CORVETTE 23.67 CORVETTE
 20.56 CORVETTE 22.61 CORVETTE 24.68 CORVETTE
 FOR BEAUTIFUL 8X10 PRINTS OF
 BRUSH & INK CORVETTE DRAWINGS
 SEND \$1.00 ea. OR \$5.00 FOR ANY 6
 PRINTS TO: LEONARD GOODALE, 1601
 S.W. 58th, OKLA. CITY, OKLA. 73119.

The pictured Brush & Ink drawings by Leonard Goodale, member 298-A, are available to anyone interested. We have received a complete complimentary set here in Fresno and I am very pleased with them. ED.

For beautiful 8x10 prints of Brush & Ink Corvette drawings, send \$1.00 each or \$5.00 for any 6 prints to: Leonard Goodale, 1601 S.W. 58th, Okla. City, Okla. 73119.



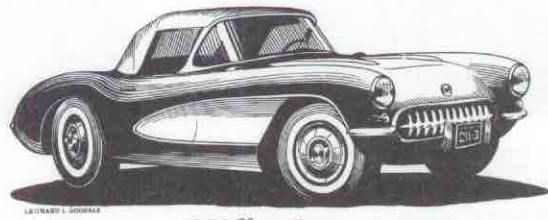
LEONARD L. GOODALE
1961 Corvette



1954 Corvette



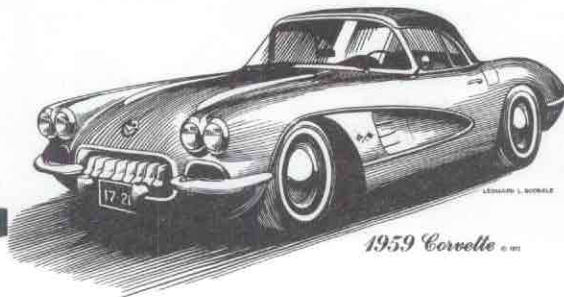
LEONARD L. GOODALE
1967 Corvette



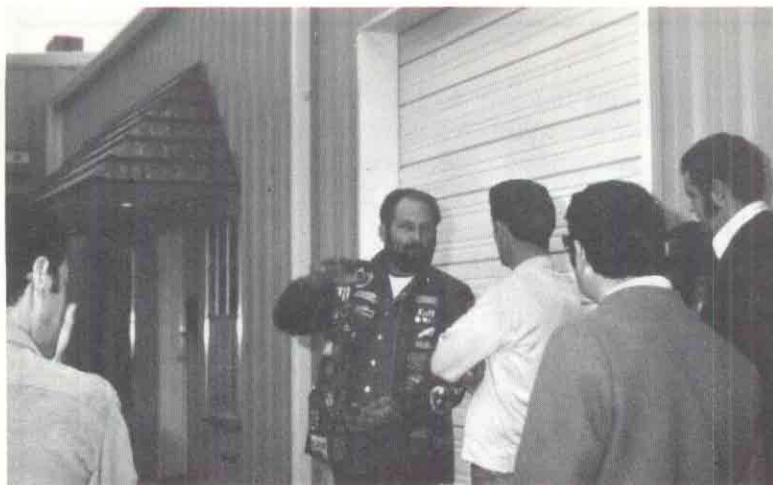
1956 Corvette



1968 Corvette



1959 Corvette



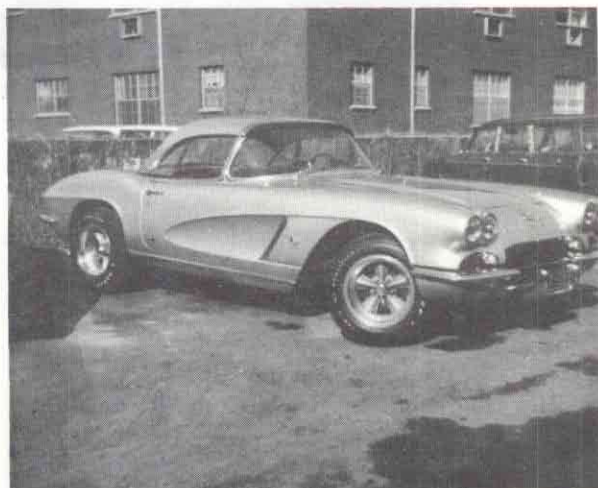
Pictured left to right — Reg. Russel, Waco Texas, Kieth Amendson V.C.C.A. and Corvette Club of Texas, Dallas, Texas. Kieth is the one who is doing all the talking with his hands, he's telling all about the big N.C.C.C. Convention coming up in July in Dallas, Texas. Next from left to right is Ed Thiebaud, Randy Todd, Waco, and Bobby Batson, President, Centex, Corvette Club Waco, Texas.



Bill Laurance of San Francisco, Calif., one of our most recent members (308-A) sends picture of his 2 "Flying" machines: First one for the highways, 1960 Corvette — 2nd one for the skyways, Cessna 170.



William H. Bendall of Falls Church, Virginia proudly displays his Vintage cars. Both being GM products, the Cadillac on the left has seniority over the more modern Corvette.



Thomas S. Mulligan's straight, clean looking '62 in Hempstead, New York.



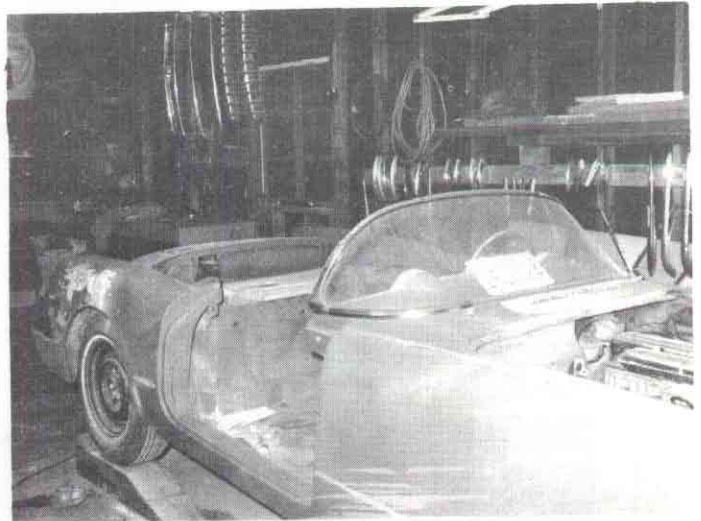
(Mrs.) Carol Murdock, secretary to Wm. Harrah poses for a picture in parking lot at Harrah's Auto Collection in Reno, Nevada. Harrah's collection is the largest automobile collection in the world. The '61 Carol is standing by recently pictured on Front Cover of CN was purchased in Florida with original 10,000 miles on speedometer. The car was driven to Fresno, Calif. by 16 year old Ken Thiebaud for the collection. The car on the truck is E53F001005 taking a "piggy-back" ride from N.C. to Calif. for restoration.



Bill Richman's '65 Corvette in Oaklyn, N.J. No. 280-A sporting its original silver pearl paint with those "neat" wide base aluminum wheels with pindrive and genuine knock-off type hubs. These were 15"x5.5K welded steel slotted disc type with 7.75x15 tires.



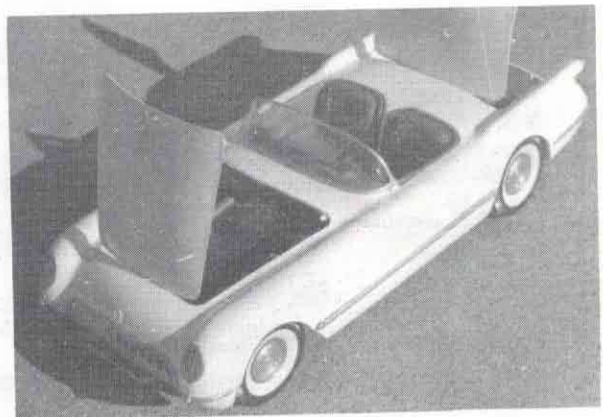
Richard A. Hoppe of Mequon, Wis. sends picture of his original '59 Corvette with 108,000 miles, 283-270 H.P., original Inca silver ext., white top, black int.



Phil Bond of Irving, Texas, E54S004120-384 sends a mid-restoration picture of one of his 1954 Corvettes. This picture reminds us of the many long difficult hours it takes to fully restore a car.



Todd Wingerter of Greensburg, Ohio, E54S004142-68, one of our charter members, sends pictures of his '54. Writes he bought the car in 1968 and restored it completely from the ground up.



Todd Wingerter also enclosed above photo of an all plastic model made by "Ideal Toy Co." in 1953 of the original Corvette. Todd writes it's 19 years old, sixteen inches long with a 1 1/8" = 1 foot scale. The model has an opening hood, trunk and working headlights. He suggests other members look around, because he found this one in a friend's attic — original box and all — we've only seen 2 other models like this. Noland Adams owns one in Albany, Calif. and Bob Wingate 2-H gave one to the Club Headquarters 4 years ago. Keep looking — they're rare.



Kenneth D. Moberly of Worcester, Mass. sends above photo of his E54S002911-58 charter member — says for those of you who may think this picture was taken in England with the steering on the wrong side are wrong because Ken says it was taken in the New England states, Vermont to be exact, and during developing someone sort of reversed the negative.



Barry R. Chase of Worcester, Mass., VE55S001295-351 says the above picture of his '55 was taken at an all Corvette show sponsored by the Bay State Corvette Club of which he is a member at Natick Mall, Natick, Mass. Barry is also the new proud owner of E53F001173 with 73,000 actual miles he bought from the original owner. He also reports Joe Pike 1-H of CN writes that Barry's find totals 110, 1953 Corvettes registered of the first 300 Real McCoys.

REGIONAL NEWS

Regional Representatives

NORTHWEST REGION

Joe & Donna Bridgeman
2838 W. Lake Samm. Pkwy., N.E.
Redmond, Wash. 98052
E54S001602-2

CENTRAL WEST REGION

Noland Adams
715 Talbot
Albany, Calif. 94716
E53F001284-127

EL MONTE CHAPTER

William Keith Rush
9830 E. Rush St.
So. El Monte, Calif. 91733
E54S001178-391

WALNUT CREEK CHAPTER

William C. Allen
21 Carisa Ct.
Walnut Creek, Calif. 94596
E54S001636-362

SOUTHWEST REGION

Jack Krawaczyk
P.O. Box 5072
Tucson, Ariz. 85705
E54S00 -100

EAST CENTRAL REGION

Neil J. Kusant
P.O. Box 194
Ledgewood, N.J. 07852
E54S004426-98

SOUTHEAST REGION

Gene Tucker
1005 Hendley St.
Macon, Ga. 31204

NORTH CENTRAL REGION

Ben E. Malan
312 Godfrey
South Lyon, Mich. 48178
E55S001144-6

CENTRAL REGION

Mark Caldwell
P.O. Box 375
Taylorville, Ill. 62568
E54S002345-99

SOUTH CENTRAL REGION

Mike Farley
P.O. Box 4375
Waco, Texas 76705
E54S004115-253

EAST TEXAS CHAPTER

William B. Lancaster
818 N. Charlotte Dr.
Longview, Texas 75601
E54S002300-4

NORTHEAST REGION

Arthur R. Norley, D.M.D.
142 Westfield Dr.
Holliston, Mass. 01746
E54S003901-417

CANADA

Eric M. Daly
51 Ternhill Cres.
Don Mills, Ontario, Canada
E54S003988-55

EAST MID CENTRAL

Charles (Chuck) E. Eirk
7800 Crown Top Rd.
Louisville, Ky. 40222
E57S00101108-39A

CENTRAL WEST REGION NEWS

by Noland Adams

Hope to see you Vintage Corvette owners at the big Western States Corvette Council Convention in Fresno May 25 thru May 29, 1972 - Concours d'Elegance will be held at 12 p.m. Friday on the downtown Fresno Mall close to the Hilton Hotel Convention Headquarters. The following is a rundown on what's going to happen in Fresno.

Thursday evening, the 25th, the Convention kicks off with registration from 5:00 to 11:00 p.m. with a hospitality room hosted by Corvettes of Fresno. Wine, beer, everything that is needed to get a Convention started . . . right?

Friday morning, the 26th, the E-Board will meet . . . there will be a clinic on carburetors . . . the concur will begin at 12:30 p.m. . . . a moose-milk party that evening followed by a little dancing . . . and of course there will be cocktails. Friday evening we are planning to pre-tech a few of the cars for the autocross Saturday.

Saturday, the 27th, is for the lead foos. Twenty minutes north of Fresno at Madera we are putting on the autocross. It will be fast, open and definitely interesting. A scale drawing of the course will be mailed out in the near future. Saturday night a no host cocktail party followed by a buffet dinner and then we can let it all hang out by dancing to a live band. The bars will be open!!!

Sunday, the 28th, is the hare and hound run, a fun type drive winding up with some of the most unusual tricycles in captivity. Lunch type foods will be available at the site. We will even have an early bird hospitality room prior to the General Motors cocktail party and banquet. Door prizes, more dancing to a live band, a guest speaker and lots of fun.

Monday morning, the 29th, is a breakfast and W.S.C.C. meeting. For more information write or phone: Corvettes of Fresno, P.O. Box 6064, Fresno, Calif. 93703, ATTN: Rick Hayman or phone Rick Hayman (209) 229-6835.

SOUTHEAST REGION NEWS

Gene Tucker of 1005 Herdley St., Macon, Georgia 31204, E54S004132-390 reports he recently purchased E54S00 1014 or the 14th 1954 Corvette off the St. Louis Corvette assembly line. This looks like the lowest serial number 54 in the club to date. Also Gene Tucker and Robert Reichert of Macon, Ga. both report they own 1963 Stingrays with factory installed air conditioning which was something I did not know was available in 63. Interesting!

Anyone interested in having a car moved to the west coast or towards California may get in touch with Gene Tucker at the above address. Tentative departure date: Georgia some time in late May.

Gene reports that he, with Robert Reichart of 273 Callaway Dr., Macon, Ga. 31204 and Jim Mickle of 235 South St., Macon, Ga. 31208 are planning a trek to California to pick up 5 vintage Corvettes which they will take back to Ga. Gene will be pulling a specially built double deck, 2 Corvette trailer behind his G.M.C. dual wheel truck that will be brought out empty and return to Ga. loaded with "oldie Vettes".

EAST TEXAS CHAPTER NEWS

Fellow VCCA Member,

The annual National Council of Corvette Clubs National Convention will be held in Dallas, Texas, this year. The host club is the Corvette Club of Texas, Inc. As a member of the VCCA, CCT and the NCCC, I would like to take this opportunity to personally invite each and every one of you to attend this fantastic event. It would be a beautiful sight to see all of those vintage Corvettes gleaming under the East Texas sun. Complete Convention information, as provided by the Corvette Club of Texas, is reprinted in this issue of the newsletter. If you have any questions or would like further information, please feel free to contact me. So gather up a can of wax, your wife and kids (don't forget your 'Vette!) and I'll see you in July in Dallas - "the time of your life city."

William B. Lancaster
Representative, East Texas
Chapter of the Vintage Corvette
Club of America

REGIONS

NORTHWEST

Alaska
Washington
Oregon
Idaho
Montana
Wyoming

NORTH CENTRAL

No. Dakota
So. Dakota
Minnesota
Wisconsin
Michigan

CENTRAL

Nebraska
Kansas
Iowa
Missouri
Illinois
Indiana

CENTRAL WEST

California
Nevada

SOUTHWEST

Utah
Colorado
Arizona
New Mexico

EAST CENTRAL

Ohio
Pennsylvania
New Jersey
Delaware
District of Columbia
Maryland

EAST MID CENTRAL

Kentucky
Tennessee
Virginia
North Carolina

SOUTHEAST

Florida
Mississippi
Alabama
Georgia
South Carolina

CANADA

SOUTH CENTRAL

Oklahoma
Texas
Arkansas
Louisiana

NORTHEAST

New York
Vermont
New Hampshire
Maine
Massachusetts
Connecticut
Rhode Island



As you can see by the above photo, Mike was the first regional rep to report his news in person by means of AIR-CRAFT instead of Air Mail, or let's just say he brought his report to Headquarters Air Mail without any Air Mail stamps.

It was Sunday, 12 March 1972 while Jean and I were getting ready for our first Fly-in at Headquarters which some of our aircraft friends were putting on for us to christen our new 1800 foot runway. We heard the whole sky roaring and ran out of the hanger to see what? We could not miss seeing this big Twin-engine Cessna 310 circling the Ranch and lining up with the N.W. end of the runway recognizing it as Mike Farley's Twin-engine Cessna. Not thinking Mike and his co-pilot Frank Watson would try to land their craft on our "short" runway we prepared to wave to them as they gave us a "FLY-BY", well by now they were dropping in close to the end of the runway and quickly and smoothly down came "Full Flaps" and the big twin dropped in - wow! Got the ship stopped in 1250 feet of roll out, turned and taxied right up on the hanger pad, shut off and came in for coffee. I am beginning to believe when Texans do things, they do them up right.

Mike reported the following on their latest racing results. They were returning from Fremont, California where they just ran his 67 Camaro in Formula 3 A/SA driven by John Harrison, turning in a 11.23 (for Mike Farley Race Cars, Waco) against a 12.04 National record. Mike reports next races coming up in AHRA Grand Nationals at Tampa, Florida and Green Valley, Fort Worth Texas. Mike indicates they will tentatively run their 71 Roadrunner in GT-1 and Camaro in Top Stock Eliminator at both meets. Mike also reports William B. Lancaster Rep. East Texas Chapter of V.C.C.A. will be sending in a complete rundown of the N.C.C.C. Corvette Convention to be held in Dallas, Texas July 9th thru 15th, hosted by the Corvette Club of Texas.

Mike and Frank had to pick up Mike's wife in Los Angeles and return to Waco, Texas Sunday evening so they visited about 1 hour before boarding their AIR MAIL SPECIAL, taxied to the N.W. end of our runway, prepared for a short field takeoff - had to be much flaps - plenty of RPM's, roared and roared and roared, used up 1500 feet of the runway before hauling back on the stick to clear a 50 foot power pole on the N.E. end of the runway. Well they made it, somehow?, pulled up the landing gear, flew out in a large circle and came back for their departure Fly-by at a plus 200 mph. Fantastic! Minutes after they disappeared over the southern horizon our friends arrived in their smaller single engine planes, all asking what in the world just took off from your ranch? They said they could see a column of dust raising up in the sky from 10 miles away. Our answer, who else but Mike Farley and his Texas Air Mail Airliner!

COMING EVENTS

T. K. WATSON, 11015 Belton St., Upper Marlboro, Maryland, 20870 - E53F001044-244, plans to have a parts stand at Hershey Pennsylvania Car Parts National Swap Meet next October 1972. If any club members are interested in selling parts on a consignment basis please contact me at the above address.

W.S.C.C. CONVENTION, Fresno, Calif., May 25th, 26, 27, 28 and 29th. For further information write: Corvettes of Fresno, P.O. Box 6064, Fresno, Calif. 93703. ATTN: Rick Hayman or phone Rick 209-229-6835 - Convention Headquarters, All New Fresno Hilton.

NCCC CONVENTION, hosted by the Corvette Club of Texas, Sunday, July 9th thru Saturday, July 15th 1972. Write to Ron Griffith, V.P. Convention, P.O. Box 10251, Dallas, Texas 75207.

SANDUSKY, Ohio, April 23, 9th annual swap meet, Car Coddlers of Ohio, at Erie County Fairgrounds, S Columbus Ave; heated indoor & outdoor facilities, lunch. Info & reserv: Norman Abston, RR 2, Willard, Ohio 44890.

CHATTANOOGA, Tenn., May 6, 7, 8, Antique Car Meet sponsored by Chickamauga Regn. AACA; details later. Contact: James Brown, 1342 Lolita La, Chattanooga, Tenn. 37421.

SEBRING, Ohio, May 7, The Olde Auto Enthusiasts Club will hold its 9th annual swap meet, 8-5, 4 mi east of Alliance on Rte. 62, south 1/2 mile on Johnson Rd. to Mile Branch Grange; lunch available; inside spaces 8x15', outside loads of room; dealers \$2 ea.; tables \$1 if desired; for info write: Jim Taylor, 770 S. 14th St., Sebring, Ohio 44672. PH: 216-938-9055.(ADV)

WILKES-BARRE, Pa., May 14, AACA Northeastern Pa Region 11th annual show (rain date May 21) plaques, trophies & flea market. More info will follow.

DUNKIRK, NY, May 20-21, Chautauqua Lake Region AACA's 4th annual flea market & car trophy meet at Chautauqua County Fairgrounds, 1 mi from exit 59 of NY State Thruway (I-90). Details & registration forms: Bill Creighton, Rt. 2, Camay Lane, Jamestown, NY 14701.

SAN LUIS OBISPO, Cal., June 23-24-25, Studebaker Owners Club of Amer's Western States Meet at Madonna Inn. Info: SOCA, PO Box 5294, Pasadena, Cal. 91107.

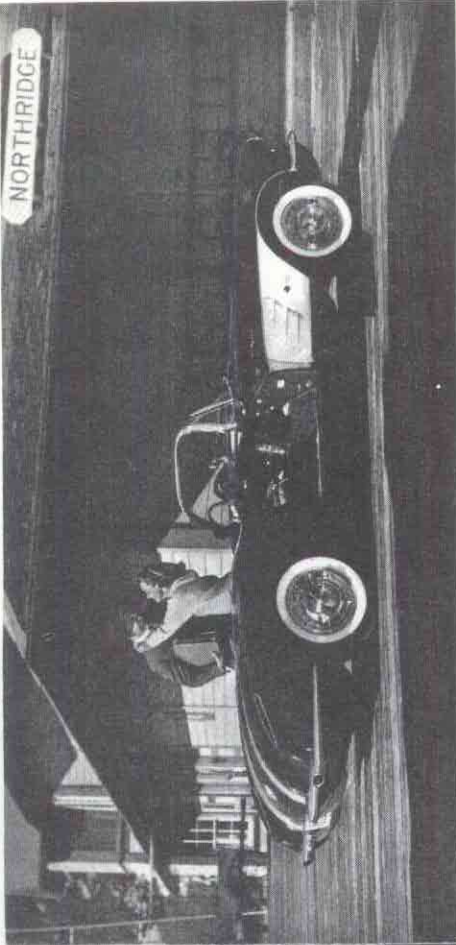
LINCOLN, Ill., Aug. 20, Railsplitter Antique Auto Club car show & flea market. Contact: Donald Kline, 1412 Broadway, Lincoln, Ill. 62656.

WHEELERSBURG, Ohio, Sept. 9, Scioto Antique Motor Club meet, Nancy Rae Super Valu parking lot, old Rt. 52. Contact: Carrol Hook, 2728 Sunrise Ave., Portsmouth, Ohio 45662. PH: 614-353-0230.

ORIGINAL SHOWROOM BROCHURES

The club is attempting to include original showroom brochures in subsequent newsletters. Plans are projected to run brochures for every year model Corvette sold. 1953-1971. Pictured here in this issue is the 1958 Model.



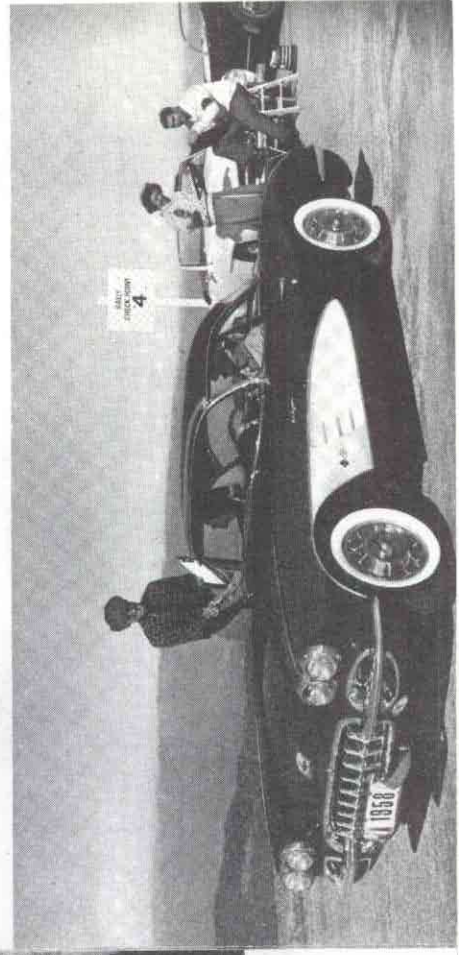


Busy sports car moderns! On weekdays their Corvette is a sleekly handsome car about town, always fun to "fetch 'n' carry" in and admired wherever seen. A perfect companion of a car, especially delightful to handle, far easier to park, crisp and obedient to the lightest touch. A luxuriously comfortable year-round car that can be quickly transformed from convertible to snug hardtop.

2 LIVES more beautifully

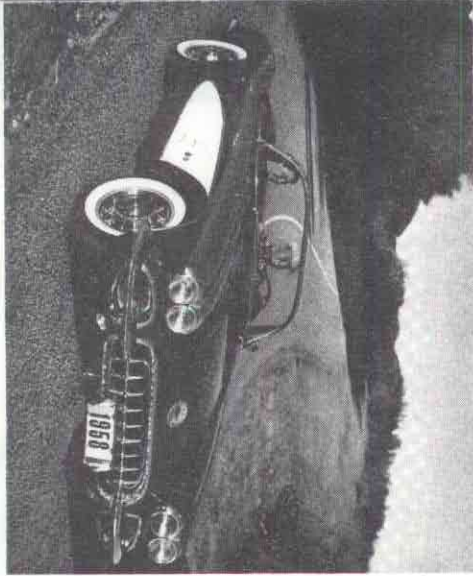
On most sunny weekends you'll find these same active people driving just for the sheer fun of it—enjoying the excitement of a rally, gymkhana or trial. For the Corvette is truly an authentic sports car. Under its sculptured shape is a built-for-action chassis with unusually precise balance and road-holding ability; under its low, stylish hood is a sports car V8 with amazing capabilities.

no car leads

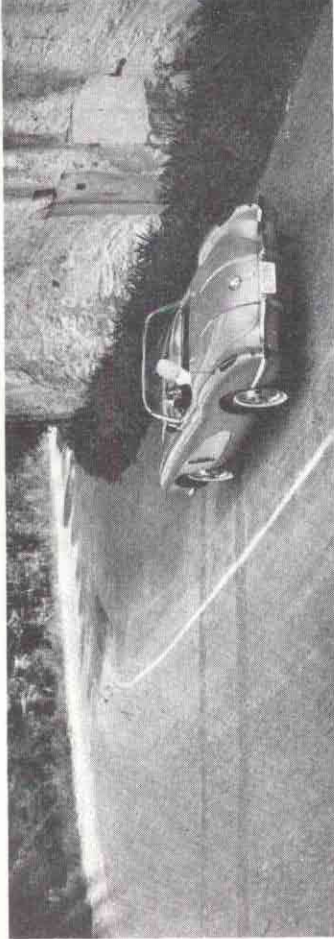


© 1957 GM Corp. Buckle up, America!

for '58
this two-seater got SWEETER



LOG SOME TIME IN THIS ONE... in all America there's no driving quite like it!



If you admire a car that responds to your touch as though it were a part of you, the '58 Corvette is your kind of car. Why not let your Chevrolet dealer arrange to show you its winning ways? One trial run in this adventurous two-seater is bound to gladden the heart of even the most reserved driver!



FORWARD FROM FIFTY 1908-1958

CHEVROLET

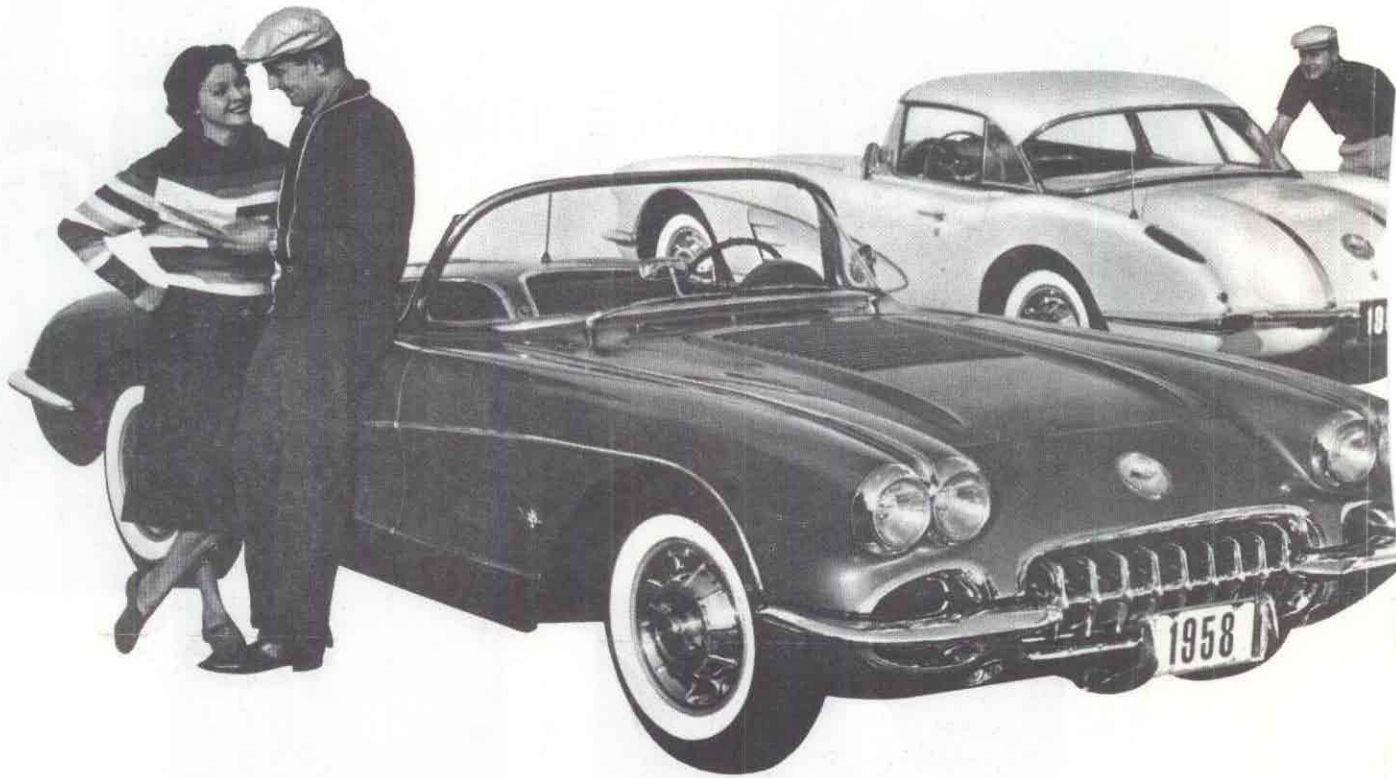
Only franchised dealers display this famous trademark

SEE YOUR LOCAL AUTHORIZED CHEVROLET DEALER

© 1957 GM Corp.

HERE IS A SPORTS CAR IN THE GREAT

admired wherever



BASIC FEATURES AND SPECIAL EQUIPMENT OPTIONS

FOR PERFORMANCE

1 CORVETTE ENGINES are 283.cu.-in. displacement valve-in-head V8's with 3.88" bore and 3.0" stroke. You can choose horsepower that suits your driving needs.

230-H.P. CORVETTE V8 with 4-barrel carburetor () and hydraulic valve lifters—standard.

245-H.P. CORVETTE V8 with twin 4-barrel carburetion () and hydraulic valve lifters—RPO 469.*

250-H.P. CORVETTE V8 with Ramjet Fuel Injection () and hydraulic valve lifters—RPO 579.*

270-H.P. CORVETTE V8 with twin 4-barrel carburetion () special camshaft () and high speed valve system—RPO 469C.*

290-H.P. CORVETTE V8 with Ramjet Fuel Injection () special camshaft () and high speed valve system—RPO 579D.*

CHOICE OF GEARBOXES

2 3-SPEED CLOSE-RATIO SYNCHRO-MESH Standard. Ratios: 2.2:1 first, 1.31:1 second, 1:1 third, 2.51:1 reverse.

3 4-SPEED CLOSE-RATIO SYNCHRO-MESH Fully synchronized in all forward speeds. Optional* with all engines. Ratios: 2.2:1 first, 1.66:1 second, 1.31:1 third, 1:1 fourth, and 2.26:1 reverse—RPO 685.

4 POWERGLIDE AUTOMATIC Optional* with 230-, 245-, and 250-h.p. engines—RPO 313.

POWER-MATCHED REAR AXLES

5 STANDARD REAR AXLE Conventional design. Ratios: 3.70:1 with Synchro-Mesh transmission, 3.55:1 with Powerglide.

6 POSITRACTION keeps positive power geared to the rear wheels as long as either rear wheel has traction . . . for safer, surer going on ice and in mud or snow. Optional* with Syn-

chro-Mesh transmissions and a choice of axle ratios: 3.70:1, RPO 677; 4.11:1, RPO 678; or 4.56:1, RPO 679.

SPECIAL EQUIPMENT* FOR SPORTS CAR MEETS

7, 8, 9, 10 HEAVY-DUTY BRAKES AND SUSPENSION

Heavy-duty front and rear springs and larger shock absorbers with stiffer valving (7) heavier front stabilizer (8) and fast steering linkage that gives a 16.3:1 overall ratio. Also included are special brakes with ceramic-metallic facings (9) finned cast iron brake drums (10) and vented flange plates with air scoops. Air ducts from front of car extend through body rocker panels to each rear brake. Used with Positraction rear axle, this equipment is available with Synchro-Mesh transmissions and 270- or 290-h.p. engine—RPO 684. Wide-base wheels with 5½" rims also available—RPO 276.

EXCITING NEW COLORS

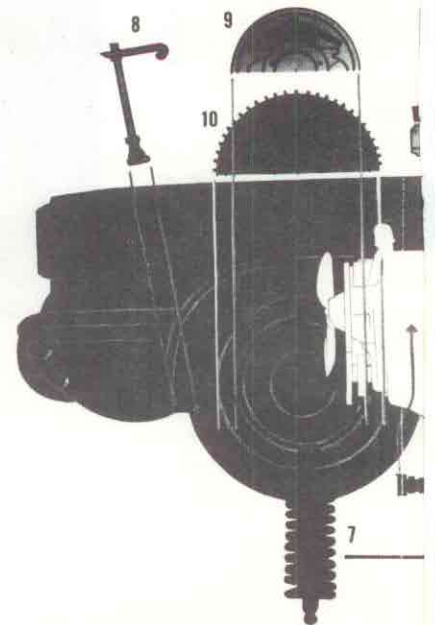
Six solid color exteriors . . . Charcoal, Snowcrest White, Silver Blue, Regal Turquoise, Panama Yellow, and Signet Red. These colors also available in optional* two-tone exteriors with color-keyed Inca Silver or Snowcrest White in the sculptured side panels. Interior trim and folding top offered in three colors, keyed to exterior—RPO 684.

OTHER OPTIONS

Other equipment and accessories available as factory installed options* are whitewall tires, heater, radio, parking brake alarm, courtesy light, and push-button windshield washer.

DIMENSIONS

Wheelbase, 102". Length, 177.2". Overall height: folding top, 52" up, 49.2" down; hardtop, 51.9". Height at door, 33". Road clearance, 5.8". Width, 72.8". Tread: 57" front, 59" rear. *Optional at extra cost.



AT TRADITION...

r the great ones gather

Behind the Corvette lies a tradition of magnificent cars — built and bought for sheer pleasure. And you'll know this pleasure in its purest form when you first lay hand to the Corvette's wheel and put it through its paces. In the careful design of chassis and running gear you experience positive control and split-second reflexes. You note an emphasis on precision and handling, on roadability and response to your bidding. You feel a solid sureness in the bite of powerful brakes, in steering that's crisp and accurate. And why not? For these are the very qualities that define a great road car. Wherever the great ones gather, there you will find Corvette, —sweetest two-seater in the land!



Surrounds you with superb new luxury — Corvette's cockpit is studded with new features from full instrument cluster to the tachometer that fronts the driver, an assist bar that spans the right-hand cove, reflectors in the door panels to warn oncoming drivers when either door is open.



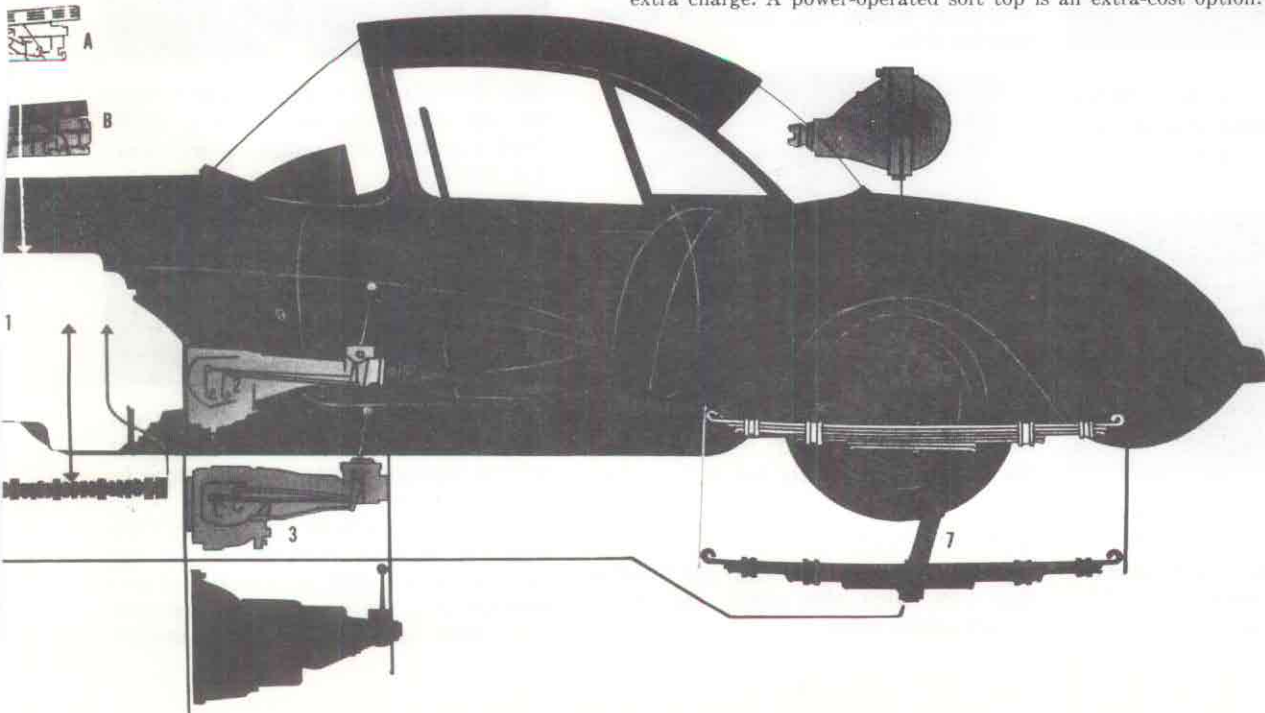
Year-round comfort — Standard crank-operated windows offer all-season comfort. Power windows are optional at extra cost.



Sculptured for action — Agile lightness mates handsomely with exceptional strength in the Corvette's newly styled, rugged body.



Take your choice of tops — An easily removable hardtop can be ordered as a second top at slight extra cost, or in place of the soft top at no extra charge. A power-operated soft top is an extra-cost option.



Corvette Collectors

BILL DAVIS "SPORTS CARS"

Bill Davis of 420 S. Lake Drive, Prestonburg, Ky. 41653 VCCA membership 73-A, I am sure is one of our members who could be classed as a "Corvette Collector". Corvette sports cars are not the only sports car that has caught the eye of Bill Davis. He also collects mint original T-Birds of the 55-56-57 era. Knowing that many of our VCCA members collect both I have long since wanted to do an article on Bill Davis and his Kentucky collection. Bill Davis, born in 1941 and raised in Kentucky has kept a keen eye for fine sports cars and been heavily investing his spare time and money in a fine mint original collection of them. Bill's interest in cars all started when he purchased his 1st Corvette in 1964 and later in 1967 decided to build a collection.

Bill visited headquarters March 12, 1972 while in California to pick up an all original 1956 T-Bird with original 18,900 miles on the speedometer. I was fortunate to get a short preview of the car and drive test it. It was like going back 16 years and stepping into an almost brand new car. It drove and performed like a new car. The following are pictures and specs. on the cars in Bill's Fantastic collection. Bill says if you're looking for Blue-Grass in Kentucky while on vacation this year, look him up and see his cars. Bill is employed by THE COURIER-JOURNAL, The Louisville Times, as Territory Manager. Home phone (606) 886-6439 - Bus. phone 582-4744.



1954 CORVETTE, 19,000 actual miles, 3rd owner, purchased from Fray Chevrolet, Mason, Michigan. All original carpets, seatcovers paint etc. Pictured in car show in Paintsville, Ky. Won first place in sports car class.



1956 T-BIRD, all original actual 18,900 miles, one owner car, purchased in Sunnyvale, Calif. Like new, V-8 w/3 speed and overdrive. Non-porthole, hardtop, rare wire spoke chrome wheelcovers, black ext. red & white interior.



1968 CORVETTE, 4500 actual miles, purchased new by Bill Davis. Color Corvette bronze with tobacco color int. 427-435 H.P. with alum. heads, P.S., A.B., P.W. leather interior trim.

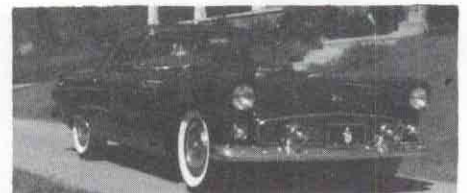


1956 T-BIRD, all original green w/white top and white interior, 312 C.I. engine Ford-o-matic, 3rd owner, power seat, P.S. and P.B.

1962 CORVETTE, all original, 36,000 miles, 3rd owner, Red exterior & interior, both tops, 327-250 H.P. 3-speed.



1957 T-BIRD factory supercharged (one of approx. 25 factory supercharged) 31,000 actual miles. Bill Davis purchased this rare bird in Fort Dodge, Iowa from the 2nd owner. 312 C.I. 300 H.P. both tops, color black w/black & white int. P.S. & P.B.



1955 T-BIRD, 13,000 miles, 292 V-8, C.I. with Ford-o-matic color Ravin Black ext. w/both tops and black & white interior, power seat & power brakes. 1955 C.T.C.I. National trophy winner, 1968 Tulsa, Okla. Best Car in show, most popular car, this car Bill reports still has all original tires with the orig. spare never been on ground. Also still has the "new car smell".

1967 CORVETTE, 7,000 actual miles, Red ext., black int. purchased new by Bill Davis, both tops, side mount exhaust, 427-435 H.P., optional wheels, P.S., P.B., P.W. leather trim interior.

NOT PICTURED 1957 all original fuel injected 3-speed, both tops, all Venitian Red with beige side panel, 2nd owner, 54,000 actual miles.

CLUB ITEMS

Badges are 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. Price \$6.50.



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 8 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 and Engineering Manuals and are reproduced here in a 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 taken from the "1956 Corvette Engineering Achievements".

The last article is the start of a 1955 Corvette Specifications for both six cylinder and eight cylinder. This is taken from Ed Thiebauds collection of Technical Data File. It will be a total of 24 pages on a continuation basis until finished. Being there is very little information available on the 55 Corvette we thought it may be of great help to those 55 owners of 6 and 8 cylinder corvettes.

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

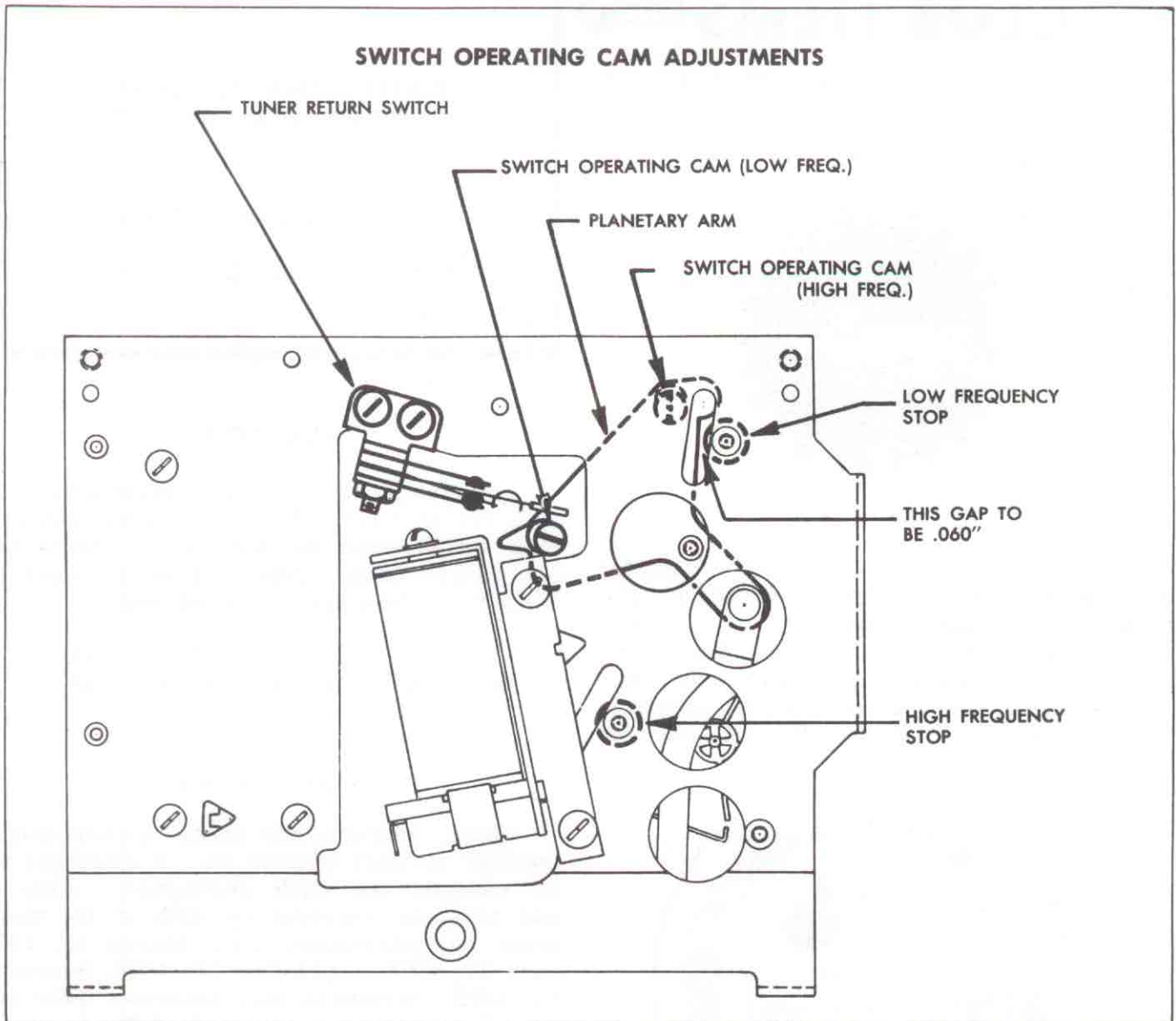


Figure 28

REPLACEMENTS

All illustration numbers in this section can be used in conjunction with the manual. Do not refer to the Theory of Operation portion of this manual.

This tuner has been designed to provide a maximum of servicing efficiency. All service parts have been made very accessible and easy to replace. The wiring to the tuner has been made long enough so that the tuner can be dismantled from the radio case and worked on without disconnecting any leads.

Note: It may be necessary to remove some connections of bond straps. For most replacements such as the relay, the tuner

return switch, etc., no special instructions other than being sure the proper adjustments are made are necessary. However, to facilitate fast replacement of some parts, the following instructions are included:

MOTOR GEAR TRAIN REPLACEMENT

1. Remove the front and rear cover of the radio.
2. Dismount the tuner from the case and move it out of case far enough so that it can be worked on.
3. Divide the tuner into two parts by:
 - (a) Removing the spring clip holding the gear

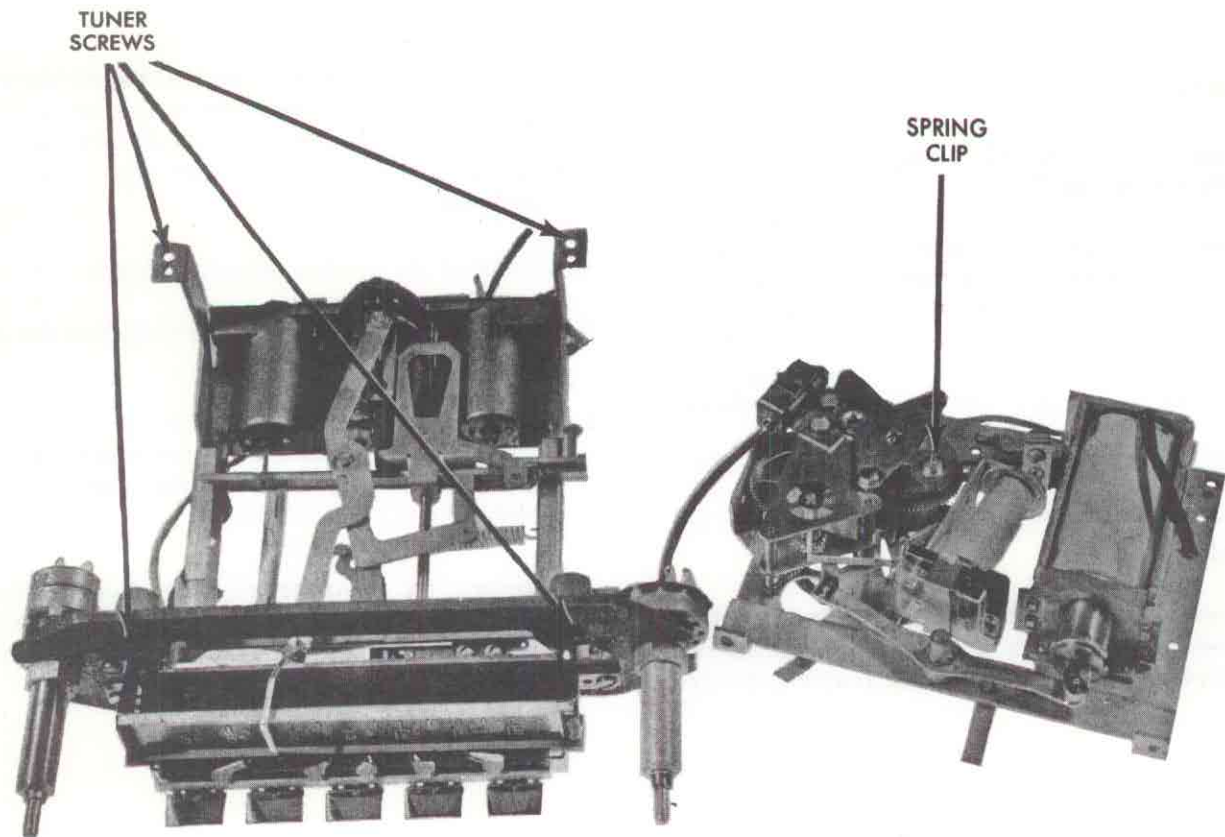


Figure 29

train planetary arm to the core guide bar linkage.

- (b) Removing the four tuner assembly screws.
- (c) Separating the two halves of the tuner.

4. On radios having a manual tuning control, remove the worm gear and bracket from the gear train.
5. Disconnect the motor gear train from the solenoid plunger linkage by removing the spring slip holding them together.
6. Remove the three nuts mounting the motor gear train.
7. Mount the new motor gear train to the tuner with the three nuts.
8. Connect the gear train to the solenoid linkage with the spring clip.
9. On the manual tuning control, remove the screw holding the manual gear of the gear train in position and mount the worm gear and bracket to the gear train. Be careful to get good gear mesh and do not lose the anti-squeak spring on the worm gear bracket.

10. Reassemble the tuner and make the Switch Operating Cam Adjustment.

SOLENOID OR SOLENOID PLUNGER REPLACEMENT

1. Remove the front and rear cover of the radio.
2. Dismount the tuner from the case and move it out of the case far enough so that it can be worked on.
3. Remove the three solenoid mounting screws found on the top of the tuner.
4. Disconnect the two leads to the solenoid.
5. Remove the solenoid and bracket from the rear of the tuner. It will be necessary to disconnect one lead of a 0.5 mfd condenser on some radios to give sufficient clearance.
6. Remove the solenoid plunger from its linkage by removing the spring clip holding this linkage to it.

7. Place the plunger in the solenoid and make the Solenoid pole piece adjustment.
8. Install the solenoid plunger and solenoid in the tuner.
9. Fasten the solenoid plunger to its linkage with the spring clip.
10. Connect the leads to the terminals from which they were removed. If the 0.5 mfd. condenser lead was removed, solder it in place.
11. Mount the solenoid to the tuner with the three screws and make the solenoid adjustment.

SELECTOR BUTTON ASSY. REPLACEMENT

1. Remove the escutcheon from the front of the radio.
2. Dismount the favorite station selector button assembly which is held in place with the two screws through the mounting frame and move

it out of the tuner far enough so that it can be worked on.

3. Remove the selector tab rail board which is held in place by the two mounting screws. (The sliding contacts on the favorite station button slides are free to fall out of position after step 3.)
4. Remove the station selector switch.
5. Mount the station selector switch to the new selector button assembly.
6. Mount the selector tab rail board to the favorite station selector button assembly. The sliding contacts on the favorite station button slides must be in place.
7. Return the favorite station selector button assembly to the tuner and fasten with the two screws. The pointer wiper arm must be held up to slide the assembly under it.

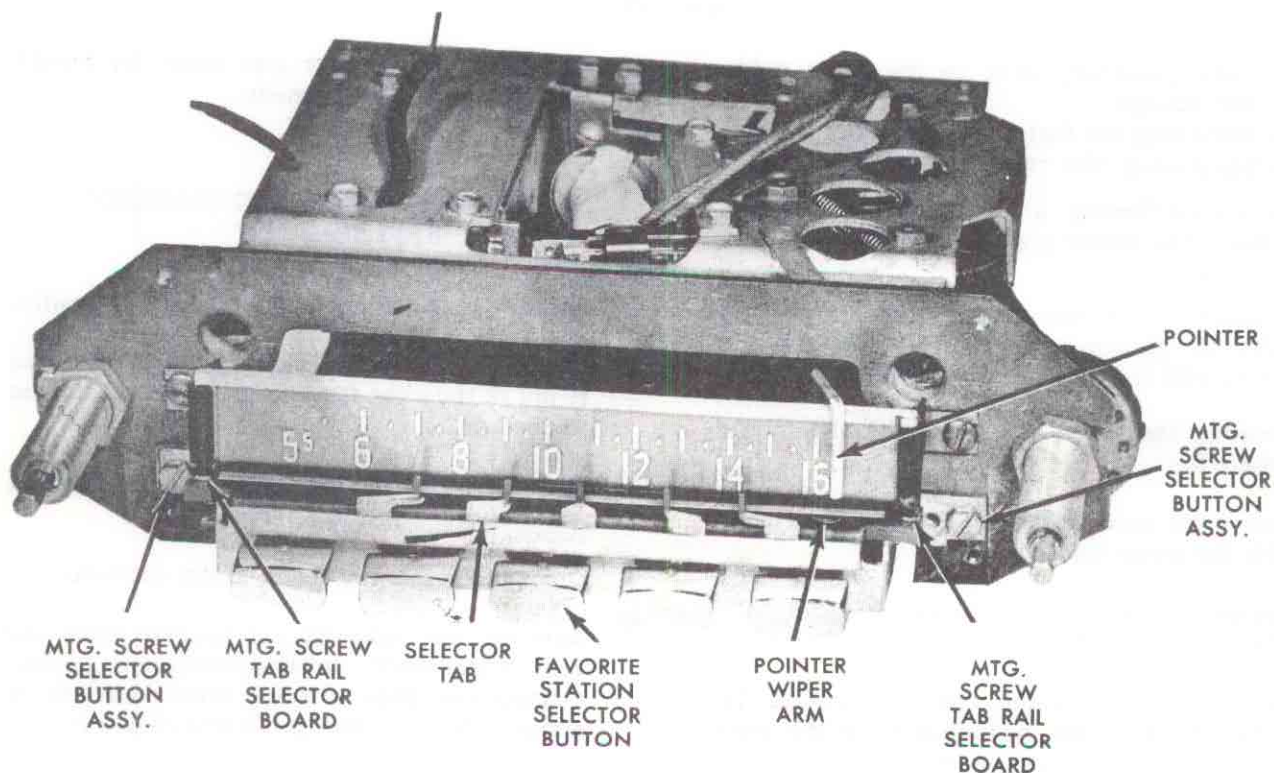


Figure 30

STATION SELECTOR SWITCH REPLACEMENT

1. Follow the procedure outlined in Selector Button Assembly Replacement steps 1 and 2.
2. Remove the switch and disconnect the leads.
3. Connect the leads to the new switch and assemble to the mounting frame.
4. Follow the procedure outlined in Selector Button Assembly Replacement step 7.

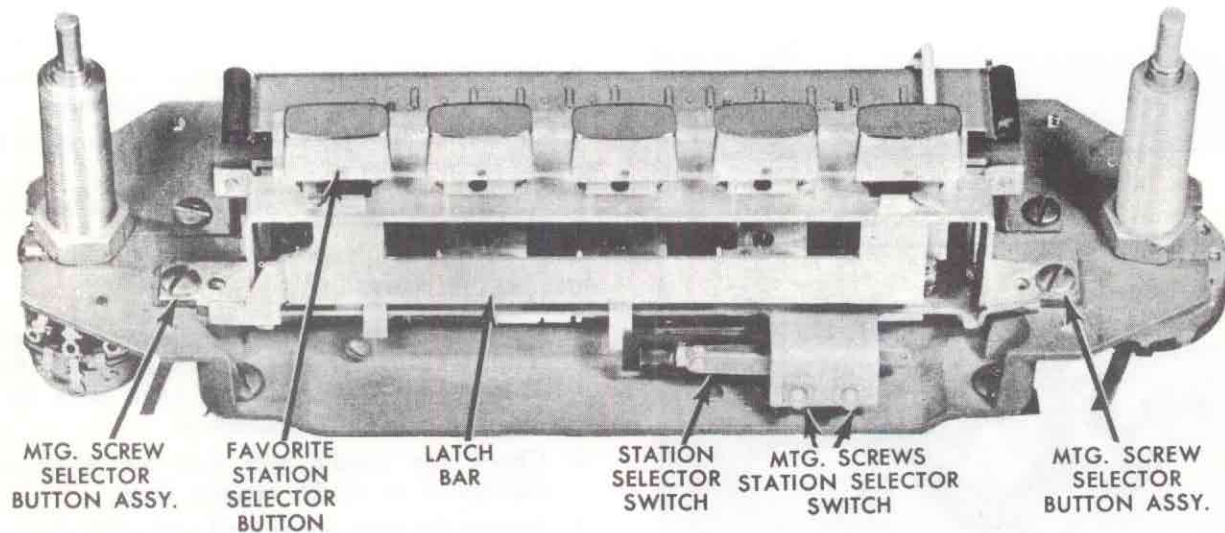


Figure 31

SELECTOR TAB RAIL BOARD REPLACEMENT

1. Follow the procedure outlined in Selector Button Assembly Replacement steps 1, 2, and 3.
2. Disconnect the two leads from the selector tab rail board at the sensitivity control.
3. Solder the leads from the new board to the sensitivity control.
4. Place the selector tabs on the new board in the proper sequence. (See Figure 32.)
5. Follow the procedure outlined in Selector Button Assembly Replacement, steps 6 and 7. The sliding contacts on the favorite station button slides must be in place.

SELECTOR TABS REPLACEMENT

1. Follow the procedure outlined in Selector Button Assembly Replacement, steps 1, 2, and 3.
2. Remove the tab which is to be replaced.
3. Slip the new tab on to the selector tab rail board.
4. Make certain the five selector tabs are in the proper sequence.
5. Follow the procedure outlined in Selector Button Assembly Replacement, steps 6 and 7.

To be continued..

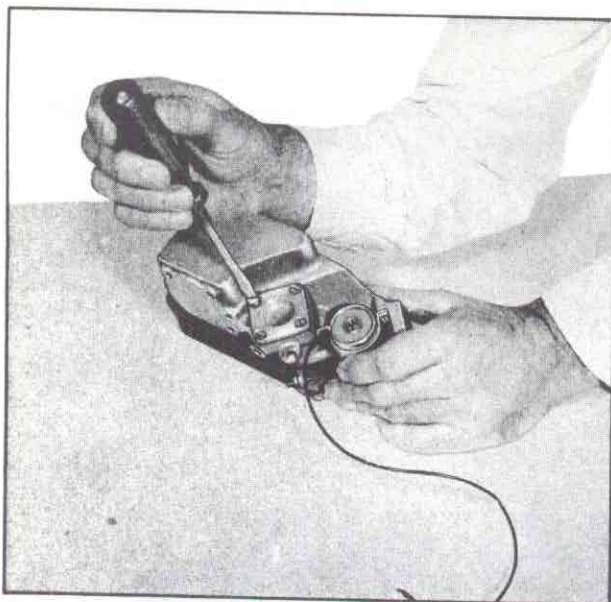


Figure 39

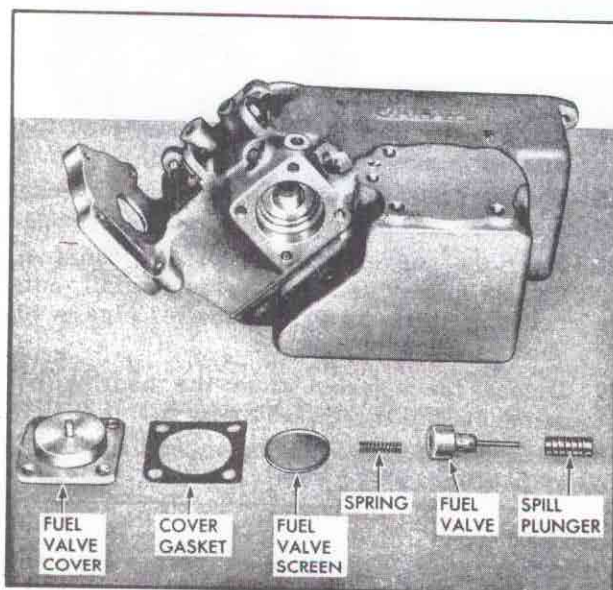


Figure 40

in the bowl by removing the single attaching screws.

19. The main control linkage should not be removed from the fuel meter casting. If the linkage is inoperative for any reason, the casting and linkage must be replaced as an assembly.

CLEANING AND INSPECTION OF PARTS

Because of the close tolerance of mated parts and the importance of cleanliness to the entire operation, cleaning and inspection of parts is highly important. Immersion in a commercial cleaner should not be necessary. Gasoline or an aromatic solvent is recommended for cleaning,

and it is desirable to rinse each part in as clean a solvent solution as possible.

In any event, do not immerse diaphragms or any other parts which are not metal in any commercial cleaner, as they would be completely ruined.

The following are some recommended check points for cleaning and inspection:

AIR METER PARTS

1. Check all passages for cleanliness, blow out with **dry** compressed air.
2. Be certain the venturi groove and passages are free of any obstruction.
3. Inspect adjusting screws for burrs or damage.
4. Be sure the thermostat piston is clean and works freely in the bore of the housing.
5. Shake the housing to see that the check ball is free to move.
6. Check all moving parts for freedom of motion.

FUEL METER PARTS

1. Check all passages for cleanliness, blow out with **dry** compressed air. Look especially for dirt and chips which may have been dislodged during the disassembly.
2. Check the needle and seat for wear or damage—if in doubt, replace them.
3. Inspect the inlet screen and fuel valve screen for any dirt. Blow out thoroughly.
4. Check diaphragms visually for any holes or wear.
5. Clean the spill plunger and the sleeve with special care, with a chamois or lint-free cleaning tissue. Any small particle of dirt or lint might cause the plunger to stick and completely disrupt the metering of fuel. The plunger must move freely in the sleeve; a good rule of thumb is that the plunger should slide out of the sleeve due to its own weight when the casting is tipped about 45 degrees from the horizontal.
6. Blow all dirt out of the linkage chamber.

ASSEMBLY AND ADJUSTMENT

FUEL METER ASSEMBLY

1. Install solenoid outer lever in casting, with lever toward enrichment diaphragm housing.
2. Place inner lever in place over outer lever shaft, with tang resting on control link and install nut and washer.
3. Insert solenoid rod into outside lever so that the rod points outward. Secure with spring clip.
4. Attach solenoid to casting with two screws.

- Place spill plunger in housing sleeve with the solid end toward the linkage (fig. 41).

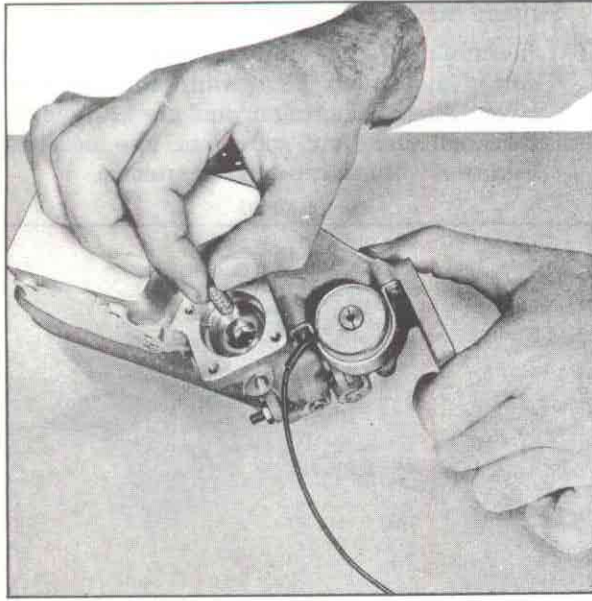


Figure 41

Check for free movement of the spill plunger in the sleeve.

- Install fuel valve in position.
- Depress the solenoid plunger manually to see that it unseats the fuel valve (fig. 42), for

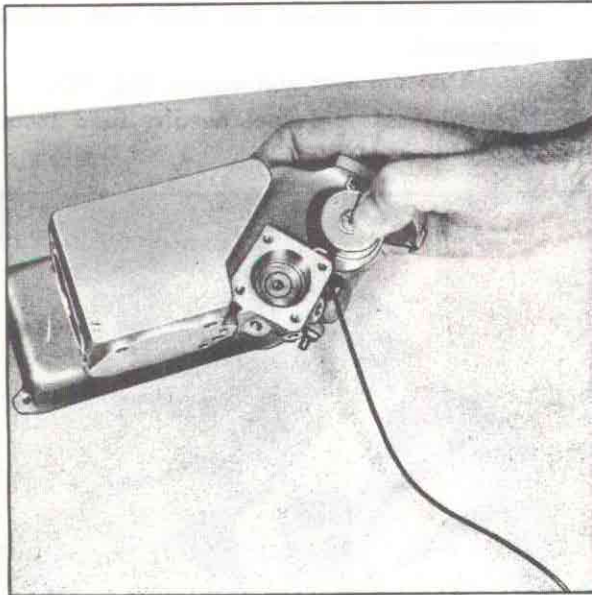


Figure 42

starting by-pass; with the plunger fully depressed the fuel valve should be completely off its seat and should protrude about .040 beyond the valve sleeve. Adjust if necessary by turning the solenoid plunger with a screw driver.

- Install the fuel valve spring and screen. The screen fits in place with the flat side toward the fuel valve and is pressed into position in the recess provided.
- Place the fuel valve cover gasket on the cover, then install with four cover screws. Tighten securely.
- Position the ratio lever in its approximate position and install the enrichment lever and shaft from the outside (fig. 43). Tighten

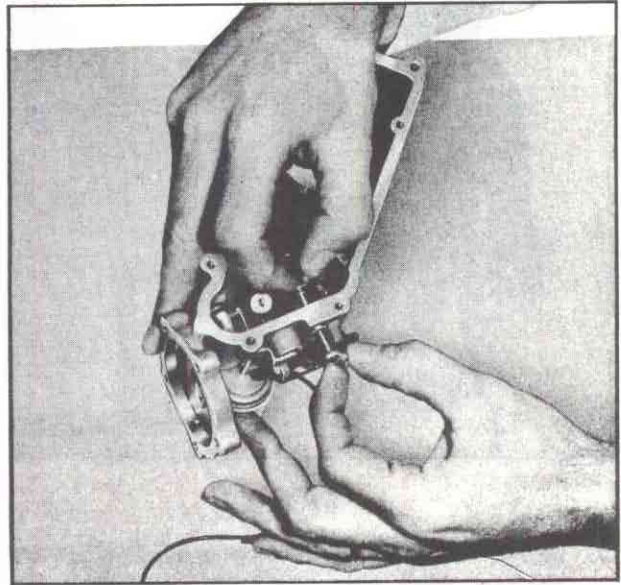


Figure 43

ratio lever lock screw to secure shaft and lever and check for sufficient end clearance to allow completely free movement.

- Install power diaphragm. Hook rod into the enrichment lever with end pointing outwards (fig. 44). Secure with horseshoe clip.

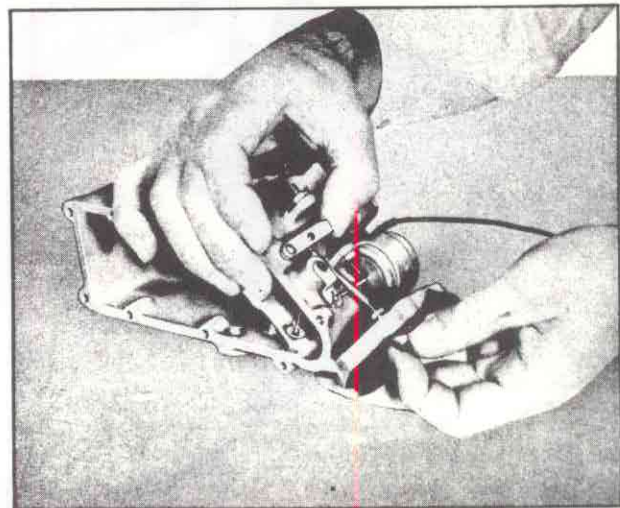


Figure 44

12. Install enrichment diaphragm spring and diaphragm cover with five attaching screws. Tighten gradually to insure a flat, undistorted diaphragm. If desired the diaphragm and housing can be aligned with two guide pins (fig. 45), which will fit freely through the

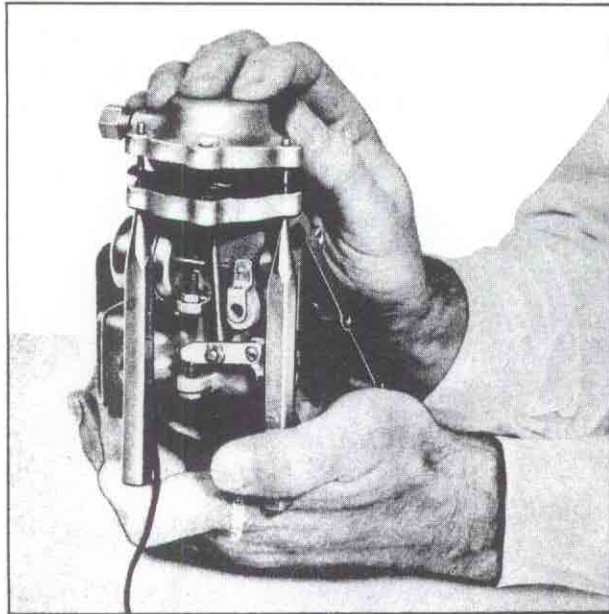


Figure 45

screw holes in the cover and fuel meter casting. With two guide pins installed, the cover and diaphragm can be easily positioned against the casting for installation of the other three screws.

13. Position the gasket on the high pressure pump, making sure all holes match, then

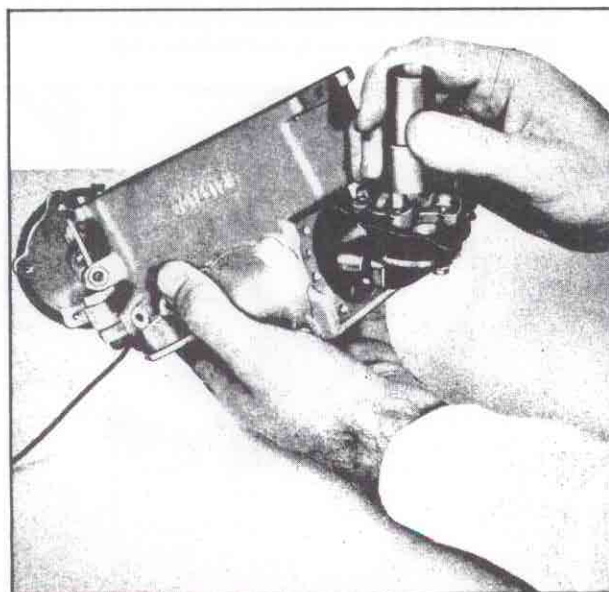


Figure 46

- install the pump in the bowl (fig. 46). Install five attaching screws and tighten securely.
14. Set fuel meter upright on bench. Replace nylon fuel inlet cup if it was removed.
15. Assemble coasting shut-off shaft, sleeve and spring and compress upward into the bowl cover. Place diaphragm and plates over the threaded shaft and screw on the lock nut. Figure 47 illustrates parts sequence.

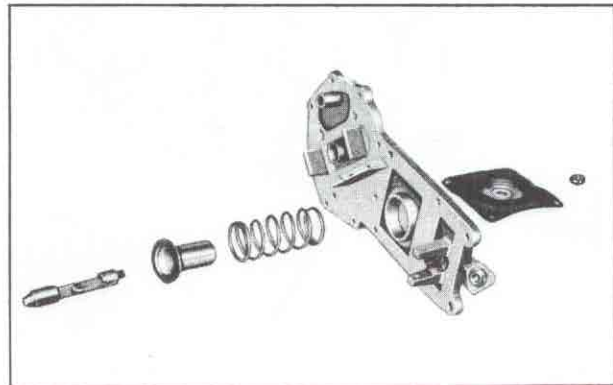


Figure 47

16. Hold the shaft with a screw driver and tighten the lock nut with a $\frac{5}{16}$ " end wrench.
17. Rotate the diaphragm if necessary by turning the large spring until the curved portion of the diaphragm matches the main control diaphragm location and the screw holes are aligned. Seal around the shaft with sealing compound.
18. Install needle seat and screen (fig. 48).
19. Position float and fuel needle, then install hinge pin.

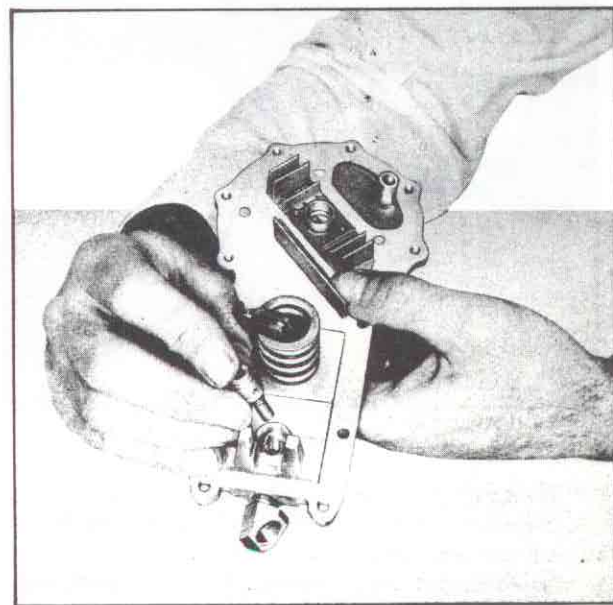


Figure 48

20. With cover inverted, bend the float arm if necessary so that the highest point of the float is $\frac{7}{16}$ " from the surface of the bowl cover (fig. 49). Be sure when the setting is completed that the float arm does not strike the cover and prevent needle valve closure.

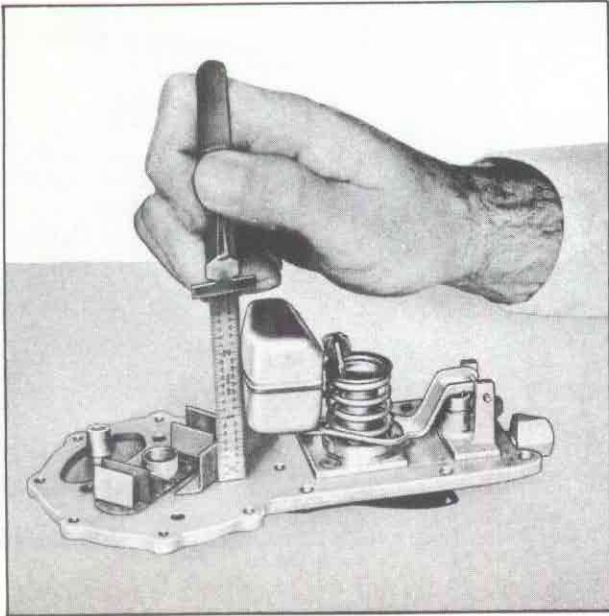


Figure 49

21. With the cover held upright the float should hang downward so that the lowest point of the float is $2\frac{9}{32}$ " below the surface of the bowl cover (fig. 50). Bend the float drop tang to adjust.

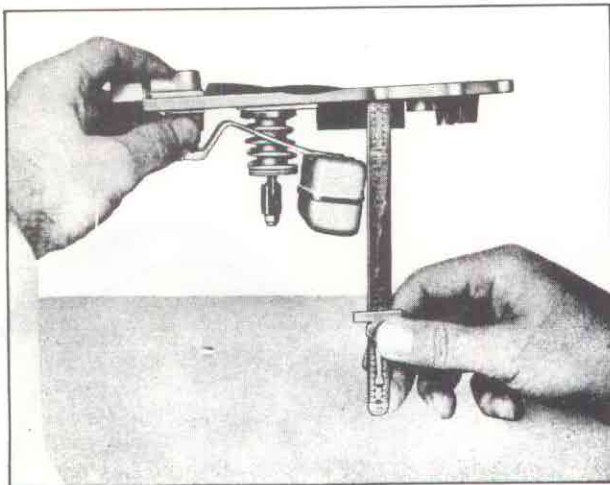


Figure 50

22. Install the gasket on the cover.
 23. Install the bowl cover in the following steps:
 (a) Lower the cover over the bowl so that the float drops into the bowl next to the nylon cup.

- (b) Slide the assembly toward the linkage chamber end and ease the float into the bowl.
 (c) Lower the inlet end of the cover so that the coasting shut-off valve fits in place in the top of the gear pump.
 (d) Align the main control diaphragm link so that it fits through the holes on the housing (fig. 51).

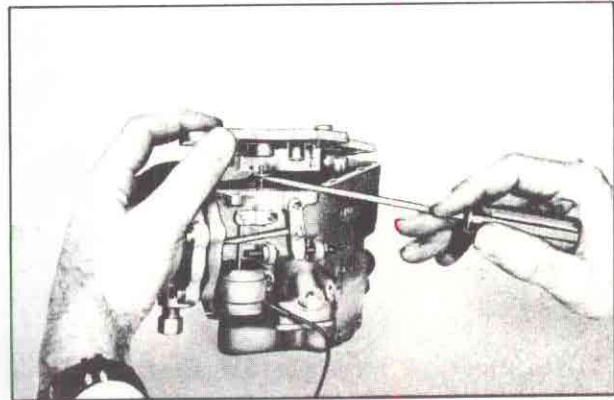


Figure 51

24. Install three cover screws in the control diaphragm housing. Install two cover screws at the inlet end of the cover.
 25. Slip the nylon shield around the diaphragm link and press into place in the housing (fig. 52).

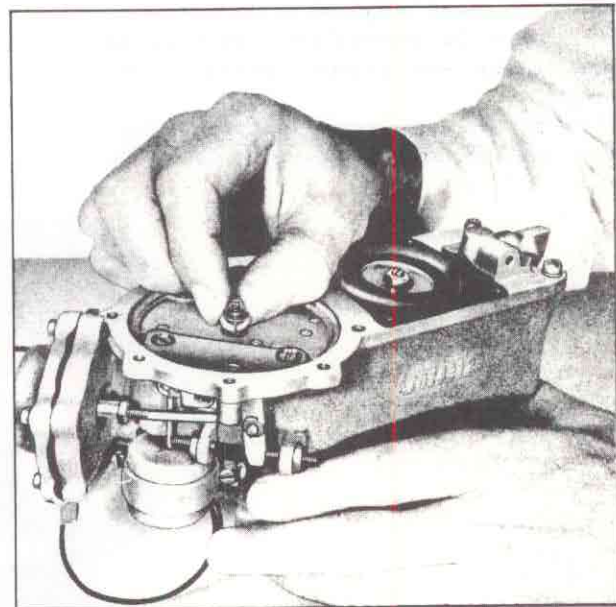


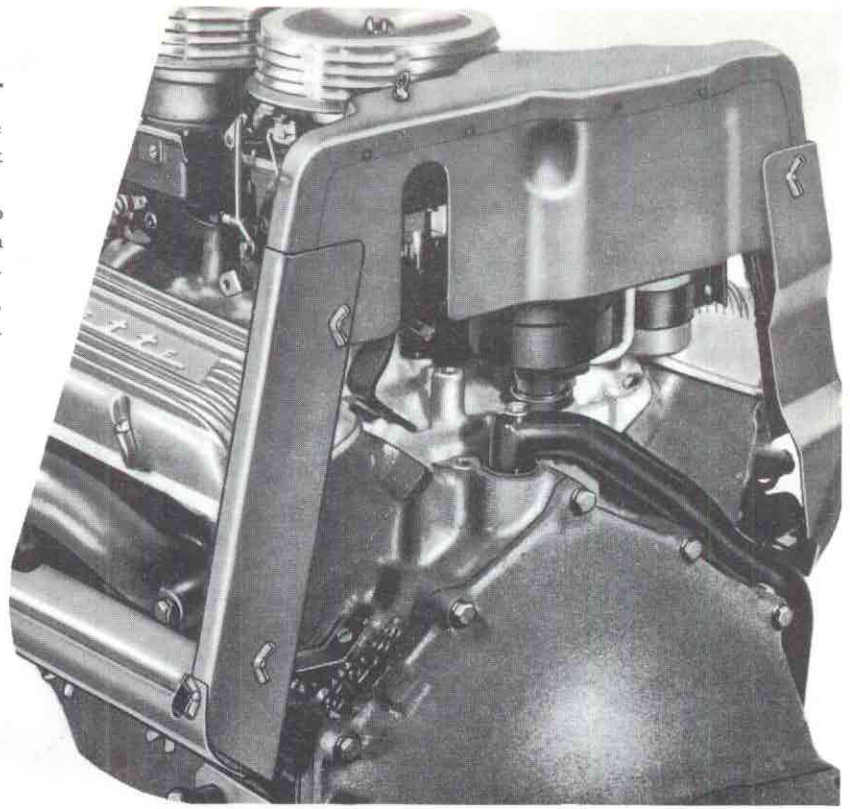
Figure 52

26. Assemble main control diaphragm to the link, rotate to align screw holes. Hold the link with a small screw driver and tighten

IGNITION SHIELDING...

Bright metal electrical shielding encases the distributor, coil, ignition cables and the spark plugs, preventing radio interference.

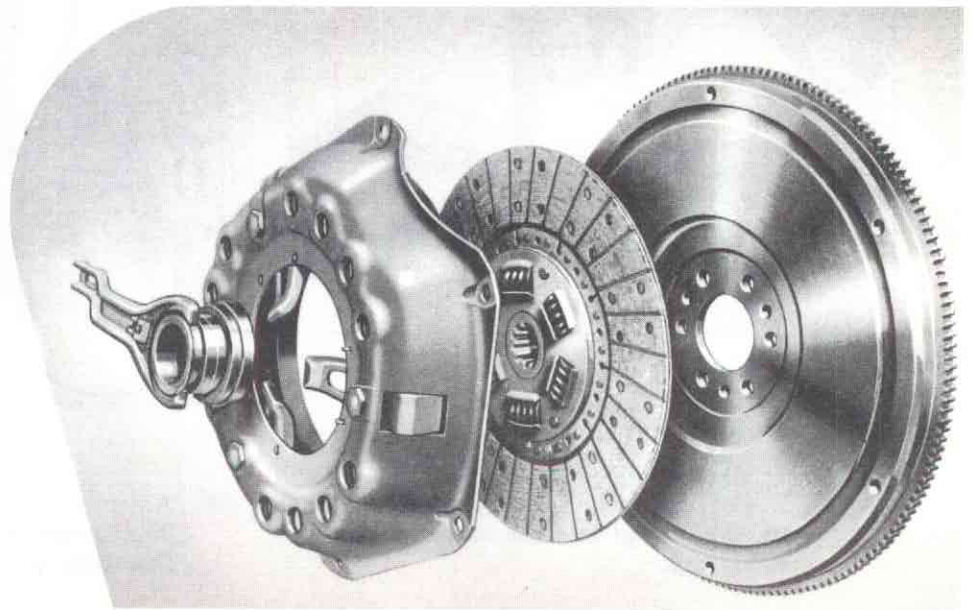
The coil is relocated to a position next to the distributor so that a single transverse pan houses both units. A channel-like section extends downward encasing the ignition cables, and another section passes under either exhaust manifold, housing the spark plugs.

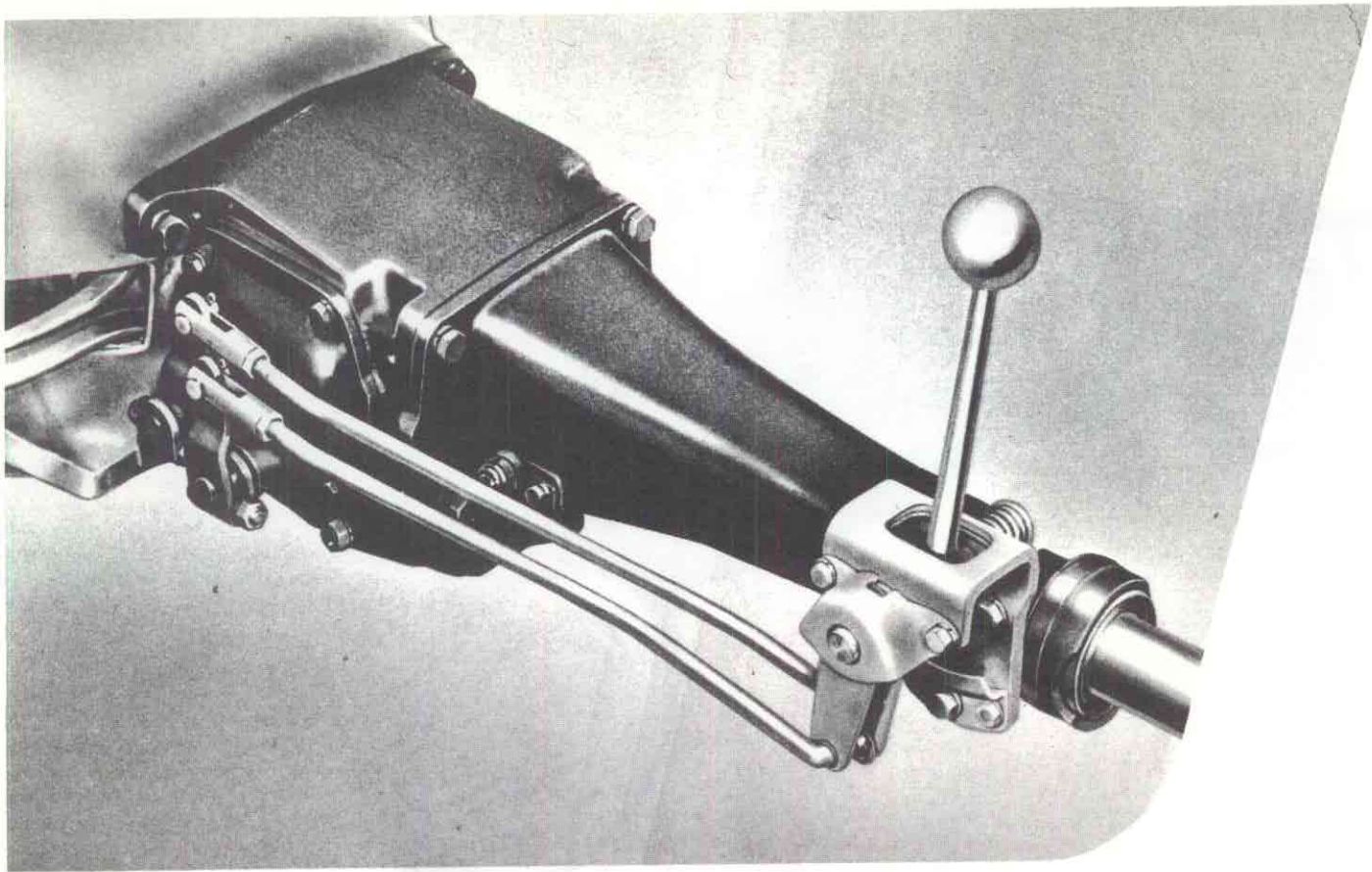


CLUTCH...

A high capacity 10-1/2 inch diameter clutch, of coil spring design, is regular equipment with the Corvette engine and standard three-speed transmission. Twelve heat treated coil springs replace the former diaphragm spring. Because of the greater pressure supplied to the pressure plate, this clutch is particularly well suited to the high torque and engine speeds of the Corvette engine.

Three levers are employed for clutch disengagement, and pressure plate drive is of the lug type.





TRANSMISSIONS

A new three-speed transmission provides numerically low, closely stepped ratios and, when used with the relatively light weight Corvette, permits high performance under ordinary driving conditions as well as in high speed ranges. The Powerglide transmission is available at extra cost.

The performance requirements for operation, desired by many Corvette owners, are quite different from those of ordinary driving. The transmission ratios must be selected to keep the engine operating in its high output range as consistently as possible. First speed gear cannot function as a starting gear only. It must handle the lower range of road speeds as well, while delivering high engine power. Second speed must multiply torque without forcing the engine to exceed its high output speed range. Up-shifting and down-shifting must be accomplished quickly and at high speeds.

With the new transmission, high road speeds can be obtained in both first and second speed due to the low numerical ratios, hence acceleration occurs over a greater vehicle speed range, resulting in high performance. Also, because of the closely matched gear ratios, transmission up-shifting and down-shifting can be quickly accomplished at high speeds.

Basically, the new transmission is the same as that used on the conventional passenger car. Design

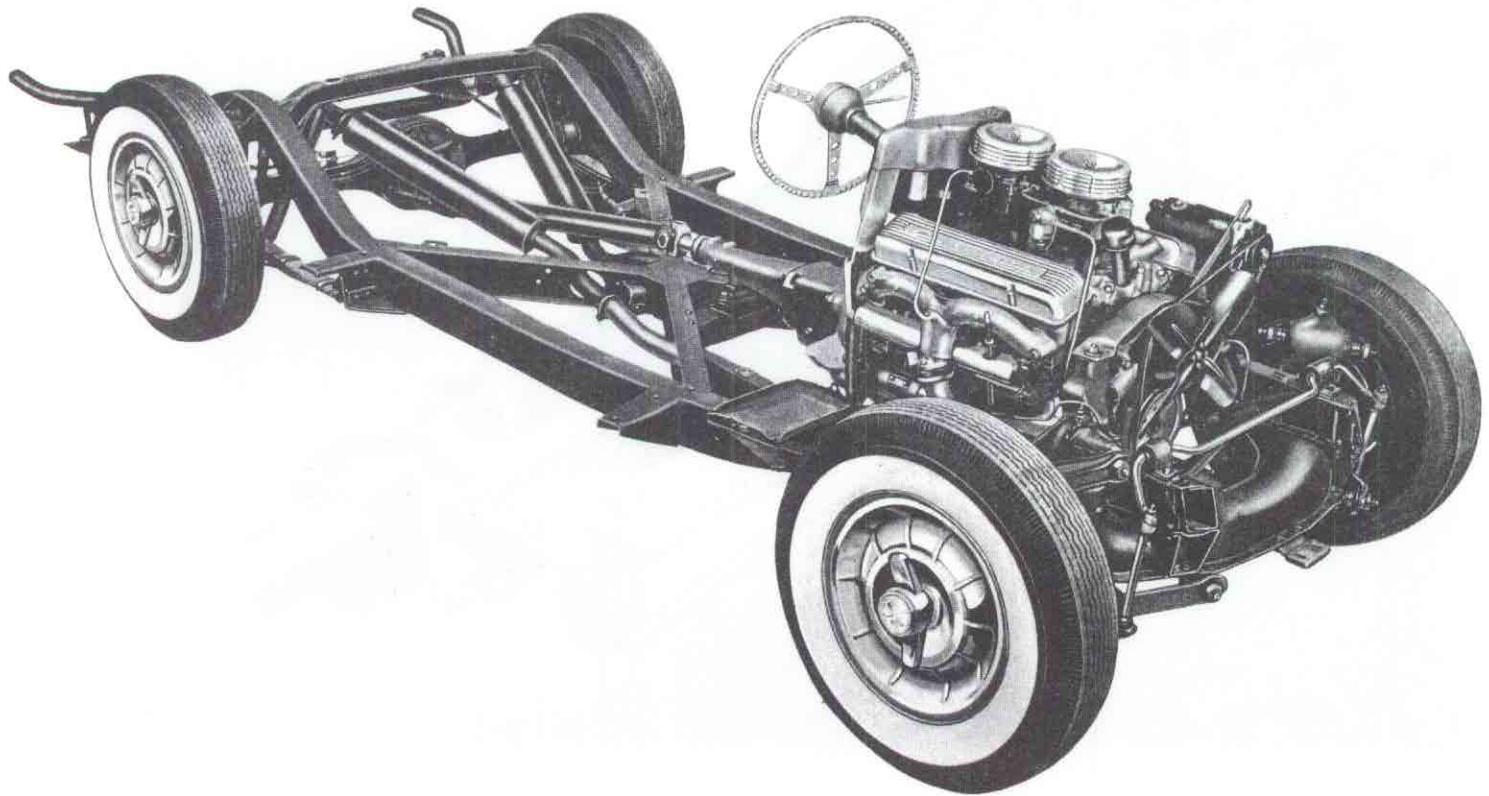
changes in the clutch gear, counter gear and second speed gear account for the numerically lower ratios. Ratios in first and second gear are 2.2-to-1 and 1.31-to-1 respectively. Third speed remains direct and reverse is 2.2-to-1.

A higher capacity clutch gear bearing and main-shaft rear bearing provide greater durability, and a stronger snap ring better retains the synchronizer ring in high speed operation. A neoprene "O" ring replaces the cork seal used on the shifter shaft for lower shifting friction.

A new detent cover of cam and roller design replaces the spring and ball type cover used at the start of 1956 production.

In exterior appearance this transmission differs from the conventional passenger car three-speed transmission only in that three pads for mounting transmission controls are added at the rear of the extension, and a single pad for attachment to the transmission rear support is added at the bottom.

The transmission control lever is relocated to the top of the floor tunnel for both standard three-speed and optional Powerglide transmissions. The control assembly is bolted to the left side of the transmission extension, making possible a compact linkage with reduced deflection. This convenient arrangement allows a more positive shift and adds to driver operating ease.



CHASSIS

With the exception of a new rear axle, improved brakes, and changes which affect front and rear suspension geometry, the Corvette chassis remains basically unchanged.

A new rear axle, similar to that used on the conventional passenger car, is introduced for use with the more powerful V-8 engine. A gear ratio of 3.70-to-1 is utilized with the standard three-speed transmission. An optional 3.27-to-1 ratio is available only for use with the three-speed transmission. The 3.55-to-1 ratio is continued for use with Powerglide.

Rear axle features include tapered roller bearings, widely spaced, providing rigid support for the hypoid pinion shaft. A cast Armasteel differential housing has greater structural strength than the cast malleable iron housing, and increased resistance to scoring. To increase durability and torque capacity, the differential bearings are larger than those used in the 1955 Corvette axle. The access cover is welded to the axle housing to increase rigidity for greater durability. The frame

shock absorber rear crossmember is reshaped at the center to provide adequate clearance for the new rear axle.

A shim is introduced between the front cross-member and frame, increasing the caster angle, and understeer is increased by undershimming the central control arm. These changes, together with a redesigned rear spring hanger, which decreases the shackle angle, provide better vehicle handling.

Service brakes retain the same basic design but incorporate new brake facing material. The new facings provide reduced fade and improved wear characteristics.

A new fuel tank, having a slightly reduced capacity rating, is designed to allow for the reshaped folding top compartment. Longer straps and a new end attachment secure the tank in position.

A more durable battery, the same as used in the 1956 conventional passenger car, is rated at 53 ampere hours compared to the former 50. The battery features microporous rubber separators, a new grid alloy, and baffled plastic vent caps.

ACCESSORIES

Accessories available on the Corvette include seat belts, a heater and defroster and a transistorized radio.

SEAT BELTS are available on the Corvette as a dealer installed accessory. The gray nylon belt, chrome-plated quick release buckle and length adjuster slides are similar to those used in the conventional passenger car. Brackets and fasteners, provided in a separate kit, easily adapt the seat belts for Corvette installation. All Corvettes have a body reinforcement for belt attachment.

A NEW TRANSISTORIZED RADIO RECEIVER, which retains the signal seeking and favorite station features, is available as a factory optional accessory for the 1956 Corvette.

The recently developed transistor is a simple solids device capable of controlling, manipulating and amplifying as does the multi-element vacuum tube. The light weight transistor is minute in size and extremely rugged due to its simple construction. It requires no high-voltage power supply, therefore this current-operated, low-impedance current amplifier is particularly suited to use in automobile electrical systems.

The audio and power unit of the radio is completely redesigned, having a chassis of 1/8 inch aluminum. The aluminum chassis serves to transfer the heat created within the power transistor to the surrounding air. This is necessary because, although heat generated by transistors is much less than that produced by vacuum tubes of equivalent

power, all of the heat generated within the transistor is concentrated within a relatively small area.

The power audio amplifier uses two transistors operating directly from the 12-volt car battery. These two transistors provide more power output and do it more efficiently than do tubes. Because they operate directly from the 12-volt battery, they need not be powered by the high voltage supply.

The high voltage supply needs only to furnish power to the radio frequency unit; hence its output is approximately one third that for the all-tube receiver. Since power supply losses increase with power output, the overall receiver efficiency is increased and current drain lowered.

In place of a vibrator, the receiver uses two additional transistors. The mechanical and electrical hum characteristic of the vibrator supply is therefore eliminated.

The radio frequency unit is essentially unchanged from the all-tube set, however, the first audio amplifier tube has been redesigned to properly match the input impedance of the power transistors.

AN OUTSIDE AIR TYPE HEATER will replace the recirculating type shortly after start of production. Air is supplied to the new heater through a duct located behind the radiator grille.

The new heater has an air valve control which is added to the right of the radio controls, and a heat control added immediately to the right of the two-speed blower-defroster knob.

The outside air type heater improves distribution and reduces the tendency of windows to fog.

STANDARD EQUIPMENT

Engine	- 210 HP V-8 with Single 4-Barrel Carburetor
Top	- Manually Operated Folding
Transmission	- Close Ratio 3-Speed Synchronesh
Rear Axle Ratio	- 3.70-to-1 with 3-Speed
	- 3.55-to-1 with Powerglide

OPTIONAL EQUIPMENT

	Option	Body Color	Cloth Top Color	Interior
	Std.	Black	White or Black	Red
	440-R	Aztec Copper	White or Beige	Beige
	440-S	Cascade Green	White or Beige	Beige
	440-T	Arctic Blue	White or Beige	Beige
101 Outside Air Type Heater	440-V	Venetian Red	White or Beige	Red
102 Transistorized Signal-Seeking Radio	440-W	Polo White	White or Black	Red
107 Parking Brake Signal	440-X	Arctic Blue	White or Beige	Red
108 Courtesy Lights	440-A	Black & Silver	White or Black	Red
109 Windshield Washer	440-B	A. Copper & Beige	White or Beige	Beige
290 6.70 x 15-4 Ply Black and White	440-C	C. Green & Beige	White or Beige	Beige
313 Powerglide Transmission	440-D	A. Blue & Silver	White or Beige	Beige
419 Auxiliary Hardtop Painted Body Color	440-E	V. Red & Beige	White or Beige	Red
426 Electric Window Controls	440-F	P. White & Silver	White or Black	Red
*440 Color and Trim Combinations	440-G	A. Blue & Silver	White or Beige	Red
449 Special High-Lift Camshaft - with 469 Only (Recommended for Racing Purposes Only)				
469 Dual 4-Barrel Carburetor Equipment (225 HP V-8 Engine)				
470 White or Beige Folding Top (In Place of Standard Black)				
471 3.27-to-1 Rear Axle Ratio				
473 Hydraulic Folding Top Mechanism				

EXTERIOR - INTERIOR COLOR COMBINATIONS

BODY COLOR	DOOR & FRONT FENDER DEPRESSION*	CONVERTIBLE TOP	WHEELS	INTERIOR TRIM	UPPER INSTRUMENT PANEL	LOWER INSTRUMENT PANEL, STEERING COLUMN, DIRECTION SIGNAL HOUSING, STEERING WHEEL HUB AND PLASTIC SIDEWALL PANEL	STEERING WHEEL
Onyx Black	Silver	Black or White	Black	Red	Black	Red	Red
Aztec Copper	Beige	Beige or White	Copper	Beige	Copper	Beige	Beige
Cascade Green	Beige	Beige or White	Green	Beige	Green	Beige	Beige
Artic Blue	Silver	Beige or White	Blue	Red	Blue	Beige	Red
				Beige	Blue	Beige	Beige
Venetian Red	Beige	Beige or White	Red	Red	Red	Beige	Red
Polo White	Silver	Black or White	Red	Red	Red	White	Red

- Front fender depression is also available painted body color.

INTERIOR COLORS AND FABRICS

AREA		MATERIAL	TRIM COMBINATION	
			RED	BEIGE
Seats	Cushion	Waffle Pattern Vinyl	Red	Beige
	Backrest			
	Cushion Bolster	Leather Grain Vinyl		
	Backrest Bolster			
Sidewalls	Top Roll	Waffle Pattern Vinyl	Bright	
	Upper Panel			
	Decorative Molding	Metal	Red	Beige
	Lower Panel & Arm Rest	Leather Grain Vinyl		
	Scuff Pad	Textured Metal	Bright	
Cowl Side Kick Panels	Waffle Pattern Vinyl	Red	Beige	
Windlace	Leather Grain Vinyl			
Floor Covering	Carpet	Red	Copper	
Top Storage Well	Paint	Red	Beige	
Rear	Mat	Rubber	Red	Black
Compartment	Trim Board	Composition Board	Red	Beige

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MAKE OF CAR CHEVROLET MODEL YEAR 1955

MODEL CORVETTE Six Cylinder Eight Cylinder

ELECTRICAL—STARTING SYSTEM (cont.)

Engagement type	Positive Shift Solenoid
Pinion meshes (front, rear)	Front
Number of teeth	9
Flywheel	1.39
Flywheel tooth face width	1.68
	1.85

ELECTRICAL—IGNITION SYSTEM

Make	Delco-Remy
Model	1115394
Engines stopped	5.4
Engines idling	3.0
Amps	1.75
Make	Delco-Remy
Model	1112314
	1110855

Spark advance data (at distributor)	300
Centr. advance start (rpm)	13° @ 1750
Centr. advance max. deg. @ rpm	16° @ 1800
Vacuum advance start (in. Hg.)	5.0
Vac. adv. (max. deg. @ in. Hg.)	6.0

Breaker gap (in.)	13-3/4" @ 15 In. Hg.
Cam angle (deg.)	.013-.018
Breaker arm tension (oz.)	26-33
C/S deg. @ rpm	19-23

Mark location	T.C. @ Idle
Cylinder numbering system (see page 2)	Flywheel
Firing order (see page 2)	Damper
Make and model	Left Bank 1-3-5-7 Right Bank 2-4-6-8 1-8-4-3-6-5-7-2

Thread (mm)	AC 43-5
Tightening torque (lb. ft.)	11MM
Gap	20-25

Conductor type	Linen Core Impregnated with an Electrical Conducting Matl
Insulation type	Rubber with Neoprene Jacket
Spark plug protector	Neoprene Jacket

ELECTRICAL—SUPPRESSION

Description	Non Metallic High Tension Cables
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MAKE OF CAR CHEVROLET MODEL YEAR 1955

MODEL CORVETTE Six Cylinder Eight Cylinder

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speedometer	Make	AC See Note (a)
Charge indicator—type	Trip odometer (yes, no)	No
Temperature indicator—type	Ammeter	
Oil pressure indicator—type	Bourdon Tube	
Fuel indicator—type	Bourdon Tube	
	Electric	

Ignition switch	Identify positions in order and circuits controlled	Vertical Counter Clockwise 1st Position Clockwise from Vert. 2nd Position Clockwise from Vert. (Key Removable in all Positions) Return to 1st Position
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Provision for illumination	Yes, Bulb at Switch
Location	On Instrument Panel - Right of Steering Column
Theft protection type	None

Main lighting switch	Identify positions and lights controlled	Depressed - Off 1st. Notch - Instrument Panel Lights, Parking Lights 2nd. Notch - Instrument Panel Lights, Driving Lights Rotate - Clockwise to Dim and Turn off Instrument Panel Lights
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Other light switches	Locations and lamps controlled	Counter Clockwise to Turn on and brighten Panel Lights Left Hand Toe Board - High and Low Beam Driving Lights Parking Brake Handle On - Light On, Released Light Out ing Brake Alarm Light Switch on Parking Brake Lever Housing at Rear of Instrument Panel Front Compartment Courtesy Lamp Switch in Door Hinge Pillars Door Open - Light On, Door Closed - Light Out Directional Signal Switch in Hub of Steering Mast Jacket
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Other switches	Locations and devices controlled	---
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Windshield wiper	Make	Trico
	Type	Vacuum
	Vacuum booster provision	Standard
	Washer provision	Dealer Installed Accessory
	Type	Vibrator

Horn	Number used	2
	Amp draw (each)	High 17-19-Low 19-21

(a) AC Tachometer with Totalizer High 9, Low 10

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MAKE OF CAR CHEVROLET MODEL YEAR 1955

MODEL CORVETTE Six Cylinder ELECTRICAL—LAMP BULBS Eight Cylinder

Use quantity used and bulb number, e.g. Headlamp 3-2000. Indicate accessories which are not standard equipment by an asterisk following the number.

Headlamp	2-2100CC	2-11100
Headlamp beam indicator	1-91	1-53
Parking light	3GP Filament of 115L Bulb	1GP Filament of 103L Bulb
Tail light	3GP Filament of 115L Bulb	1GP Filament of 103L Bulb
Stop light	21GP Filament of 115L Bulb	32GP Filament of 103L Bulb
Direction indicator	Front	21GP Filament of Parking Lamp
	Rear	32GP Filament of Tail Lamp
Tail-Tail	2-51	2-53
	2-63	2-67
License plate light	1-55	1-57
Instrument light	1-51	1-53
Ignition lock light	N.A.	N.A.
Map light	N.A.	N.A.
Dome light	1-55	1-57
Clock light	1-14	1-57
Radio dial light	N.A.	N.A.
Glove compartment light	2-82 *	2-89 *
Courtesy light	N.A.	N.A.
Trunk compartment light	1-51	1-53
Cigarette lighter	1-82 *	1-90 *
Parking Brake Alarm	1-55	1-57
Tachometer		

ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

Use middle number of fuse, e.g. 30, 15, 10. Indicate circuit breaker by arrow, e.g. 30 C & 15. When fuse or circuit breaker protects multiple circuits, indicate first fuse by a letter and repeat the same letter for all units protected by the same fuse or circuit breaker, e.g. Parking light: SPE 10 (a). Direction indicator: same as (b).

Headlamp	30CR (a)	13CR (a)
Headlamp beam indicator	Same as (a)	Same as (a)
Parking light	Same as (a)	Same as (a)
Tail light	Same as (a)	Same as (a)
Stop light	Same as (a)	Same as (a)
Direction indicator	Same as (a)	Same as (a)
License plate light	SPE 11	SPE 9
Instrument light	Same as (a)	Same as (a)
Ignition light	Same as (a)	Same as (a)
Map light	None	None
Dome light	None	None
Clock	Same as (a)	Same as (a)
Clock light	Same as (a)	Same as (a)
Radio	SPE 11	SPE 9
Glove compartment light	None	None
Courtesy light	Same as (a) *	Same as (a) *
Trunk compartment light	None	None
Other		
Parking Brake Alarm	SPE 11 *	SPE 9 *
Heater (Recirculating)	SPE 11	SPE 9

* Accessory Only

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MAKE OF CAR CHEVROLET MODEL YEAR 1955

MODEL CORVETTE DRIVE UNITS—CLUTCH (PEDAL OPERATED)

Use quantity used and part number, e.g. Clutch 3-2000. Indicate accessories which are not standard equipment by an asterisk following the number.

Make	
Type (dry or wet plate)	
In combination with fluid coupling (yes, no)	
Semi-centrifugal (yes, no)	
Type pressure plate springs	
Total plate pressure (lb.)	
No. of clutch driven discs	
Material	
Inside diameter	
Outside diameter	
Total eff. area (sq. in.)	
Thickness	
Number required	
Engagement cushioning method	
Clutch feeding	
Type	
Release bearing	
Method of lubrication	
Method (springs, other)	
Torsional damping	
Frict. mm.	

DRIVE UNITS—TRANSMISSIONS

Conventional (std. or opt.) N.A.
 Conventional with overdrive (std. or opt.) N.A.
 Automatic (std. or opt.) Standard

DRIVE UNITS—CONVENTIONAL TRANSMISSION

Number of forward speeds	
In first	
In second	
In third	
In fourth	
In reverse	
Constant mesh gears in 2nd (yes, no)	
Spur gear used in (indicate speed)	
Helical gears used in (indicate speeds)	
Synchronous meshing in 2nd and 3rd gears (yes, no)	

