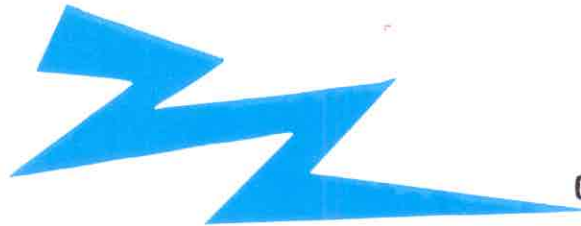


# BLUE FLAME SPECIAL



VOLUME 7, NUMBER 4  
OCTOBER - NOVEMBER - DECEMBER 1975



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) 266-2153

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) and As-**

**sociate membership (ownership of a 1956 through present Corvette or anyone interested in Vintage Corvettes). Membership fees:**  
First Class, \$25.00      Air Mail, \$30.00

**EDITORS:** Ed and Jean Thiebaud  
**PHOTOGRAPHY:** Ed Thiebaud & members  
**ARTICLES:** Ed and Jean Thiebaud & members

**Our newsletter name was written in white letters on the blue-green six-cylinder engine valve cover on the early Corvette models.**

— Ed Thiebaud

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

## COVER CAR

This issue's cover car is a 1959 Corvette owned by Nicholas A. Coppola. This Vette has been restored to show quality — as it has received many first place awards.

### 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.

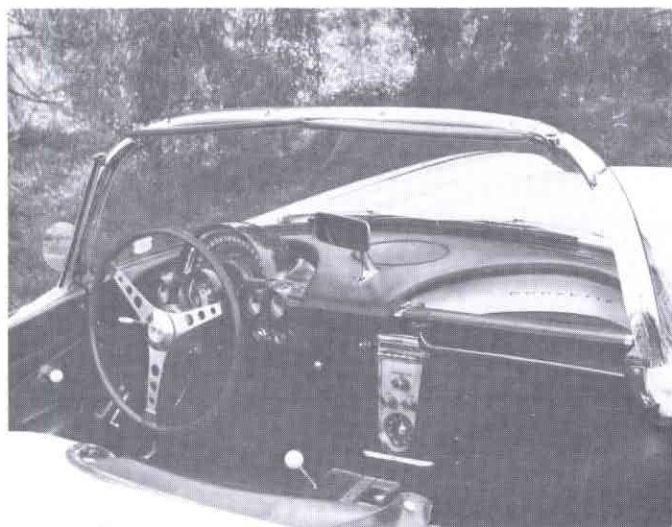
# COVER STORY

Dear Mr. Thiebaud:

Enclosed please find the color pictures of my 1959 Corvette that you requested. These pictures may be kept for your files and need not be returned. In addition, I would like to give a brief history of the car and its present condition.

This 1959 Corvette, (serial no. J59S104771), was purchased a little over a year ago from an individual who completed most of the restoration. Fortunately I was able to trace the whole history of the car and I'm quite happy to say that I'm the third owner.

The car is driven daily during the summer months and is used quite sparingly during the winter months. The car is completely stock throughout, and most all the parts are completely original. The engine is the



original 283 cubic inch V8, and the transmission is the original powerglide. The engine was rebuilt and painted with the original Chevrolet engine enamel (no. 11-2 Chev. Orange). The engine is of show quality now, but is presently being detailed strictly concours. The undercarriage and frame have been undercoated and is lacking nothing for originality. With only 57,000 original miles, I'm pleased to say that I just replaced the original brake shoes.

The interior is completely stock and original except for the new stock seats and carpeting. The dashboard and side panels are completely original and are of show quality. Nothing has been done to restore the dash or side panels which I feel make this car very unique. I have saved the original seats and although they are not of show quality, they are very nice indeed.

The exterior has been painted with ten coats of the original Dupont Laquer "Snowcrest White, no. 2697L." The chrome has all been re-done to show perfection. The hardtop is excellent and original, but the uniqueness and the appeal of the car lies with custom

red convertible top. Searching for months to replace the original white soft top, I came across the red top which was made to fit by patterns. Needless to say I was quite thrilled. This is the only unstock feature of this car, but the beauty it adds and the compliments it receives make it worthwhile.

Since the reconditioning of this classic, I've entered in many shows receiving **firsts** and no less than second places. As I mentioned before, the car is presently having the engine detailed strictly concours with hopes of many **first place finishes** to come.

If there is any **other information** that you may wish to know, please **feel free** to contact me. I'm quite excited to be a **member of the club** and I hope to be featured in one of your upcoming issues.

Thank you,  
 Nicholas A. Coppola  
 11 Cambridge Street  
 Revere, Mass. 02151  
 J59S104771-1085-A

\* \* \*

PS.

I've enclosed a copy of a Corvette screen on symbol which can be ironed on to a shirt or what ever. I have about 90 of these and would like to sell them for about 75c apiece. These are a good buy considering they sell in stores, if available, for \$1.50 to \$2.00. If you put an add in your magazine for them I would appreciate it.

Forward all inquiries to: Nicholas A. Coppola, 11 Cambridge Street, Revere, Mass. 02151, Telephone (617) 289-2597.

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## CLUB ITEMS FOR SALE

### 1953-55 CLUB ITEMS OFFERED FOR SALE

1. Carburetor kits — \$10 each p/p
2. Back issues of magazines: all volumes.  
(See page for price.)
3. New original windshields — \$150 plus postage and insurance.
4. New windshield rubber gasket — \$14.00 each p/p
5. One quart of Chevrolet red upholstery paint for entire upholstery, including carpets, seats, door panels, etc. \$12.00 each p/p
6. One quart of Chevrolet engine blue heat resistant paint \$10 each p/p
7. Weather stripping for trunk, under top deck, doors, and hood 162" long \$14.00 each p/p
8. Chrome ash tray with flip lid, fits into arm rest 1953-55; also fits into tunnel for 1956-62 \$8.50 each p/p.
9. Chrome ash tray ring, square pattern fits into arm rest \$4 each p/p
10. 1953-54 6 cylinder dist. side tach. drive \$135.00

### 1958-62 CLUB ITEMS FOR SALE

1. Gear shift rubber boot. \$5 each p/p

### 1953-55 REPRODUCTIONS FOR SALE

1. Owner's Manuals 1953-55. \$7.50 each p/p
2. 1953-55 Corvette rocker arm cover decals, exact reproduction. 1953 - \$8.00 each 1954 - \$7 each p/p

### 1956-57 CLUB ITEMS FOR SALE

1. Chrome ignition shielding butterfly screws. \$.75 ea.
2. New weatherstripping for trunk, under top deck, doors, and hood. \$14.00 each
3. Chrome ash tray. \$8.50 each p/p
4. Rubber transmission gear shift boot. \$5 each p/p
5. Rear window and hard top base rubber. \$25.00 each p/p
6. Windshield gaskets. \$13 each p/p

## CLASSIFIED ADS

**CARS WANTED:** Early model Corvette wanted. Prefer 1955 V-8 but will consider any of the early year model Corvettes. Andrew Shaw, P. O. Box 7, Thorofare, New Jersey 08086.

**CORVETTE WANTED:** 69-73 sport coupe or convertible, or 61-62, or 1957. Can pay cash. Send snapshots, description and price. Wally Wyss, P. O. Box 428, Verdugo City, Calif. 91046.

VCCA WILL PRINT PICTURES  
OF YOUR RESTORED CORVETTE  
OR PICTURES OF UNUSUAL INTEREST

## JACKET PATCH

The jacket patch is a 9½" 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.



## 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 \$15.00 each. The sizes are as follows:

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

**ADDRESS CHANGE — PLEASE — THANKS** Please keep V.C.C.A. posted of your address changes. So many complaints come in that someone did not get their B.F.S., etc. and after lengthy correspondence, wasted time and motion we find out they moved and forgot to let us know at V.C.C.A. So their B.F.S. goes back and fourth two or three times looking for the new address.

## ADVERTISING

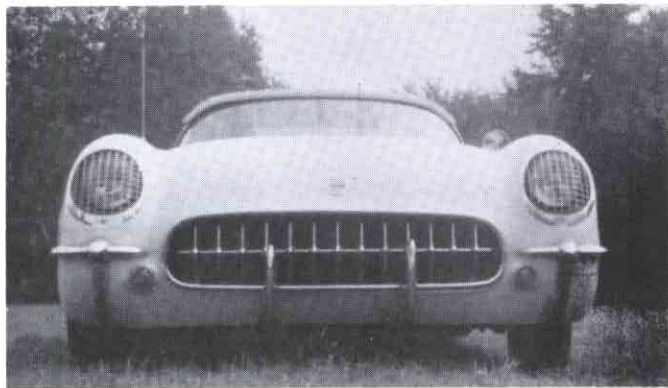
Name, address and phone number will be counted as part of your ad. A \$5.00 fee will be charged for each photograph. Also all ads must be received by the 15 of the month prior to publication, i.e., March 15, 1974, June 15, 1974, September 15, 1974, December 15, 1974. Members may advertise their vintage Corvettes or parts at the following rates:

1— 25 words	free
26— 50 words	\$2.00
51— 75 words	\$5.00
75—100 words	\$8.00

# OWNER'S PRIDE



1965 Blue Sport Coupe number 194375S108302-1133-A belongs to J. R. Gessner of Laguna Beach, Calif. Mr. Gessner writes he is owner of Laguna Hills Shell, 23971 El Toro Road, De Carlotta. This is one half way between Los Angeles and San Diego on the San Diego Freeway. If any of you Vette owners ever need help when in that area, this would be a good place to stop. He has spent many hours and dollars restoring this fine '65 to mint condition, not only to paint and body, but also upholstery and drive train — 95% restored. His Corvette has a 4:11 rear end so I'm sure he does not have to heed the road sign in the background.

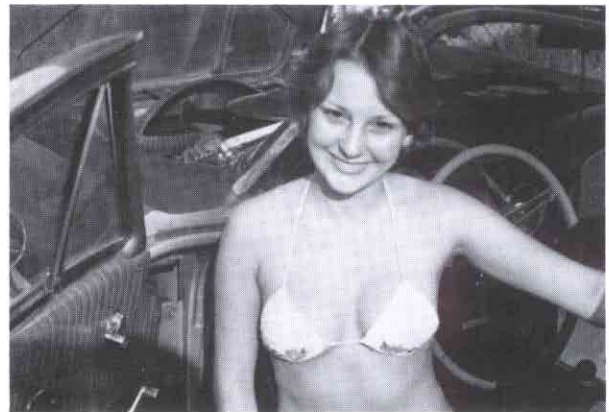


David B. Board one of VCCA's most recent members sends the following two photos of his vintage pride and joy, E54S004479-937. David resides in Claymont, Del. and writes his '54 has been kept original since new — that's a rare find today.



Silver Lights Northern Corvette or Northern Lights, light silver Corvette? Maybe both? This beautiful 1963 Sebring Silver sport coupe finds its home in Spenard, Alaska. Owner Richard O. Isgrigg, 30837S107058-1151-A writes, please enroll me in VCCA. I own a '63 split window, a fine car, and I love it. (How's that for saying it *all* in a few lines — "welcome aboard", Ed).

## *"Vette Pette"*



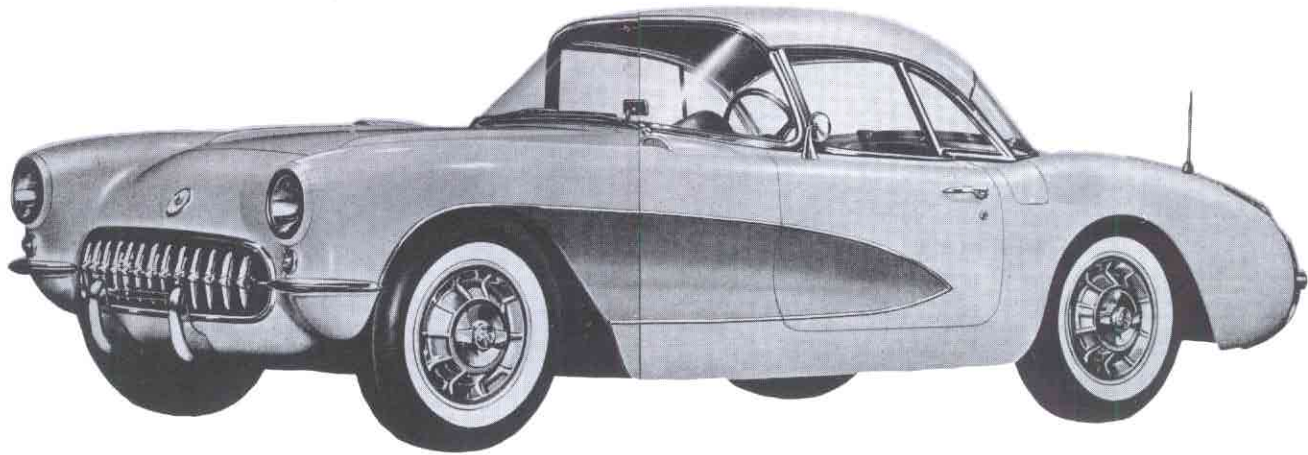
Denise Perry has been selected as VCCA's Vol. 7, No. 4 "VETTE PETTE". Denise is an avid Corvette enthusiast and is shown inspecting the engine compartment of "The all time favorite" 1963 Corvette Stingray Sport Coupe.

Denise's measurements 35-24-35 fit well in her white Bikini swim suit which she says gets a lot of use at the local beaches and swim clubs, because her favorite sport is swimming. She also spends a great deal of her spare time playing tennis and claims this as number two on her sports list.

Denise was born in Niagara Falls N.Y. in 1957 and attended grade school and high school there. Denise does not own her own Corvette yet, but plans to purchase one in the future. One of her ambitions in life at this time is to travel the U.S.A. and she says "she knows of no car she would rather do this in than a Corvette."

VCCA wishes to thank Denise for her "VETTE PETTE" photo and also wishes Denise the "best of luck" in her ambition to travel the U.S.A. in a Chevrolet (Corvette)!

— TURN TO PAGE TWELVE —



## Pictorial Restoration

### 1956 Corvette

#### Specifications

##### ENGINE

"Turbo-Fire Special V8". Valve-in-head design, 265-cubic-inch displacement, 3.75" bore x 3.0" stroke, 9.25:1 compression ratio. 225 horsepower at 5,200 rpm. Torque 270 foot-pounds at 3,600 rpm. Special high-lift camshaft, high-speed valve mechanism. Polished aluminum rocker covers. Dual four-barrel carburetion, buff aluminum racing-type air cleaners, special intake manifold. Full pressure lubrication system with full-flow oil filter.\* High-power exhaust headers and full dual exhaust system. Shielded ignition, 12-volt electrical system. Engine precision balanced after assembly.

##### TRANSMISSION

Choice of special high-performance 3-speed close-ratio Synchro-Mesh (2.2:1 low and reverse, 1.31:1 second, 1.1 high) with high-capacity 10-inch coil-spring clutch, or optional Powerglide special automatic transmission.\* Floor mounted gear or range selector.

##### REAR AXLE

High torque capacity axle; 3.55:1 ratio standard, 3.27:1 ratio optional with either Synchro-Mesh or Powerglide.

##### CHASSIS

Extra-rigid X-member-braced box girder frame. Independent coil front suspension with ride stabilizer. Self-lubricating four-leaf rear springs, out-rigger mounted. Direct double-acting shock absorbers. Full anti-friction 16:1 ratio steering gear, balanced linkage. Competition-type steering wheel with three shock absorbing spring-steel spokes. Hydraulic 11-inch self-energizing brakes with new bonded linings, pull-handle parking brake. Suspended brake pedal. Choice of black or white sidewall\* standard 6.70-15-4 ply tubeless tires or optional 6.70-15-4 ply high-speed nylon racing type.\* Decorative wheel covers with simulated knock-off knobs. 17-gallon fuel tank with concealed side filler.

##### BODY FEATURES

Glass-fiber-reinforced plastic with sculptured side panels; light, strong, durable, quiet, rustproof, easy to repair. Distinctive embossed hood, front hinged, with automatic support, inside release. Simulated twin fender air scoops. Two-passenger compartment, large luggage locker with spare-wheel well under floor, concealed top well behind seats. Unique Corvette crossed-flag emblems on hood and trunk lid. Twin exhaust ports integral with rear bumpers. Chrome-bound, one-piece, curved safety plate glass windshield. Power-operated fabric top with wide plastic rear window. Richly trimmed quick-change hardtop\* with rear-quarter windows and full-vision rear window.

##### INTERIOR FEATURES

Form fitting vinyl-covered seats, individually adjustable, with safety belt.\* Wide doors with built-in arm rest, push-button door handle, key lock, inside door release, swing-out door hinges. Choice of crank-operated or power\* window lifts. Ash tray and glove compartment between seats; padded roll on instrument panel and doors, rubber-backed carpeting, metal door kick panels, sills, and step plates. Signal-seeking radio,\* heater,\* directional signals, electric clock, cigarette lighter, tachometer, outside and inside rear-view mirror, windshield washer.\*

##### COLORS

Onyx Black with Red interior and Black or White top, Venetian Red with Red interior and Beige or White top, Cascade Green with Beige interior and Beige or White top, Aztec copper with Beige interior and Beige or White top, Arctic Blue with Beige or Red interior and Beige or White top, Polo White with Red interior and White or Black top.

##### DIMENSIONS

Wheelbase is 102". Length is 168.01". Overall heights top down, 49.20"; Convertible top, 51.09"; handtop, 50.98". Height at door 32.55". Road clearance 6". Width, 70.46". Tread, 57" front, rear is 59 inches.

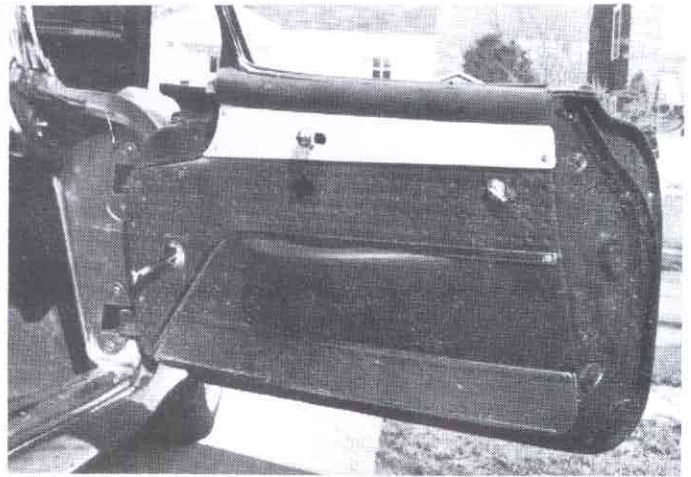
\*Optional at extra cost.

(continued on page six)

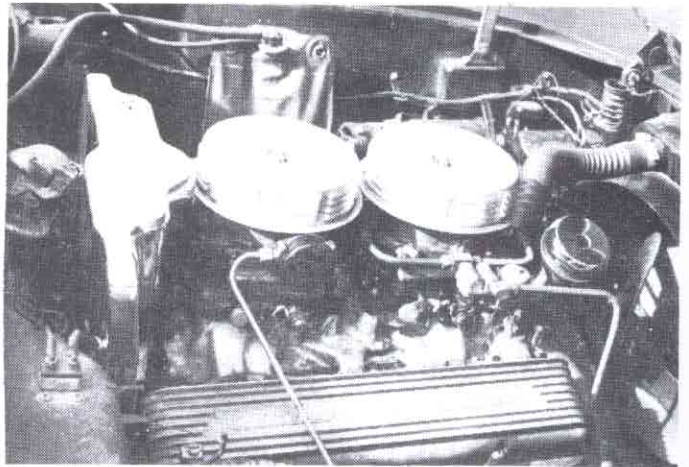
### PICTORIAL RESTORATION 1956 CORVETTE

My personal opinion is, "the 1956 Corvette was the first REAL Corvette". This I say in contrast to the 1953-54-55 models. The 1956 Corvette was greater than the originals in both looks and performance. The 1956 model had new features like, roll-up windows, door locks, both tops (with optional power soft top), optional transmission, 3 speed or powerglide, new waffle style interior, new style hub caps, new larger front hood and rear deck Corvette emblem, external radio antenna, outside door handles, inside chrome door locks, optional power windows, new small storage compartment between seats (instead of in the doors as in 1953-54-55), new type 3 spoke racing style steering wheel, adjustable height inside rear view mirror with a thumb screw on backside for raise and lowering adjustment, (in 1957 the entire mirror screwed either up or down but did not have the adjusting thumb screw), and a single ash tray was installed in center tunnel by shifter lever instead of in each door as in previous models. The dash features were basically the same as previous models with the exception of a updating to the wonder bar radio appearance, same 140 mph speedometer and 6000 rpm tachometer.

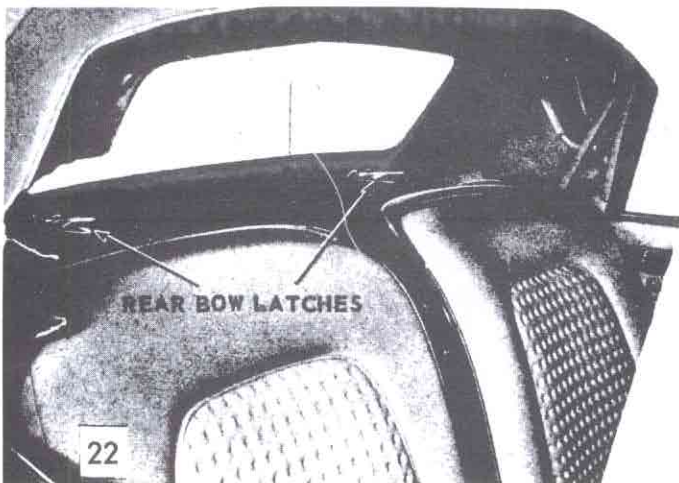
For those of you VCCA members who were active in 1971 we reproduced a 24 page booklet "The 1956 Corvette Engineering Achievements" as part of Vol. 3, No. 2 and Vol. 3, No. 3.



Passenger door with new vinyl waffle door panels, door pull, window crank, inside door lock, bottom door kick panel (checkered metal).



Engine compartment, 2-4 Carter carburetor set-up with dual aluminum air cleaners, window washer bag attached to inner fender panel, chrome ignition shielding and new aluminum valve covers, with 9 fins per cover for the 265 C.I. engine. Chrome covers were used in 1955, and 7 fin aluminum valve covers in 1957. 1956 was the only year for 9 fin valve covers.



New waffle interior trim on seats.



New steering wheel, same basic dash.

## EDITOR'S NOTES

### B.F.S. NEW SECTION

VCCA is going to attempt to start a new section called "ALL CORVETTE" Star Spangled Red, White and Blue Book Section of Values — Asking Prices and Selling Prices.

I have had this idea for years but was not sure how to approach it — really not sure yet but will give it a try — one reason for an attempt today vs. five years ago is Corvettes seem to be stabilizing in prices more nationally or even internationally now compared to five years ago, when a '63 sold in California for \$1,000 - \$2,000, in mid-west and on to New York for \$3,000. Today you may expect to pay almost the same price throughout the U.S.A. As most of you know *quality* is the main ingredient involved — a high quality original Corvette of a given year model will sell for many

(continued to page seven)

## EDITOR'S NOTES

(continued from page six)

more dollars than a low quality Corvette of the same year or model.

I am asking all VCCA members to help with this new section, send newspaper ads from your area, post cards or whatever — I will attempt to use some from each area of the U.S.A. and Canada or elsewhere. You Regional Representatives can be of great help in reporting the asking prices in your area, and also selling prices. Example: A '64 Vette is offered for \$5,000, sells for \$4,000, let us know this.

VCCA is *not* attempting to establish or help set Corvette values, asking prices or selling prices by no means. We only feel it would be of interest to Corvette enthusiasts everywhere to have some idea as to the trends of values for different year model Corvettes. Send in those cards and letters and we will see what happens.

\* \* \*

### NEW FUEL PARTS OFFERED

R & D Fuel Injections, Inc., P. O. Box 275, Niwot, Colorado 80544 are specializing in Rochester Fuel Injection Service and Parts.

### CORVETTE NEWS FOR SALE

Eric N. Best, 111 N. Salisbary, W. Lafayette, Indiana 47906 is offering C.N. for sale from 1959 to present day.

### FUEL INJECTION TIP

James L. Brown, Box 154, R.F.D. No. 1, Matawan, N. J. 07747 (VCCA No. 20867S109558-1155-A-62 F.I. original 38,000 miles) writes: "Ed, as you know N. J. has nasty emission regulations and I couldn't get my '62 F.I. to pass! My solution was to buy a new set of meters and adjust the F.I. To my surprise, I discovered the F.I. unit has been set to 1958 spec. at the factory and had been running for 13 years (38,000 miles) out of adjustment. After adjusting to '62 specs. I found an additional 75 h.p. (at least) smoother idle and instant start, hot or cold. After new adjustment my '62 went right thru inspection and emissions! I have come to the conclusion that much of the F.I. problems I have seen and also heard about are due to out of adjustment problems. Rather than normal characteristics of the F.I. I can truly say the difference in my car performance is truly fantastic.

### E57S100001 (F.I.) FOR SALE

Jim Downs, 6124 Cypress, Portage, Michigan 49081, phone (616) 327-1495 writes he is helping the owner sell the first '57 off the assembly line. He states if he cannot locate a collector who will pay \$14,000, he will then advertise it nationally. Engine and transmission are not original and car needs complete restoration.

\* \* \*

Classic Auto, Inc. the largest restorer of antique cars in the mid-west has opened its new museum sales showroom at 25025 Grand River Avenue, Detroit, Michigan 48240.

\* \* \*

## 1954 SERIAL NUMBER DISCOVERY

VCCA member E54S001148-916, Captain Douglas H. MacArthur of 3923 10th Street, Panama City, Florida 32401 appears in this issue. For you curious members who recall the name in history, General Douglas H. MacArthur *is* included in his family tree. The Captain was modest and did not volunteer this information by the way — curious Ed had to ask.

\* \* \*

VCCA needs HELP! We are offering \$25.00 reward or 1 years dues paid in exchange for photos for future pictorial restoration sections. We have covered 1953-54-55-56 and will be moving on to 57 thru 1976 in time. You can use past issues for a format of types and angles of shots we need. If you have an original Corvette and would like to see it featured in BFS Pictorial Restoration Section please buy some film and have at it. Black and white photos should be sent for best for repro's here. Also, send a good 8x10 in color for possible selection as a cover car story. I cannot offer any guarantees on your efforts because we will have to select the best photo's from the most original cars in VCCA or restored to original cars — meaning mainly engine equipment upholstery seat covers, hub caps, etc. Another possibility is VCCA may be able to use more than one car for this example: Three members send three sets of '58 Corvette photos, we may choose photos from all three cars for one pictorial section and give credit due to all three members cars etc. Thank-you for this help on this section. Hope to be hearing from some of you soon on this.

## -- HELP NEEDED --

VCCA can use help in the pictorial restoration section for up coming issues. We need help on 1957-58-59-60 Corvettes. If your Corvette is original and you would like to see it featured in an up coming issue of *B.F.S.* Pictorial Restoration section send in those photos. Black and white photos are preferred. Thanks, Ed.

### REPRINTS SUPPLIED BY —

Robert Rosson, West Palm Beach, Florida

## Classic Car Buff Tangles With Law

MIAMI — A classic car buff who police say has a penchant for stolen vehicles was in trouble with the law for the second time in two weeks Monday.

Wiley Welling Charhartt III, charged two weeks ago with 22 counts of auto theft, was arrested again Monday after Dade County police found two 1954 Corvettes, a 1955 Ford Thunderbird and a 1964 Ford Ranchero in his garage. All were stolen, police say.

The earlier auto-theft charges resulted from the discovery of several stolen cars on display at a Miami Beach auto show. All the cars were from the 1955-57 era and linked to Charhartt, police say.

Charhartt was scheduled to appear in County Court yesterday for a preliminary hearing on those charges.

He was in court in connection with previous auto theft charges when he was arrested Monday.

Post

West Palm Beach, Florida

January 22, 1976



# Corvette Parts For Sale

## 1953 PARTS FOR SALE

- 1 Original pair '53 side windows, date July '53, excellent condition. Still in original black bag.
- 11 Rear inner horizontal bumpers.
- 5 Rear lower vertical bumpers.
- 5 Rear outer horizontal bumpers.
- 1 Original new grill shell, still in G.M. box
- 2 Front inner horizontal bumpers
- 4 Front outside horizontal bumpers.
- 3 Complete rear bumpers.
- 3 Front lower vertical bumpers.
- 2 Front bullet bumpers.
- 9 Rear bullet bumpers.
- 4 New headlight chrome rings.
- 1 Original word Chevrolet chrome.
- 1 Taillight complete.
- 1 3" chrome curved piece with slot and chrome flipper.
- 3 Exhaust chrome rings
- 1 Passenger top door chrome piece.
- 2 Soft top hold down slots for rear top deck complete with nuts and washers.
- 2 New grill tooth number 1.
- 2 Grill teeth number 4.
- 2 New center grill teeth.
- 1 New grill tooth number 5.
- 2 Complete sets of grill teeth (13) on center horizontal bar.
- 36 Grill teeth various numbers center thru number 5.
- 1 Chrome soft top latch — top to windshield.
- 7 Outside door mirrors, Y-50 guide.
- 2 Dash mirrors 2 1/2 x 6 3/4.
- 3 New park light gaskets and 1 lense.
- 1 Powerglide transmission mount.
- 2 Transmission mount frame braces 16" long.
- 1 Powerglide transmission.
- 3 Frame to motor mounts.
- 1 Fiberglass tail light fins, complete housing.
- 2 New door latch striker plates.
- 1 Lower trunk latch.
- 1 Male hood latch, attach to firewall.
- 1 Pair windshield wiper arms.
- 1 Windshield washer jar with mounting bracket and lid.
- 1 Tachometer with cable and housing.
- 1 Pair front hood mounting hinges.
- 1 Hood support.
- 1 Pair '53 rear front hood prong latches (male) with springs and metal brackets.
- 2 Fiberglass headlight bucket.
- 1 Fuel temp. gauge, complete.
- 1 Gasoline lid door, chromed.
- 1 Used distributor for parts or rebuild with tachometer drive.
- 1 Speedometer.
- 2 Jack handles.
- 1 Original foot pump assembly for windshield washer set-up.
- 1 license plate hangar, chrome bar 17 3/4".
- 1 Driver's side top door chrome piece.
- 1 Tail light chrome ring without red lense.
- 1 Pair front center bumper mount pipes, 18" long.

## 1954 PARTS FOR SALE — NEW & USED

- 2 Chrome radiator tanks.
- 1 '54 clock dated April 1954.
- 3 Separate '54 YH Carbs.

- 1 Set '54 carbs. with intake and exhaust manifold.
- 2 Intake exhaust set ups (no carbs.).
- 2 Intake manifolds.
- 1 Original radiator.
- 1 Valve Cover.
- 1 Set original metal ignition shield.
- 3 Drive lines with yokes.
- 1 Motor bottom pan.
- 1 Driver's side door sill stainless kick plate 32 1/2" long.
- 1 Passenger side used stricker plate, good condition.
- 2 Motor fan blades.
- 1 Fuel pump.
- 1 Square fiberglass lid fits over gel-u-cel box in trunk lid 3 1/2" x 7".
- 1 Powerglide chrome ring, 4 holes and cast piece with zerk fitting for shifter lever assembly.
- 1 Passenger side chrome windshield cast post.
- 1 Dash knob with center hole for window washer.
- 2 Original chrome exhaust tips, square hole in bottom.
- 1 Small curved chrome piece between rear top deck and top left door.
- 1 Complete set seat cushions, original, white with Venitian red stitching, soiled, need to be recovered.

## 1956-57 PARTS

- 8 1956 original hub caps.
- 1 Pair center front bumper mounting pipes, bolt under car.
- 4 1/2 moon front bumpers, horizontal under park lights.
- 2 New front center chrome bumpers, holds license plate.
- 1 New door window crank assembly, inside door, passenger side.
- 2 Drivers side center front bumper pipes, bolt under car.
- 2 Chrome exhaust bezels.
- 1 Upper rear vertical bumper.
- 1 Head lamp assembly, complete.
- 3 Dash mirrors.
- 1 Carb G.M. 4 jet, tag number 7005100.
- 1 Driver's side stainless steel kick plate, 32" long.
- 1 New top hold down latch, passenger side.

## 1956-1967 PARTS

- 3 1965 original hub caps.
- 4 1959 original hub caps.
- 1 1958 horizontal grill bar with teeth.
- 1 Grey 1956-57-58-59-60-61-62 complete steering wheel.
- 2 Spare tire boards with jack instructions.
- Weather strip 63-67 H.T., new, gr. 14.060 part number 3762539.
- 1 Pair H.T. weather strip part number 3739397, 3739398, 63-67?

All these parts are listed for sale by Ed Thiebaud, c/o VCCA, P. O. Box T, Atascadero, Calif. 93422. No phone calls please. Send offer for parts and S.A.S.E.

VCCA WILL PRINT PICTURES  
OF YOUR RESTORED CORVETTE  
OR PICTURES OF UNUSUAL INTEREST

## ROSTER OF CAR CLUBS

### VINTAGE CHEVROLET CLUB OF AMERICA

Membership Secretary: Nancy Matheson  
14454 San Dieguito Drive  
La Mirada, CA 90638

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**Vol. 1 No. 1 January 15, 1969** \$1.00  
How It All Began — Plans to reproduce 53-55 parts catalogue — Classified — Corvette Serial Numbers — '54 Corvette engine serial numbers, 7 associate members and 2 honorary members.

**Vol. 1 No. 2 April 1969** \$1.00  
Articles — Corvette News — Jacket Patch — Owners Manual — Reproduction — Western States Corvette Council — National Council Corvette Convention, Daytona, Florida — Corvette Service Manuals — Corvette Serial Numbers and Production figures 1953 thru 1967 — Corvette Colors — WSCC Corvette Convention, San Diego 1969 — Membership Roster.

**Vol. 1 No. 3** \$1.00  
Corvette News search for 1953 Corvette. Corvettes appear in Automobile Quarterly — My Vintage Vette by Don Peers, Omaha, Nebraska — My Vintage Vette by John Goslin, Yardley Pennsylvania — Paint colors of 1955 Chevrolet Corvettes — Classified section — Addendum to Roster.

**Vol. 2 No. 1 First Club Magazine printed January 1970** — \$2.75  
New Name: "BLUE FLAME SPECIAL" — Cover Car E54S003988-55, owned by Eric Daly, Ontario, Canada — Reproduction of 53-55 Parts Catalogue — The Evolution of A Sports Car — The Chevrolet Corvette by Maurice Olley G.M. — 1954 Corvette — Y H Carter Carburetors, adjustment photos, etc. — Owner's pride picture page — Classified section — Reproduced Body Parts of Sale — Addendum to Roster — Club Facts and Figures.

**Vol. 2 No. 2 April 1970** — \$2.75  
Articles: Cover Car Ed and Jean Thiebaud pictured with Grand Daddy E53F001003 — Chevrolet "Parts Mart" — Editor's notes — Beginning of Corvette Radio shop manual — Members cars picture page — Classified Section — Blue Flame Blues by Eric Daly, Ontario, Canada — How to tell the difference between a 1953-54-55 Corvette if the serial I.D. tag missing — Removing 15 years of paint, by Don Majestic, Yucaipa, California — First of 2 articles by Corvette News on Project Restoration of Corvette serial no. E53F00255 — Corvette paint chart interior and exterior 1953 thru 1960 — Addendum membership Roster — WSCC Convention dates for 1970 Vancouver, B.C., Canada.

**Vol. 2 No. 3 July 1970** 24 pages — \$2.75  
Cover photo reproduction of cover of June 1954 issue of Road & Track Magazine 9-1954 Corvettes racing around corner of G.M.'s proving ground track — Rare 1955 Corvette color combination — Assignment of membership numbers — Corvette Radio Article — Classified section — owner's pride picture page — Road & Track Story, The Chevrolet Corvette June 1954 — 2nd article: Project Restoration of Corvette serial no. E53F001255 by Corvette News — Addendum to membership Roster.

**Vol. 2 No. 4 December 1970** 32 pages — \$3.25  
Cover Car E54S003479 owner John E. Harmon Huntington, N.Y. — Attempt for hub cap reproductions — 4th annual all Corvette drag meet dates — Collection of complete Corvette literature on file VCCA headquarters — Photos of 53 prototype — Additional 1955 Corvette information — Begin reproduction of original showroom brochures — Classified section — Cal Farley's Boys Ranch — Owner's pride picture page — Road testing the 1954 Corvette from Road & Track Magazine — Corvette Radio article — First continuation article on 1957 Fuel Injection Repair — First continuation article on 1954 Chevrolet powerglide transmission adjustments, etc. — Regionalization.

**Vol. 3 No. 1 March 1971** 36 pages — \$3.50  
Cover Car E54S001834-214 owner Glenn Hinz, Wisconsin — 1960 Corvette original tires description — Original showroom brochure reproduction 1953 — Classified section — Informative Notes on a Late 55 Corvette, VE55S001696 — Cover Car story with rare "see thru bubble plastic top" — Tips from our Fiberglass body parts manufacturer — "Change your Luck" 30 years of progress + 17 more — America's No. 1 sports car by Frank Milne, Sales Manager, Harry Mann Chevrolet Company, L.A. — Owner's pride picture page — Cal Farley's Boy's Ranch Grant membership No. 1 — Harrah's Swap Meet & Car Show schedule — Corvette Radio article — 1957 Fuel Injection article — 1954 Chevrolet powerglide removal — Roster.

**Vol. 3 No. 2 June-August 1971** 36 pages — \$3.50  
Cover Car E56001461 owned by James and Pat Lindamood of Cuyohoga Falls, Ohio — Region News — 1954-55 Drive replacement — 1953 Corvette engine colors — Cool the cockpit of a 68 or newer Corvette — Reproduction of 1954 and 1955 V-8 Corvette showroom brochures — Classified section — S.C.C.A. Racing in the Real McCoy 1953 Corvette — True story of the clear plastic bubble top — Engine

Type Designations 1956-1965 — Cover car complete set photos — Owners pride picture page — First of continuation articles taken from "The 1956 Corvette Engineering Achievements" 24 page booklet — Covering exterior & convertible top operation — Corvette Radio article — 1957 Fuel Injection Repair — 1954 Chevrolet powerglide installation — Roster.

**Vol. 3 No. 3 Sept.-Oct. 1971** 28 pages — \$3.00  
Cover Car E545003681-288 owned by George F. Campbell, Corvallis, Oregon — Editor's notes — What's new for 72 — PentHouse Features Article: "Sweet Chariot" Corvette story also few other sweet things — Region News — 2 original showroom brochures on 1956 Corvette — Classified section — Owner's pride picture page — V.C.C.A. Concours Judging form — Corvette Radio Repair — 1957 Fuel Injection Adjustments — 1956 Hard top installation, interior

**Vol. 3 No. 4 Nov.-Dec. 1971** 36 pages — \$3.50  
Cover Car E57S105310-191 — Wally Thompson's Trophy winner St. Helens, Oregon — Editor's notes — Motor Trend Notes — Cen-Tex Corvette Club "Bash" Banquet — Ski Racks for Corvettes — Original showroom brochures 1957 Corvette — Classified — Region News — Tech Tips — Lost & Found — 1954 Corvette Christmas card by Mike Merrit, Paducah, Ky. — Chevrolet's Dream Cars pictured 4 cars, (3 prototypes and 1953 Corvette) — Cover Story "The Making of a Winner" — Owner's pride picture page — Roster — Corvette Radio article — 1957 Fuel Injection Repair — 1956 Corvette Engine, Cylinder Heads — Rocker covers, intake manifolds, carburetor, exhaust manifolds and distributor — First of continuation articles taken from A.M.A. Spec. Questionnaire 1953-54-55 six cylinder and 1955 V-8 — General specification, engine and electrical, fuel — lubrication, valves, cooling & starting system.

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**Vol. 4 No. 2 April-June 1972** 40 pages — \$3.75  
Cover Story E545002525-463 owned by Russell L. Watson, Yokohama, Japan — Editor's notes — First listing of Corvette Collectors — Region News — Classified — First listing of Corvette parts reproduction vendors — Original showroom brochure 1958 and 1959 — Coming Events — Owner's pride picture page — First article on reproducing Corvette News articles Vol. 1 No. 1 — Corvette Radio Repair — 1957 Fuel Injection — A.M.A. consolidated specification & questionnaire 1953-54-55 six cylinder & 1955 V-8 Corvette, rear axle, wheels, tires, brakes, frame, front suspension & height dimensions — Addendum to Roster.

**Vol. 4 No. 3 July-October 1972** 40 pages — \$3.75  
Cover Car owned by Lee K. Nicholl, Beverly Hills, Calif. — Editor's Notes — 1955 ignition shielding reproduced for first time — all Corvette poster offered for sale — Restoring a 1960 Corvette to original — Region News — Classified — E53F001013 offered for sale — Corvette Collectors — 1960 showroom brochure reproduced — 2nd half of Vol. 1 No. 1 1957 Corvette News — 1957 Reproduction — Completion of 1954 Corvette Radio Repair article which started with Vol. 2 No. 2 April 1970 — Completion of AMA Specifications Questionnaire 1953-54-55 six cylinder and 1955 V-8 — Photo coverage of N.C.C.C. Dallas Convention, July 22 and W.S.C.C. Fresno Convention May 1972 — Even young men like old Corvettes! — What's New for '73' Corvettes.

**Vol. 4 No. 4 November-December 1972** 48 pages — \$4.25  
Cover Story E57S104672 owned by George Neiman, York, Pa. — Editor's Notes — Regional News — "Automobile Quarterly" Poster — Classified — "Chilton's Repair & Tune-up Guide for the Corvette" — Corvette Collectors List — Original Showroom Brochure for the 1961 Corvette — Owner's Pride (Pictures) — Reproduction Vendor's List — "Corvette News" Vol. 1, No.2 first half — First half of the 1956 Corvette Owner's Manual — Addendum to Roster.

# Corvette Collectors



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Cover Story: 1959 Frost Blue Corvette Roadster owned by Jim and Pam Lafferty of Carterville, Ill. — Editor's Notes — Regional News — New Grant Membership Boy's Town Nebraska — Parts Wanted — Classified — 1962 Showroom Brochure — Owner's Pride Picture Page — Bryan & Bev Hill, China Lake, Calif. Feature Story — Second Half Corvette News Vol. 1 No. 2 — Second half 1956 Corvette Owner's Manual — Standard & Optional R.P.O. Equipment 1960 Corvettes — Available 1/25 Scale Model 53-54-55 Corvette — Addendum to Roster.

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Cover Car E53F001060-780-A, "Supercharged" owned by Fred Neff of St. Paul Minn. — Editor's notes — 1975 Corvette showroom brochure — Classified — 1968 original showroom brochure, — Corvette Reproduced parts, literature & services by Noland Adams. Second half of Vol.2 No. 1, Corvette News — 11 page article reproduced from Chevrolet shop manual: "Overhauling the Chevrolet and Corvette 4-speed Transmission."

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Cover car E57S101561-208-A owned by Craig B. Donath, Lombard, Ill. Editor's Notes — Cover Story — Table of Contents — WSCC Pre-convention — Vette Pette — Classified — Corvete Collectors (17) — Reproductions List — Regional News — Corvette News Repro first half Vol. 11, No. 2 — First half 1961 Owner's Manual.

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Cover car number E57S103307-839-A owned by Mickey Jones, Beverley Hills, California — Editor's Notes — Classified Ads — Corvette Collectors — Reproductions List — "Vette Pette" — Pictorial Restoration 1953 Corvette — Owner's Pride — 1969 Corvette Brochure — Corvette News (Vol. 2, No. 2) second half — 1961 Corvette Owner's Guide last portion.

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The object is to bring those persons reproducing items together with Corvette owners needing same.

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We plan to continue to print and update this list for future issues. Please remember that these names etc. are offered for your aid in restoration etc. and should not be considered an endorsement of the parts sources by V.C.C.A. An asterisk (\*) will appear by the names who have sent a quality sample to V.C.C.A. for inspection. Prospective buyers must make their own value judgment as to the worth and authenticity of each purchase.

Ed

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Corvette belt buckles. Ace Supply Co., 208 2nd Street, Elgin, Ill. 60120. Belt, with '65 coupe profile, Navy on white natural cotton webbing with design woven in white. Write: Belts Unlimited, P. O. Box 200, Newtonville, Mass. 62160.

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\* Ivan Bailey, 715 Doan Drive, Burbank, Calif. 91506. 1953-57 gauge lenses, '57-52 shift knobs, '53-62 door knobs, '53-55 front fender flat script (cast zinc, chrome plated).

1953-55 Side curtain bags. T. Brooks, Jr., 109 E. Division St., Dover, Del. 19901.

1953-55 Fibreglass floorboards to repair transmission tunnel. Buffalo City Auto Sales, Rt. 1, Box 2A, Cochrane, Wi. 54622.

1956-74 Carpets. Corvette Carpet King, P. O. Box 37, Fowler, Ill. 62338.

\* ArmorAll to restore, protect, and preserve the beauty of rubber, leather, vinyl, plastics, and other polymeric materials. Write: Very Important Products, Inc., 4120 Birch Street, Suite 111, Newport Beach, CA 92660. Phone (714) 833-2574.

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1953-55 Carpet, red or tan. Ready to install or material only, 1953-55 hubcap spinner, 1954-5 trunk mat. Jack Stepp, 305 38th Street, Anderson Ind. 46014.

1953-54-55 Power glide shifter reproductions. Available in complete units or specific parts. Gerald D. Quick, 601 E. 17th Street, Atlantic, Iowa 50022, Phone (712) 243-4356.

Reproduction shift knob, directional signal knob and shift assembly, trunk lock chrome ring bezel, red upholstery material. Ivan Bailey, 715 Doan Dr., Burbank, CA 91506.

Convertible tops, 1953-55. John Hutchins, 618 Pine St., Alma Michigan 48801.

Front license bars, door knobs, side curtain lock knobs. John L. Reeves, 200 Amberwood Drive, Jamestown, N.C. 27282.

\* 1958-62 dash pads. G.M. and Bruno's Corvette Specialists, 11055 Ventura Blvd., Studio City, CA 91604.

1953-55 hood emblem, and horn button (painted), 1953-55 shift knob. D. Ostrowski, 26 Central Ave., Dudley, Ma. 01570.

1958-60 door and kick panels, aluminum trim. John M. Szabo, 3424 Eisenhower Ave., Allentown, Pa. 18103.

Radio speaker reconing service, radio repair service (specializes in wonder-bar). Dave Stefan, 2535 Lillian Lane, Carmichael, Calif. 95608. 1953-55 auto shifter and linkage (excluding the chrome bell and bezel). Gerald Quick, 2160 Dahlia Lane, Liberal, Kansas 67901.

1953-55 gearshift knob, '53-55 rear license cover (plexiglas), '53-62 convertible tops, '53-54 parts catalog. Automotive Obsolete, 12442 Topaz St., Garden Grove, Calif. 92645.

1953-55 transmission control cover (gearshift bell). Bob Donohoe, 451 Monroe, Brooklyn, Mich. 49230, (517) 592-2012.

1954-74 Carpeting kits. Fred Kanter, Box 33R, Morris Plains, N. J. 07950, 866-4605.

1958-62 hardtop side windows. Middletown Plexiglas Products, 4968 Eck Road, Middletown, Ohio 46042.

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1953-57 front license bars (exact stamping), '54-55 owners' manual, '53-55 hood emblems, '53-5 horn buttons, '57-65 F. I. drive cables and housings, '57-65 F. I. air vent tubes (fuel meter to air cleaner adaptor), '57-65 F. I. distributor oiler tubes, '57-61 conversion kit-modify choke setup to '62 specifications (kit subject to advance orders, must be sufficient demand). Corvette Specialties, 364 Tompkins St., Cortland, N. Y. 13045.

1953-55 carpet material yardage, 54" wide (limited supply). Ron Stanton, 1714 Bay, Saginaw, Mich. 48600, (517) 799-6984.

\* Interior dye making for all year model Corvettes. They make many of G.M.'s interior dyes for Chevrolets, Corvettes, etc. UTI Color Labs, Inc., 17301 Edwards Road, Cerritos, Calif. 90701.

DuKane musical horn, "See the U.S.A. in your Chevrolet," (a collectors item). Write V.C.C.A. member Rodney Gage, DuKane Ultrasonics, c/o R. E. Gage & Associates, 9815 Lemon Ave, Sepulveda, Calif. 91343.

Elektron digital stop watch offer. Dunlap Instrument Corp., P. O. Box 521, Cap Girardeau, Mo. 63701.

Kustom Vette Works introduces Formula L7 headlamp conversion kits, fits all 1968-75 Corvettes. Thompson & Slatton, Inc., Box 2002, Florence, AL 35630, phone (205) 383-7965.

Seel-Cote with UV-7 is used to re-vitalize upholstery, leather and imitations. Write: The Clausen Company, 1055 King George Rd, Fords, N. J. 08863.

Corvette carpet 1956-74 front, 1963-74 coupe rear, 1963-74 conv. rear. Designate with or without rear power vent for coupe. Most colors in stock for immediate shipping. Risk free, each carries a 10 day money back guarantee. Corvette Carpet King, P. O. Box 37, Fowler, Ill. 62338, Phone (217) 699-8609.

Kustom Vette Works, presents our Formula L7 "see thru" roof panels, available in 14 super colors. Fits all 1968-76 Corvette coupes, Manufactured of the highest quality, impact resistant, transparent materials available. Sealed with our exclusive Nitro-cellular weather strip, Snaps into place just like your present tops. Provides 3" additional head room.

As easy to remove and replace as your present tops, and also as weatherproof. Available in such 1968-76 colors as red, maroon, blue, bronze, white, gold, plus eight more. Send paint code number, color, and year model for compatible color. Available from Thompson & Slatton, Inc., Box 2002, Florence, Al 35630, phone (205) 383-7965.

Re-produced hard tops, 1953-55 Corvette, 1956-62 Corvette, 1955-57 Thunderbird. Write Sales Department, Regal Fiberglass, 2314 Potrero Avenue, South El Monte, Calif. 91733, Phone (213) 443-5906.

Corvette carpet kits, 1954-62 Corvette, 1963-64 Corvette, 1965 to date Corvette, 1955-57 T-Bird, 1958-68 T-Bird. Toro Automotive Enterprises, P. O. Box 173, Lake Grove, New York 11755, Phone (516) 981-5472.

## Chrome, Re-chroming, External Body Parts, Tail Lights, Grills, Bras, Emblems, License Cover —

\* 1953-55 short (6") side moulding. Noland Adams, 715 Talbot Ave., Albany, Calif. 94706.

1958 trunk chrome. Al Fierke, 810 Cedar St., Willow Springs, Ill. 60480.

\* Reproduction 1953-57 grill shell frame. Don Hein, 6973 Estes Drive, and Ken Miller, 6969 Estes Drive, Arvada, CO 80002.

Rechroming "pot metal parts." Classic Motor Custom Plating, 1046 N. West 71 Street, Oklahoma City, OK.

Reproduction "Chevrolet" side script and large gold V's for 1955 Corvette models. Write for details: Richard Moser, 129 E. Glenside Ave., Glenside, Pa. 19038.

\* 1953-55 plastic tail light lens (without chrome bezel), head lamp buckets (in fiberblax), 1953-55 front emblem, door pulls. David Freeman, 2177 Maple, Costa Mesa, Calif. 92617.

Gullwings (both sides), any of 16 pieces of chrome at 4 corners of car, 6" piece back of doors, jack instructions, folding top instructions. Dick Campbell, 4021 Chamberlin, S.E., Grand Rapids, Mich. 49506.

Flat script, V-8's for 1955's, top lid hold downs. Richard Moser, 129 E. Glenside Ave., Glenside, Pa. 19038.

1956-57 air scoop mouldings (left or right), plated metal, 1962 F.I. emblems, plated metal, 1953-55 wheelcover spinner, cast zinc, chrome plated, two drilled and tapped holes (mounting bolts and washers included), with a fiberglass template for correct location of holes to be drilled in GM's reissued wheelcovers. Jim Neuffer Automotive, 3196 Latta Road, Rochester, N.Y. 14612.

1958-72 front end mask (bra). Howard Mohl Enterprises, 119 B. North Chevy Chase Drive, Glendale, Calif. 91206.

1956-57 tail light, cast aluminum, polished or triple chrome plated. Louis O. Melchoir, 6 Danebury Downs, Upper Saddle River, N.J. 07458. 1953-55 fender gullwing. David Logosz, 3312 N. Walnut Grove, Rosemead, Calif. 91770.

1961 nose emblem, 1953-60 grille teeth, 9 fin valve cover. Gerald E. Kohn, 2827 Crownpoint Road, Stevensville, Mi. 49127.

1953-55 front emblem with bezel, 1953-55 horn button cap. B. Kelso Sales, RD 2, Box 435, Altoona, Pa. 16601.

Corvette "bras" are being manufactured by Colgan Custom Manufacturing, 1733-R Monrovia Ave., Costa Mesa, Calif. 92627, phone (714) 645-7447. These are the same "bras" you see Porsche, V.W., Ferrari, Healy, M.G. and other sports car driving around with covering partial front end for protection of rocks etc. Any one interested owning a 1968 Corvette or later model contact above address.

1956-57 tail light housings, stainless steel. Vet Chrome, Box 765, Bryan, Ohio 43506.

1962 F.I. emblems, chrome plated die cast, 1953-55 wheelcover spinners, chrome plated die cast. G. L. Tate, P.O. Box 1322, Canoga Park, Calif. 91304.

1956 front fender well trim. M. Sharp, 6509 Fawn Canyon Drive, Oklahoma City, OK 73132.

1953-55 plexiglass license plate cover. Tom Schay, 10360 Warner Ave., Apt. 4A, Fountain Valley, Calif. 92708.

1957-65 fuel injection data plate. Robert Bornstein, 1644 S. Bedford St., Los Angeles, Calif. 90036, phone (213) 271-7745.

1953-57 front license bar. Gordon Bie, 156-08 71st Avenue, Ken Gardens Hills, N. Y. 11367.

1956-57 exhaust bezel. 1956-57 front wheel opening mouldings. Roger Brower, 924 S.E. 17th Ave., Portland, Ore. 97214, phone (503) 235-5890. 1953-55 front fender spear (gullwing), 1953-55 rear vertical bumper bar (both cast in brass), 1954-? folding top instruction decal, 1953-62 jack instructions decal. Dick Campbell, 4021 Chamberlain S.E., Grand Rapids, Mi. 49508.

1953-55 windshield wiper bracket extension. Ken Hooley, 404 Colorado Drive, Goshen, Ind. 46526.

1956-57 exhaust bezels. Richard Robinson, 1155 Goodman Drive, Fort Washington, Pa. 19034, phone (215) 646-4495.

\* 1953-55 headlight screen. William Kluss, 1368 Morrow Circle, Thousand Oaks 91360, Phone (805) 497-2120.

1953-57 front license bar. Mel's Auto Parts, 871 Garden Hwy., Yuba City, Calif. 95991, phone (916) 673-1350.

1953-60 grille teeth (aluminum w/triple chrome plating), 53-57 grille horizontal bar 40" long (polished aluminum), 56-57 front crescent bumper (alum. w/triple chrome), 56-57 front upright bumper (alum w/triple chrome), 56-57 fender scoop (hi-impact ABS with triple chrome plating), 56-57 rear bumper-driver's or passenger side (alum. w/triple chrome), 56-57 exhaust bezel w/long and short spears (alum w/triple chrome), 56-57 rear license plate light less lens and lamp ass'y (alum. w/triple chrome). Vet-Chrome, Box 765, Bryan, Ohio 43506.

1953-55 "6" tailpipe, 55 "8" tailpipe, 53-55 "6" exhaust pipe, 55 "8" exhaust pipe, 53-57 folding top and trim. John Hutchins, 9417 N. Rich Road, Alma, Mi. 48801, phone (517) 463-1512.

Aluminum wheel maintenance and installation chart, exact duplicate of original chart which came in plastic cover with owner's manual, 1953-55 Corvette lower front end grille panel (fits lower front end, extends left to right under grille shell, from fender well) exact reproduction with park light pods and lower grille opening. Gene Tucker, Rt. 1, Forsyth Road, Macon, GA 31204, Phone (912) 477-8000.

A new concept in automotive pot metal restoration and other forms of antique auto plating. For the ultimate in chrome plating. Richard Scott Metal Finishers, Inc., 150-28 Hillside Ave., Jamaica, N.Y. 11432, phone (212) RE9-5843.

## Corvette Anti-theft Systems —

1973 F.B.I. report indicates one car stolen every 48 seconds in U.S.A. That's 75 stolen every hour or 1,800 every day. Approximately 16% are recovered.

Sure Safe Research and Electronics, 6308 Woodman Avenue, Van Nuys, Calif. 91405, Phone (213) 781-3033 or 781-3035.

\* Ultra-lock for 1963-74 Corvettes, tamper-proof under-hood steering column lock system with key. Write: Bruce Bennet, Auto Security Systems, P. O. Box 65, Larkspur, Calif. 94939, Phone (415) 457-0566.

An anti-car-theft device that make sense. The fuel-loc offers many advantages which other anti-theft devices do not have. The most important feature is that is cannot be "hot wired". It is a fuel shut-off. It is easily installed on any make of car from 12-30 minutes. A hidden toggle switch is used as opposed to visible key locks or push buttons. The Fuel-loc is not visible. Cahs Pacific, Ltd., P.O. Box 6842, Torrance, Calif. 90504, phone (213) 677-4866.

As a former Corvette owner (a 1967 beauty-427 four speed convertible) I'd like to offer my former colleagues (I hope to soon join the ranks again) a good deal on a new product I'm marketing. It's called REMO-TOSTART, and it carries U.S. patent No. 3478730. What is REMO-TOSTART? It's a radio transmitter the size of a pack of cigarettes that beams a signal to your Corvette and starts the engine! Imagine, sitting at the breakfast table on a cold winter's morning, pushing a button about 10 minutes before leaving, and starting your car. By the time you're ready to go, so is your car . . . nice and warm. Even the windows are defrosted, there's no more scraping, or sitting and waiting. Start your 'Vette from anywhere — a restaurant, theater, sporting event, even from inside a church without disturbing the sermon! Your transmitter has a range of up to 600 feet under ideal conditions. There's no need to worry about your 'Vette being stolen just because the engine's running and it's unoccupied. As soon as the brake pedal is depressed the engine shuts down immediately and cannot be re-started without the keys or REMO-TOSTART transmitter. It's foolproof! WOW, P. O. Box 669, Gettysburg, Penn. 17325, Phone (717) 334-1054.

## Corvette wrecking Yards —

\* Zinn Auto Parts, San Bruno, California  
Ed Lincoln, Lincoln's Auto Salvage, Inc., 12220 Aurora Ave., N. Seattle, Washington 98133, V.C.C.A. member No. 752, Phone EM 4200.

\* T. Michaelis Corvettes, 424 E. Napoleon, Ohio 43545, Phones (419) 592-7881 and 599-0771.

\* J & D Corvettes, Bell Flower, California (L. A. area).

## Miscellaneous Wiring, Rubber Gaskets, Wheels, Heater, Rack, Bearings, Auto Glass —

For a limited time only the members of your club can order this handsome Corvette monogrammed mirror framed in beautiful walnut. Perfect for office, den or bar for yourself or as a gift. This first edition original is in limited supply so order yours today. Corvette Club Special c/o Elko Designs, 18203 W. Kingsport Drive, Malibu, Calif. 90265.

New concept for sports car buffs! A new and exciting concept for the sports car fans — multi-colored Corvette emblems that are mirrored and framed in rich walnut frames. The overall size is 13-1/2 x 16-1/2". Fantastic for office, home, etc. A wonderful gift! Write: Imperial Enterprises, Inc., 314 Vista del Mar, Redondo Beach, Calif. 90277, Phone (213) 375-2100.

The "Vetmobile" makes a swinging clubroom or showroom decoration. Or rally prize! Gift! Premium! The mobile measures 2' x 3' overall and each vet model is over 5" long. Colorful. Multi-colored mobile (6) colors. Write: Philmobile Company, P. O. Box 6686, Providence, R. I. 02940.

Corvette jewelry, key cases, charms, wallets, belts, shift knobs, drinking cups, decals, ash trays, belt buckle, books, service repair 63-73, 1956-57 service operations, 1966-74 shop owners manuals, showroom brochures, etc. etc. Write: Mid America Enterprises, P. O. Box 54, Effingham, Illinois, Phone (217) 857-3881.

Have you seen the Steering Wheel Watch? It is something that the complete motorist should not be without! Finest jeweled movement, shock resistant, unbreakable mainspring, stainless steel back, machined and polished gleaming chrome case, with an exact replica of the automobile emblem on the face, the Steering Wheel Watch carries a 1-year unconditional American guarantee and is something that any Corvette owner would be proud to wear. Write: Piercy & Piercy, Authorized Distributors, 5199 E. Pacific Coast Highway, Long Beach, Calif. 90804, Phone (213) 425-6721.

1956-57 wiring harnesses. David W. Braun, Sierra-Pacific Products Co., 5290 Minerva Ave., Sacramento, Calif. 95819.

1953-55 windshield channel, 1959-60 soft top rear weather strip, 1961-62 soft top rear weather strip, 1958-62 windshield washer harness, 1958-62 two hole firewall grommet. Corvette Rubber Company, Inc. 915 Stimson, Cadillac, Mi. 49601.

Reproduction chrome wheels (not original from GM, were a dealer-sold option). Richard Baskin, 729 Broadway, Fresno, Calif. 93721. 1958-62 heater-defroster air distribution assembly. Dhyse Mfg., 7805 Old Georgetown Road, Bethesda, Md. 20014.

1953-55 wheelcover spinners (polished aluminum), 1953-55 rear license frame (polished aluminum), 1953-55 fiberglass rear exhaust ports. Ed Dworak, Jr., 23903 Fernmead Lane, Harbor City, Calif. 90710.

Stingrak, a precision custom-made ski rack for 1968 through 1974 Corvettes. Two point mount from rear ventgrill and bumper (no holes or suction cups). For brochure write: Stingrak, Inc., P. O. Box 537, Blaine, WA 98230.

\* Automotive accessories and parts (some Corvette parts), write for catalog: J. C. Whitney and Co., 1917-19 Archer Avenue, Chicago, Ill. 60616.

1953-55 wheelcover spinners, cast aluminum, contour machined to fit GM's reissued wheelcovers, polished finish. Mel's Auto Parts, 871 Garden Hiway, Yuba City, Calif. 95991.

1953-62 spare tire bolt, 1965-62 hardtop side windows, 1953-62 quick steering adaptor, 1958-62 plywood spare tire cover, 1962 and 1963-65 F.I. air cleaner elements, 1956-62 convertible top lid end straps. Ed Wolfe, 1011 Mountain Road, Martinsville, Va. 23112.

1953-62 fast steering adaptor. Wayne Walker, Rt. 1, Box 447C, Mechanicsville, Va. 23111.

1953-55 wheelcover spinners, cast brass, polished. Mike Stafford, 406 star, Rockwell, Texas 75087.

1953-55 wheelcover spinners, cast zinc, chrome plated, guide enclosed for placement on reissued GM covers. This spinner is an exact reproduction. George Prentice, 22864 Poplar Beach, St. Clair Shores, Mi. 48081.

1953-55 red vinyl hub cap decal, 1953 22 page reprint "Evolution of a Sports Car", 1953-55 door hinge rebuilding service. Jahn Filak, Box 87 Shadyside, Ohio 43947, Phone (614) 676-5176.

"One or a thousand". Penn Ball Bearing Co., 3511 N. American St., Philadelphia 40, Penn., Phone GA3-3105.

Manufacturing "Snooper" a low cost radar detector that really works. Snooper's extra long detection range gives the driver time to reduce speed before being detected by radar unit. International Broadcast Equipment, Inc., 1401 S. Floyd Road, Suite E, Richardson, Texas 75080, Phone (214) 238-9772.

Racing Star International announces brake linings and pads are now available for every car. Antique, historical, veteran, vintage, and special interest cars given special attention. Racing Star International, 1298 Birch Street, Uniondale, N. Y. 11553.

Novus windshield repair kit for cracks, pits and breaks. Vinyl-Chem Int., P. O. Box 5542, Sherman Oaks, Calif. 91403.

## Literature Reproductions —

Owners manuals, showroom brochures etc., Automotive literature bought and sold. Howard L. and Shelby C. Applegate, 1410 Stallion Lane, Westchester, Penn. 19380.

Reprint of prototype Corvette postcard from 1953 Brussels Auto Show. Lee Baker, 3011 Kenilworth, Kalamazoo, Mich. 49001.

\* Reprints literature: 1953-57 scales brochures, 54, 57, 59, 64 and 65 owner's manuals, 57 SS brochure, 53-62 wiring diagrams, quick steering adaptor blueprint. Jerry L. Brewster, Rt. 2, Old Monroe Road, Bastrop, La. 7122.

Lots of reprinted literature: Owners manuals, etc., and many reproduced parts. T. Michaelis Corvette, 424 East, Napoleon, Ohio 43545. Reprint of 1957 fuel injection shop manual. Dick Jepson, Box 373, Hatchville, Ma. 02551.

Corvette literature: Service guides and owner's handbooks. Helm, Inc., P. O. Box 07130, Detroit, Mich. 48207.

1953-62 literature reprints. 53-55 parts book, 54-55 owner's manual, 57 body service manual, 53-55 radio manual, Chevrolet Service News on YH carbs, Corvette plastic body manual, jack instructions, clock instructions, breaking-in and tire information card. John Amgwert, 3600 L St., Lincoln, Nebr. 68510.

NOTE: Original publications, not reprints. 1953-73 color 25"x38" poster, hard bound book "Corvette, America's Star-Spangled Sports Car". Automobile Quarterly, 245 W. Main St., Kutztown, Pa. 19530.

\* "The Real Corvette", 320 pages, 1100 photos, 16 pages full color, covers Corvettes from 1953 through 1975, emphasis on the 1953 through 1967 cars, 38 pages on 53-55 Corvettes, 98 pages on 56-62, and 70 pages on 63-67. Price \$22.50. Calif. buyers add (\$1.35 6% Calif. Sales Tax). Ray Miller, The Evergreen Press, Box 1711, Oceanside, Calif. 92054, Phone (714) 757-5976. V.C.C.A. member No. 1034-A.

\* Mid-Engine Technical Drawing, Chilton 1953-62 repair manual, road test reprints, binder boxes for holding road test sets. Road and Track, Mail Order Dept., P. O. Box 2280, Newport Beach, Calif. 92660. 1953 owner's manual. Caulette Rush, 1163 Panorama Dr., Arcadia, Calif. 91006, Phone (213) 447-7002.

## Engine Parts, Fan Shrouds, Fuel Air Cleaners, Waterpump, Exhaust, Radiators, Decals Paint, Fiberglass Body Parts —

1956-57 fan shrouds, 56-57 splash pans (metal repros). Tom Genesisio, 2420 Stagner Avenue, Warrington, Pa. 18976.

Electronition, the solid state ignition conversion system, and high-performance spark plug cable sets. Write: Inner Parts Automotive Mfg., Inc., 4840 Delemer, Royal Oak, Mi. 48073, Phone (313) 576-4770.

1953-55 6-cylinder fiberglass ignition shielding, 53-55 door pulls, without holes, diagram included shows hole location, for either 3 or 4 hole pulls. Tom Armstrong, 407 N. Adams, Knightstown, Ind. 46148, Phone (317) 346-2495.

1955-62 radiator assemblies (brass and copper). Automotive Cooling Products, Rt. 2, Box 12, Grand Rapids, Minn. 55744.

Decals: 1958-61 F.I. Air Cleaner, 63-65 F.I. air cleaner, 57 fuelie valve cover, 58-59 fuelie valve cover. Al Fierke, 202 Spring St. Willow Springs, Ill. 60480, Phone (312) 839-0993.

\* 1953 valve cover decal, 54 valve cover decal, 53-55 rear license cover (plexiglas). Sam Folz, 3824 Coventry Ave., Kalamazoo, Mi. 49007 Phone (616) 345-2880.



## All Corvette "Star Spangled, Red, White and Blue" Book Section

1. Original — O      Modified — M      Restored to Original — RO
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### ONTARIO, CANADA

- '74 Corvette—W—Conv—350 4 speed—PB—Tilt SW—excellent condition \$7,500.  
 '64 Corvette sport coupe \$5,500 or BO.  
 '63 Corvette split W—coupe—327—Orig—\$7,250.  
 '60 Corvette—excellent condition \$4,400 or BO.  
 '59 Corvette—needs work \$3,100.  
 '58 Corvette—327—4 speed \$5,500.  
 '61 Classic—RO—\$6,800 F.

### LOS ANGELES, CALIFORNIA

- '63 SC—O—327—300—PG \$5,000.  
 '65 SC—O—327—4 speed \$4,500 F.  
 '63 SC—O—needs work—327—4 speed \$3,500.

## A 1954 Corvette Serial Number Discovery

Dear Ed,

The latest issues of BFS reached me this week, and they were well worth waiting for. I have two news items for the new year. First, and least important, please note my new address: 3923 E 10th Street, Panama City, Florida 32401.

The second is the discovery of the serial number on my 1954 Corvette! Last week several friends from the Miracle Strip Vette Set of which I am current treasurer, helped me lift the body off the frame. The chassis was covered with 22 years of grease and dirt, but was in perfect condition and almost rust free. During cleaning, we found the Code E54S001148 stamped two places on the frame. I was happy to learn my car was 1954 No. 148 and also the 448th car in the entire series. My 1975 Stingray is almost one half million units down the road from that one! Contrary to what I expected, the serial number was found on top of the left rear portion of the "X" member and almost 8 in. below the top of the left rear wheel hump (toward the front of the car). The engine is No. 774370F54Y6. The 1954 pictorial restoration in BFS Vol. 7 No. 2 was very interesting. My car has two inside hood releases, the early type top frame, and the small compartment behind the license plate for gelucel bags. The previous owner bought the car in Miami in 1968 and rebuilt the engine. He was a Chevrolet mechanic in the mid fifties and owned a blue '54 at that time. When I bought the car in May '75, it came with the convertible top frame, all gauges, most chrome (including all front end chrome in good condition), and most of the original interior. It was unmodified and basically sound. I am taking pictures of each step in the restoration. At present I have almost every part I need, and have seen just about all of the rest in the latest BFS. Will send you a complete series of pictures of E54S001148 when the restoration is completed.

Yours truly,  
 Doug MacArthur

1953-55 headlight screen, 53-55 6-cylinder muffler, steel or stainless steel. Ken Frenchak, 104 W. McQuiston, Butler, Pa. 16001, Phone (412) 287-8863.

1953-55 ignition shielding, fiberglass. Clark Simonds, 41 Heatherwood Road, Fairport, N. Y. 14450.

\* 1955 parts for V-8 ignition shielding (no complete shielding), 53-54 air cleaners (bullet type). Ray Willard, 1358 Oakland Road, San Jose, Calif. 95112, Phone (408) 289-1954.

They have sent to V.C.C.A. a type written five page letter of the following Corvette parts for sale: oil filters, gas caps, chrome breather and filler caps, tune up parts, distributor parts, shift lever, dimmer switches, headlight switches, ignition switches, back up lights, horn relays, carb kits and carbs., many of these parts are for 1953 to 1975 Corvettes. L & S Antique Auto Parts Co., 645 S. Crawford St., Detroit, Mich. 48209.

\* Paint for all year model Corvettes. Thompson Lacquer Co., 2324 So. Grande Ave., Los Angeles, Calif. 90007, Phone (213) 746-1421. Fiberglass replacement panels to fit many years, write for details. Paint Pit Custom Enterprise, P. O. Box 6164, Wolcott, Conn. 06716.

1956-62 outer door skins, 58-62 center console side panel and tray support, 53-55 full width front splash panel, 56-57 center splash panel—grille width. Joe Orrison, 10 Nunnery Lane, Baltimore, Md. 21228.

\* All fiberglass replacement panel parts from 1953-75 Corvettes. Acme Fabricating Co., Corvette Corner, 2409 17th St., San Francisco, Calif. 94102, Phone (415) 861-1120.

Fiberglass epoxy patch kit, for stress cracks, pits and bonding fiberglass, price \$4.50 per kit. Write: J & E Auto Salvage, RD 1, Box G276, Lock Haven, Pa. 17745.

"Wildest custom Corvette parts". Custom Vettes Unlimited, 4919 Indianapolis Blvd., East Chicago, Indiana 46312, Phone (219) 398-5200. Manufacturing 2+1 custom fastback for 1974-75 Corvettes, Home of Pearlac paints. Custom Enterprises, 1015e Wellwood Avenue, N. Lindenhurst, New York 11757, Phone (516) 888-8783.

Manufacturing teftan pre-cut inserts for your rear transverse spring suspension — loosen up the rear suspension on your Corvette for a better ride, and more control. Bob Fall Enterprises, 8733 Magnolia, Suite 201, Santee, Calif. 92071.

Sandblasting catalog. World-wide distributors and manufacturers of TTP equipment. Truman's Industrial Products, Inc., 1330 Market St., Youngstown, Ohio 44507, Phone (216) 743-9733.

## Corvette Parts — New and Used —

R. C. Corvettes, 4314 W. Pico Blvd., Los Angeles, Calif. 90019, Phone (213) 939-2626.

Corvette Specialties, 364 Tompkins Street, Cortland, New York 13045.

## Fuel Injection Parts and Repair

1957-65 F.I. fuel meter shield, die stamped and cad-plated \$5.00, 57-65 F.I. data plate. Robert Bornstein, 1644 S. Bedford St., Los Angeles, California 90035.

1958-61 F.I. air cleaner, fiberglass reproduction. Steve Hackel, 9244 S. Springfield Ave., Evergreen Park, Ill. 60642.

1957-61 F.I. fuel lines, pump to filter, and filter to meter. Gary Pronesti, 220 Durston Avenue, Syracuse, N.Y. 13203.

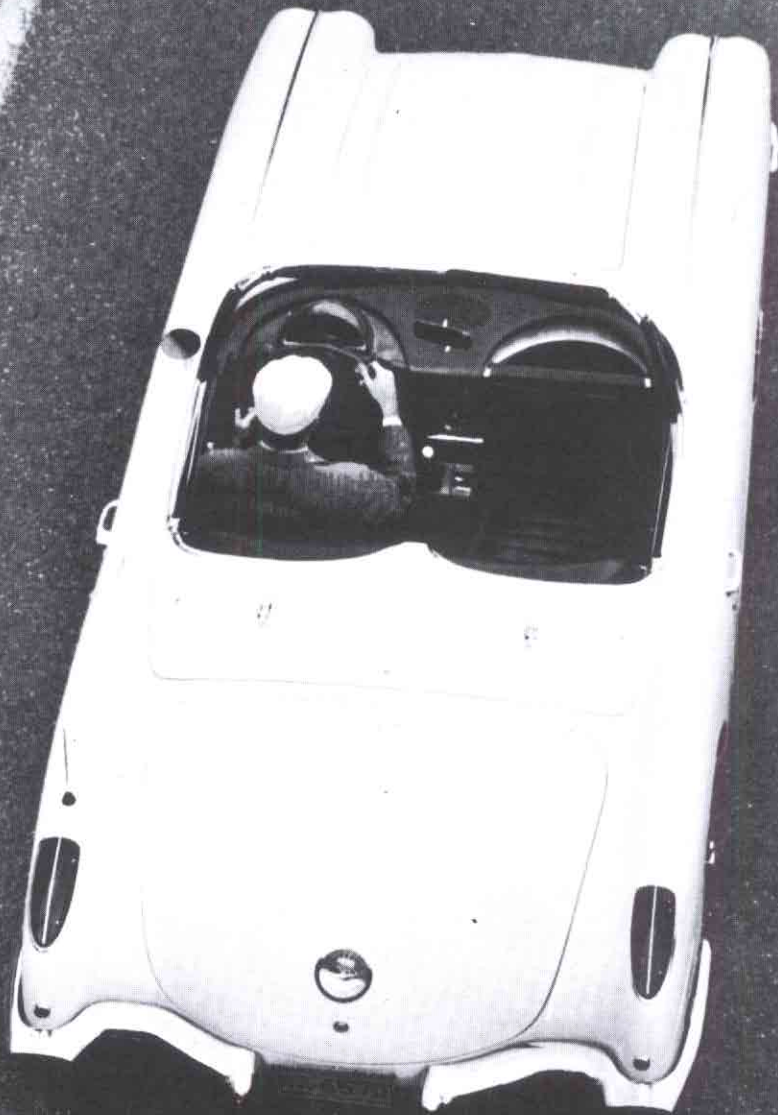
'63 Fuel injection parts, limited supply. Write: Jim Hicks Racing, 8641 Washington Street, Midway City, Calif. 92655.

R & D Fuel Injection Inc., P. O. Box 275, Niwot, Colorado 80544, are specializing in Rochester Fuel Injection service and parts.

Send us a picture of your  
 "Vette Pette" for VCCA

THE CORVETTE OWNERS' MAGAZINE

# CORVETTE NEWS



# CORVETTE CLUB DIRECTORY

Information included in this roster was up to date at the time of printing. When your club elects new officers or changes its address, it would be appreciated if this information were forwarded to the Corvette News. If your club is not listed, please notify the Corvette News, 205 General Motors Building, Detroit 2, Michigan.

## ARIZONA

### Arizona Corvette Association

Allene Waite, Secretary  
Rt. 2, Box 70  
Glendale, Arizona

### Sahuro Corvette Association of Tucson

Lola Flickinger, Secretary  
4364 East 3rd  
Tucson, Arizona

## CALIFORNIA

### Corvettes Limited

Mr. Ronald Chazan  
824 South Burnside Avenue  
Los Angeles 36, California

### Corvette Owners' Club of North Hollywood

Mrs. Virginia Beers, Secretary  
5640 Case Avenue  
North Hollywood, California

### Northern California Corvette Association

Mr. Ray Altman, Vice President and  
Activity Chairman  
1441 Franklin Street  
Oakland, California

### Corvette Club of Pasadena

Mr. Bob Hoffman, Secretary  
2137 Cooley Place  
Pasadena 7, California

### Corvette Owners' Club of San Diego

Mr. Al Carroll, President  
3646 Park Boulevard  
San Diego, California

### Corvettes of Southern California

Mrs. Nadine Sues  
14351 Magnolia  
Midway City, California

### Cal Corvette Association

Mr. Harry Costa, President  
P.O. Box 522  
South San Francisco, California

### Corvette Sacramento

Mr. Gordon Cerrudo, President  
13th and K Streets  
Sacramento, California

## COLORADO

### Corvette Club of Colorado

Mrs. Edith A. Pike  
65 S. Brentwood  
Denver, Colorado

## DISTRICT OF COLUMBIA

(including Maryland and Virginia)

### Corvette Club of America

Mrs. Barbara Davis, Secretary  
Box 5846  
Washington 14, D. C.

## ILLINOIS

### North Shore Corvette Club

Mr. M. Robert Bogolub  
10 North Clark Street—Suite 1005  
Chicago 2, Illinois

### Chicago Corvette Club

Mr. Keith Lais  
5727 South Ashland  
Chicago, Illinois

### Federation de Corvette

Mr. Edward A. Berman, President  
7158 Stony Island Avenue  
Chicago 49, Illinois

## INDIANA

### Michiana Corvette Club

Mr. Jack Crowell, President  
2516 Ash Lane  
South Bend, Indiana

## KENTUCKY

### Fall Cities Corvette Club

Mr. Robert L. Miller  
Organizational Chairman  
4212 S. 2nd Street  
Louisville, Kentucky

## MARYLAND

### Corvette Club of Baltimore

Mr. Richard W. Murphy, President  
804 St. Paul Street  
Baltimore 30, Maryland

## MASSACHUSETTS

### Corvettes of Massachusetts

Mr. Kenneth G. Tong, President  
39A Lee Street  
Cambridge, Massachusetts

## MICHIGAN

### Corvette Club of Michigan

Mrs. Anne Featherstone  
Registered Agent  
24378 Colgate  
Dearborn 9, Michigan

### Michigan Corvette Club

Mr. Taylor Schmidt, President  
26650 Woodlore Avenue  
Franklin, Michigan

## MISSOURI

### St. Louis Corvette Club

Mr. Bob Spooner  
1436 Big Ben Boulevard  
Richmond Heights 17, Missouri

## NEW HAMPSHIRE

### Dartmouth Motor Sports Club

Charles F. Adams, Secretary  
209 Wheeler Hall  
Hanover, New Hampshire

### Corvettes of New Hampshire

Mr. Robert Ober, President  
18 Bartlett Street  
Suncook, New Hampshire

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23 Nelson Street  
Clifton, New Jersey

### Corvette Sports Car Club

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Meadow Lane  
North Caldwell, New Jersey

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Nichols Notch  
P. O. Box 85  
North Creek, New York

### Southern New York Corvette Owners

Mr. James Baldwin  
Gault Chevrolet Inc.  
3 Grant Avenue  
Endicott, New York

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### The Central Ohio Corvette Club

Mr. W. B. Davis, President  
2086 Nayland Road  
Columbus 21, Ohio

### Corvette Cleveland

Mr. Dennis Litchenstine  
10110 Anderson Ave., S.E.  
Cleveland, Ohio

### Queen City Corvette Club

Mr. John Nueslein  
318 E. Sixth Street  
Cincinnati, Ohio

### Sports Car Club

Mr. A. J. Baumgardner, President  
5340 Clement Drive  
Maple Heights, Ohio

## PENNSYLVANIA

### Corvette Club of Western Pennsylvania

Mr. A. Ronald Hoehstetter  
Director Public Relations  
1733 Graham Blvd.  
Pittsburgh 35, Pennsylvania

## TEXAS

### Corvette Club of Texas

Gail Hart, Secretary  
Mohr Chevrolet Company  
999 North Central Expressway  
Dallas 4, Texas

The editors of the CORVETTE NEWS would like to have advance information regarding your club's calendar of activities. It is hoped that a schedule of activities can be published for the information of all Corvette Clubs in the country. Since the NEWS is a quarterly publication, it would be necessary to receive dates as far in advance as possible. Please send your schedule to the:

CORVETTE NEWS, 205 General Motors Building, Detroit 2, Michigan

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Vol. II  
No. 4

# CORVETTE NEWS



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General Motors Corporation.

PUBLISHED FOUR TIMES A YEAR.

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**CHEVROLET**



*New York Yankee pitcher, Bob Turley, won the Sport Magazine Award as "Outstanding Player in the 1958 World Series." Turley's award was a Corvette, given to him on NBC-TV's Masquerade Party emceed by Bert Parks. This is the fourth time Sport's choice of "outstanding player in the series" has been awarded a Corvette.*

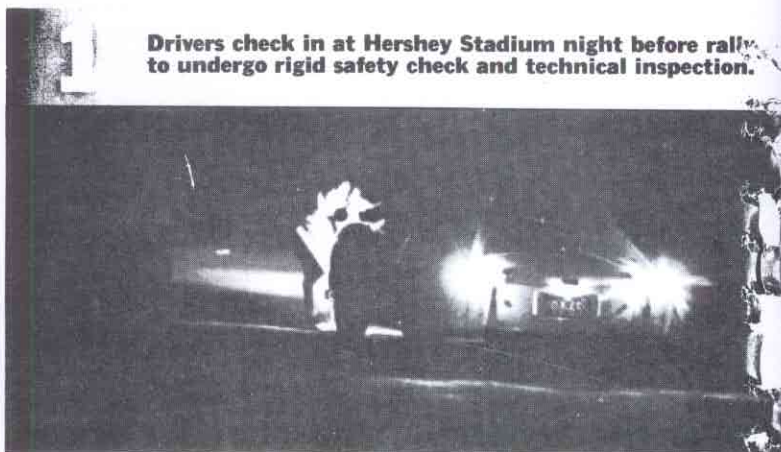
# A BLUR OF WHEELS ALONG THE BLUE RIDGE

*Top Rallyists Compete for Honors as  
Appalachian Rally Closes '58 Season*

For some there were embarrassed memories of left turns where the route directions had plainly called for a right. Others had little to show but repair bills for connecting rods that had flown the bonnet, or oil pans detached *en route*. But for the majority it was a memorable three days of some of the most glorious landscape east of the Big Wind range. This was the fifth annual running of the 704-mile Appalachian National Rally which, on November 7-9, brought the 1958 season of big league rally running to a regretted close.

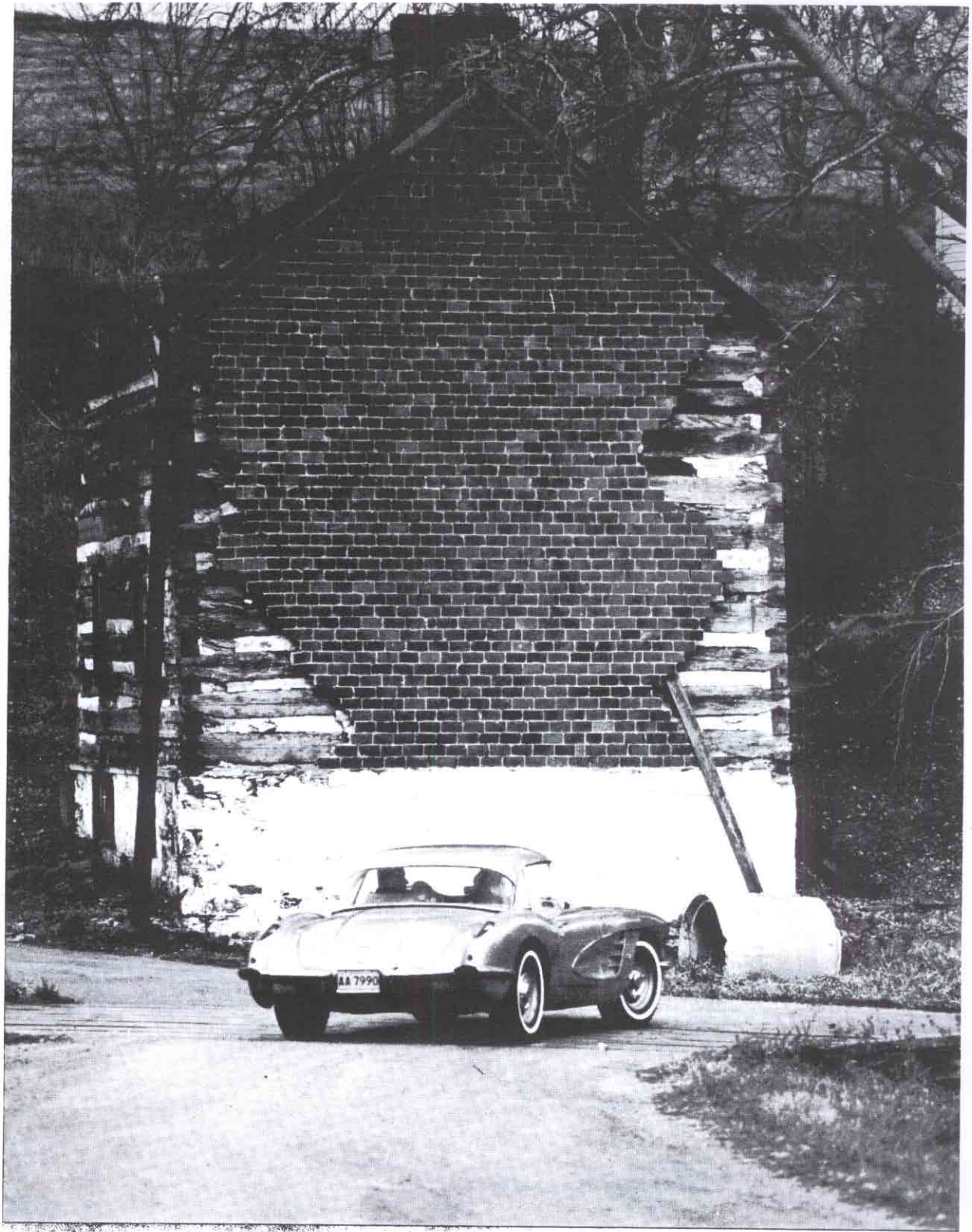
Seventy-three of the nation's most knowledgeable

1 Drivers check in at Hershey Stadium night before rally to undergo rigid safety check and technical inspection.



2 Corvette owner Willard Coddington, right, goes over route with Bill Baldwin, navigator, minutes before start.



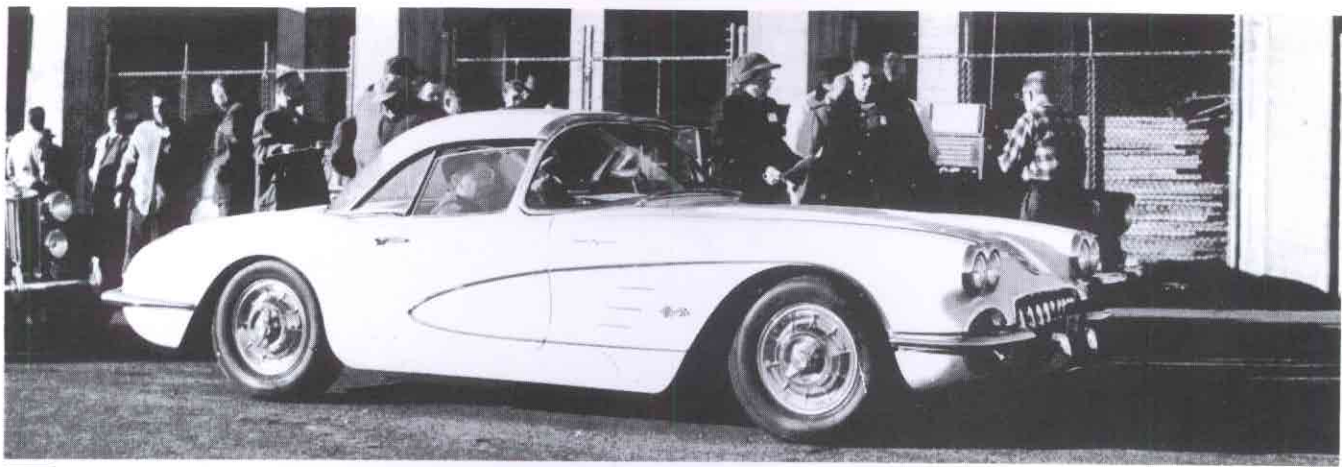


**4**

Blue Corvette corners nicely on first day's run through historic Maryland. House in background is relic of pre-Revolutionary days.

**3**

Assortment of watches, computers, electric odometers in Coddington's Corvette contributes 4th place navigational win.



**5** Cars are dispatched at one-minute intervals as rally gets underway from giant Hershey Stadium in town chocolate made famous.

rallyists competed in the wind-up event for national championship points. Sanctioned by the Sports Car Club of America, Philadelphia Region, it marked the end of the busiest, most successful rally program in SCCA history.

Starting from Hershey, Pennsylvania, the route quickly climbed north into the mighty Tuscarora range, then dipped down and across the Pennsylvania Turnpike into scenic rolling Maryland and West Virginia. At the end of the first day's run, after 382 miles and what seemed like dozens of check points, some late runners were still probing Virginia backroads in the black of night, not reaching Luray, first day's destination, until well toward midnight.

The second day led 284 miles, from Luray, Virginia, back to Hershey, and wound the caravan over the famous Skyline Drive and along the timbered Blue Ridge.

Transit runs and occasional "free zones" allowed navigators momentary respite from computations and permitted viewing of the scenic grandeur along the route.

Occupying the entrants on Sunday morning was a 38-mile high precision regularity run, with all check-points hidden. This event separated the "men from the boys" and wound up back at the huge Hershey Stadium.

Winners over-all, with a total error of only 76 seconds in 704 miles, were Barbara and James Bickham of Upper Sandusky, Ohio, in a Mercedes-Benz 190-SL, capping their second national rally victory of the year. In second place were David Stueck and Stewart Blodgett, Cedar Grove, N. J., in a Jaguar. Suzanne Hundertmark and Robert Mollman, of Cleveland, were third in a Volvo. Fourth place honors went to the Corvette of Willard Coddington, Dunellen, N. J., and his navigator, Bill Baldwin of Larchmont, N. Y., with 97 points.

**6** Eventual winners James and Barbara Wickham roll into the first checkpoint in their gray Mercedes 190-SL as clocker takes time.



7



Obviously not contestants, Mennonite farmers lend anachronistic touch as their one-horsepower "soft top" ambles past checkpoint.

8



The Jaguar rolls easily along, holding to the official leg average of 29.2 miles per hour through scenic Maryland pastureland.

9

The Porsche's navigator knows he's right . . . there's only one way to turn along this pastoral stretch of first day's run.



10

"L on Va CR 613, CHANGE AVERAGE SPEED TO 43.8 MPH, and follow over wooden bridge; don't go to Ottobine."

11

"...exit at Somerset exchange. FREE ZONE TO DIRECTION 26. PAUSE 40 MINUTES FOR LUNCH, GAS, ETC. BEFORE DIRECTION 26."



Darkness begins to envelop the ridges near Luray, Virginia, as rally cars hold rigidly to stated average speeds on first day.



12





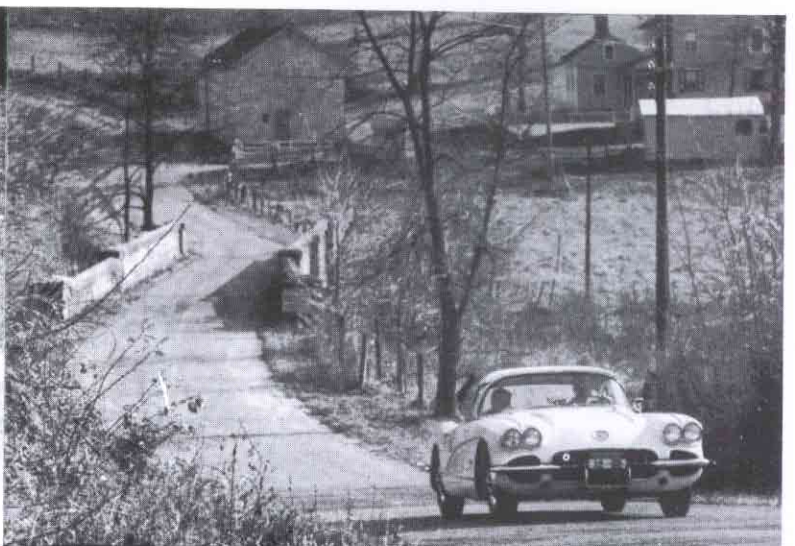
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Saturday morning finds drivers setting stop watches and chronometers to official time for start of second day's run.

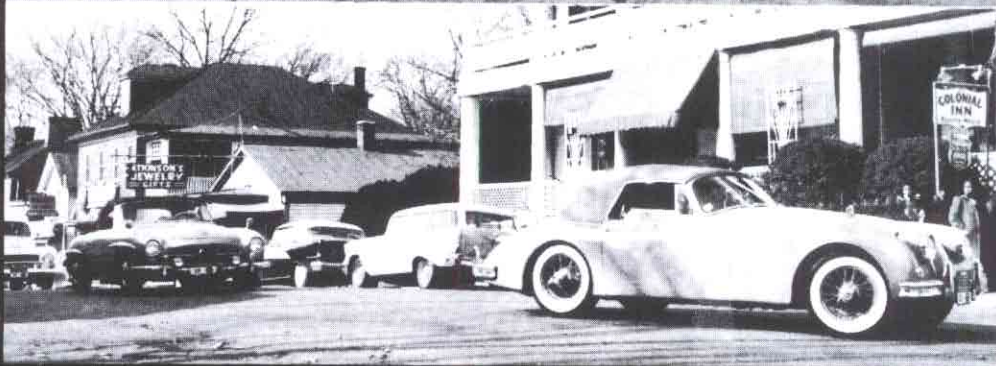


# 16

"Checkpoint!" Seconds count as the driver of the Mercedes 300-SL leaves his car to get scorecard entry from checkpoint personnel.



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# A MASSACHUSETTS TEACHER'S CORVETTE ADVENTURE

*Contributed by Alexandra Krastin of Arlington, Massachusetts*

What happens when a high school teacher buys a Corvette? Plenty!

I first fell instantly in love with a Corvette when I saw a dazzling, fire-engine red model at General Motors 1956 Motorama in Boston. I renewed the love affair two years later at the Boston Automobile Show where a local dealer had a Silver Blue Corvette on display. I circled and circled the car, touched it, sat in it—and bitterly hated everyone else who sat in it. An amused salesman, looking on, was pretty sure he had a sale in the bag.

He was right. In December, I ordered the car. People have asked me: "Why did you buy a Corvette?" (Kids, by the way, don't ask this question; gee whiz, what other car is there?) I've answered: "I admire its looks. It's exhilarating—next best thing to cruising in a spaceship

along the Milky Way. And it's fast, like the fighting French vessel for which it's named."

My Silver Blue car arrived at the dealer's in time for Open House on Washington's Birthday. That's when I first saw it, sleek and shining, in the center of the showroom, the center of the crowd's attention. I drove home late on that drizzling winter afternoon. Boston rush-hour traffic slowed, stared—and parted, like the Red Sea for the Israelites, to let my glittering Corvette and me pass silkily through.

Early the next Monday morning when I slipped into my usual parking space at school, none of the kids were around. I had a peaceful morning in the classroom but it was the last for months. By noon recess the boys had things figured out and the storm of excitement broke.

In the lunchroom, a senior boy grabbed me by the arm.



"Is that gorgeous Corvette yours?" he demanded.

"Yes," I said, as modestly as I could, which was quite an effort.

He spun around in a mad whirl. "Boyoboyoboy!" he shouted. Thereafter, the kids swamped me with questions:

- Do you *really* have a Corvette?
- Stick transmission?
- Can I wash it for you, free?
- How fast have you gone?
- Can I borrow it for the prom?
- Wanna drag?

Daily they beat a path to the spot where the Silver Blue marvel was parked and inspected every inch of its splendor, inside and out. Or they craned necks from school windows to get the glimpse that would sweeten their lessons for the rest of the day. They assured me it would go faster than any other car on the street. They brought in sports car magazines to educate me for my new life.

I had two boys in class who'd had absolutely no use for me all winter. Emerson? Walt Whitman? Emily Dickinson? Noun clauses? I could keep the whole kaboodle, they indicated sourly. But when I got my Corvette, what a change! They smiled. A bit rustily, to be sure, but they smiled. They wrestled with their homework. They found English and me suddenly quite bearable.

Other experiences? Well, I've found I don't mull over our foreign policy or the national debt while I wash, wax and dust out my darling; scan a minute scratch—now, who did *that*? From the wheel of my Corvette, the first green mists of spring along New England turnpikes look prettier than ever.

So do the maples that turn into money trees in the fall, spinning down golden dollars into those Concord byways where Emerson, Thoreau, Hawthorne and the Alcotts used to pause for transcendental chats. And I suspect that the apples I grow in my garden are the most romantic apples this side of the Hesperides when I deliver them to my customers in a Corvette.

I've found, too, that a Corvette somehow speaks to the most secret and endlessly varied dreams of those who see it. I come out of a supermarket, for example, to find bewitched individuals staring at the car. One man sighed: "What a beauty! I can't look at it any longer without blinders!" I know how he felt. *His* particular dream had suddenly materialized right in front of him.

Another entranced spectator exclaimed: "I'm going to get one some day!"

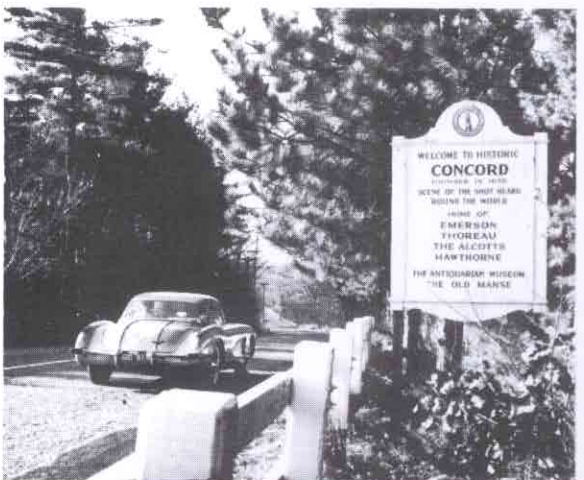
"The sooner the better," I said. "After all, life is short."

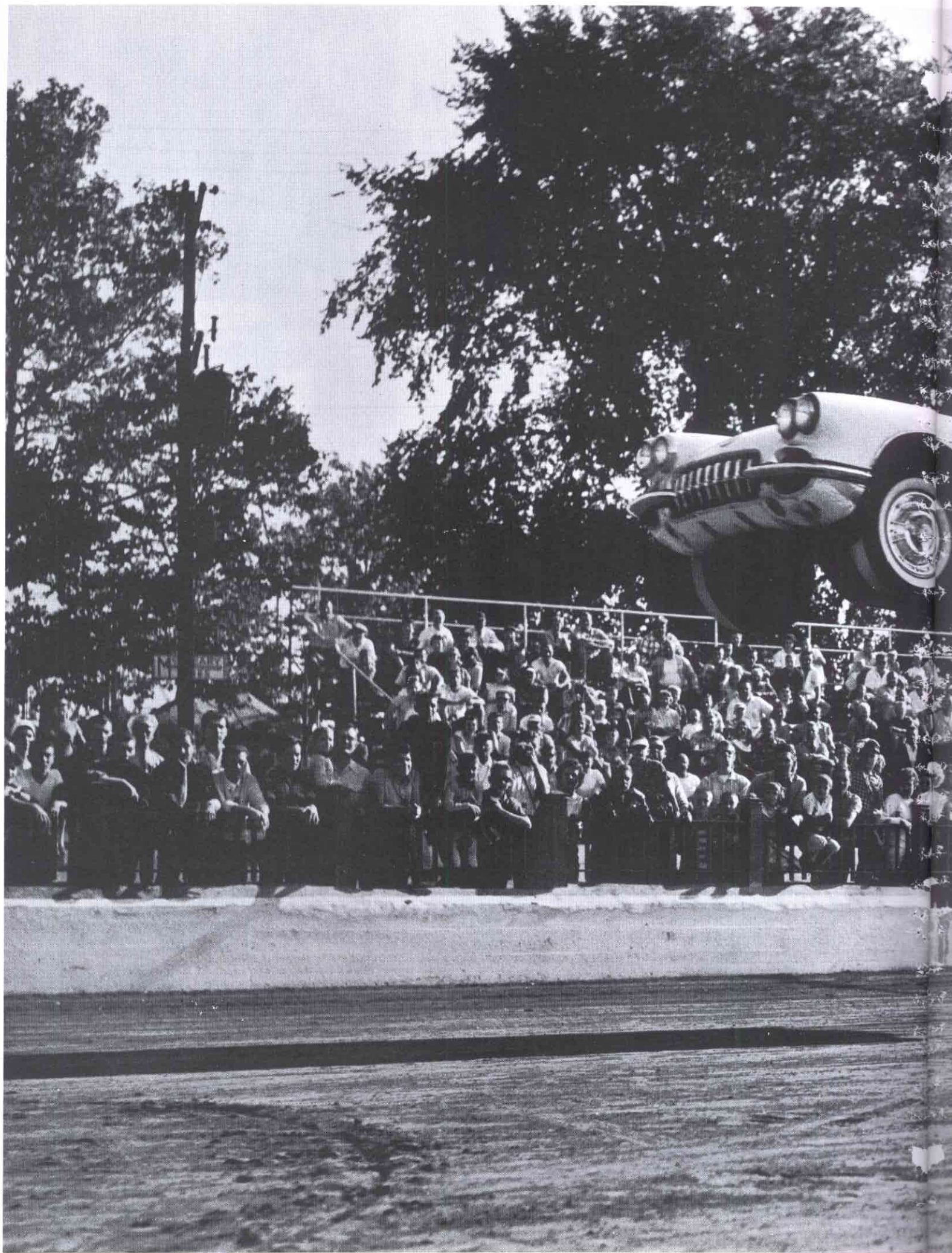
He nodded. "I'll have to talk it over with my wife—but *I'm going to get it!*"

Once I drove to Rockingham race track with a friend who planned to introduce me to the sport of kings. The officer on duty at the gate of the parking lot pulled off his hat with a tremendous flourish, bowed low, and swept us in. A few weeks later, my friend reported that she herself had driven to Rockingham in a new car.

"The same policeman was there," she said plaintively, "but he paid absolutely no attention to my car or me!"

That's my Corvette.





**JOIE CHITWOOD, FAMOUS STUNT DRIVER WHO HAS THRILLED THOUSANDS WITH HIS DAREDEVIL AUTO SHOW, DEMONSTRATES BRAVNY BUILD AND RUGGED SUSPENSION OF THE CHEVROLET CORVETTE BY LEAPING IT AT HIGH SPEED FROM ONE RAMP TO ANOTHER THROUGH THE AIR.**



caps as this excessive lubrication results in the lubricant working out into the brake drums and linings. The front wheels are equipped with ball bearings and should be packed with a high melting point front wheel bearing lubricant. The front wheel bearings should be cleaned and repacked and adjusted every 10,000 miles. See also "Front Wheel Bearing Adjustment" on page 57.

Adjust wheel bearings by tightening spindle nut to 28 ft. lbs. with torque wrench. Back off adjusting nut until bearings are loose (0 ft. lbs torque) and then retorque to 12 ft. lbs. Check the location of a slot in the nut with reference to a hole in the spindle. If a slot in the nut lines up with either the vertical or horizontal hole in the spindle, insert cotter pin. If not, back off a necessary amount to next hole and slot and install cotter pin. Refer to page 57.

3. **Crankcase**—See "Oil Requirements" on page 21.
4. **Three-Speed Transmission**—At operating temperature, lubricant should be level with filler plug. Remove plug to check level every 1000 miles and add hypoid lubricant such as SAE 90 "Multi-Purpose Gear Lubricants," as necessary. Straight mineral oil gear lubricant may be used.

9. **Rear Axle**—Since the rear axle operates under the most severe lubrication conditions at high speeds, a gear lubricant is required that will satisfactorily lubricate hypoid rear axles. Such lubricants have been developed and are commonly referred to as "Multi-Purpose" gear lubricants must be carefully compounded, of the latest non-corrosive type and of proven quality. The lubricant manufacturer must be responsible for the satisfactory performance of his product. His reputation is the best indication of quality.

Note that periodic change of rear axle lubricant is no longer required and that the drain plug is no longer installed in the differential during manufacture. The lubricant level should be checked every 1000 miles when car is lubricated.

It is recommended that S.A.E. 90 "Multi-Purpose" gear lubricant be used in the standard Corvette rear axle. For best results, on Positraction equipped units, a special hypoid gear lubricant should be used. This lubricant can be obtained at any Chevrolet dealer or G.M. automobile dealer and is sold under G.M. part number 3758791.

5. **Four-Speed Transmission** — Same recommendations as for the three speed transmission.
6. **Powerglide Transmission**—"Automatic Transmission-Fluid Type A" bearing an AQ-ATF-A mark should be used in the Powerglide Transmission. If the above fluid is not available, fluid bearing an AQ-ATF mark may be used.

Check oil level every 1000 miles with engine idling, parking brake set, transmission warm and control lever in "N" position. Add fluid when level reaches "Add 1 qt." mark on oil level rod located on right side of engine. Do not allow dirt to enter filler tube.

7. **Oil Filter**—Change the oil filter at the first 4000-mile point and every 4000 miles thereafter or six months, whichever comes first. Adverse driving conditions such as dust storms, very dusty roads, cold or severe weather may necessitate more frequent changes.
8. **Spring Shackles**—The spring shackles used at the rear end of the rear chassis springs are the rubber bushed type. Rubber bushings are also used at the front of each rear spring. **These bushings must not be lubricated or sprayed with oil.**

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**CAUTION:** Do not use Straight Mineral Oil gear lubricants in the rear axle.

With unit at operating temperature the lubricant should be level with bottom of the filler plug hole. Checking a cold axle may cause undesirable over-filling, as the cold, stiffened lubricant may adhere to sides of axle housing, causing level to *appear* low at filler plug hole.

**CAUTION:** Do not use water, steam, kerosene, gasoline or alcohol to flush units.

10. **Tires**—Every 1000 miles check tires for any sharp object which could cause a puncture. Every 5000 miles the tires should be switched as shown in fig. 72.
11. **Transmission Selector Lever Shaft**—On Three-Speed, Four-Speed, and Powerglide apply a few drops of light engine oil regularly.
12. **Clutch Cross Shaft and Linkage**—Lubricate with engine oil at each end as required.

## IN THE DRIVER'S COMPARTMENT

The following items should be checked "behind the wheel."

1. **Clutch Pedal**—Three-speed and four-speed transmission only. Check the free travel, or “play,” of the clutch pedal occasionally. The pressure of one finger should be enough to push the pedal in about an inch before the resistance of the clutch springs is encountered. If there is little or no play the clutch may be slipping, which will result in rapid wear. If there is too much play the clutch may not be disengaging completely, making gear shifting difficult. When free travel is less than ½” or more than ¾”, an adjustment should be made. (See page 65.)
2. **Brake Pedal**—Check the action of the brake pedal frequently. Any unusual conditions such as squeaks, grabbing, spongy feel or pulling when brakes are applied should be investigated at once. If pedal travels to within 1” of the floorboard in making an ordinary stop, the need for a brake adjustment or relining is indicated. (See page 34.)

### ON THE CAR BODY

Many of the annoying squeaks and noises that occur in closed bodies are due to neglect of maintenance service which all bodies should receive regularly. Some of the points which should be lubricated, and the lubricant required, are as follows:

1. **Door Lock Rotor and Striker Plate**—Use light oil or stainless stick lubricant.
2. **Hood Latch Mechanism and Hinges**—Apply light engine oil to pivot points.  
NOTE: Do not oil hood lock pin or catch plate.
3. **Rear Compartment Lid Lock Mechanism**—Lubricate moving parts with cup grease or chassis lubricant.
4. **Rear Compartment Lid Hinges**—Lubricate moving parts with chassis lubricant.
5. **Lock Cylinders**—Lubricate with powdered graphite.
6. **Window Regulators and Controls**—Apply a drop of light oil to operating mechanism. Trim panel should first be removed.
7. **Weatherstrips and Rubber Bumpers**—Coat lightly with a rubber lubricant such as Chevrolet Spray-a-Squeak—G.M. Part No. 987883.
8. **Folding Top Compartment Lid Hinges**—Apply light engine oil.
9. **Folding Top Compartment Lid Release**—Apply light engine oil.

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### SUGGESTED LUBRICATION AND MAINTENANCE GUIDE

Lubrication Point	Item	Interval	Reference Page	No.
1	Accelerator Control Rod at Idler Lever	1000 Miles	25	8
2	Air Cleaner (Polyurethane)	8000 Miles	25	5
	Anti-Freeze—Add	Fall	38	
	Anti-Freeze—Check	1 Week	38	
	Battery	2 Weeks	25	7
	Brake Master Cylinder	1000 Miles	25	2
	Brake Pedal Linkage	As Required	29	2
	Brake Shoe Adjustment	5000 Miles	34	
	Clutch Adjustment	As Required	65	
3	Clutch Cross Shaft—3 & 4 Speed			
	Transmission	As Required	28	12
	Clutch Pedal Linkage	As Required	28	12
	Cooling System—Flush	Spring & Fall	37	
	Crankcase	4000 Miles	27	3
	Crankcase Breather Cap	2000 Miles	25	6
	Dealer Inspection	5000 Miles		
4	Distributor	1000 Miles	25	4
4	Distributor Cam	5000 Miles	25	4
4	Distributor Felt Wick	As Required	25	4
	Door Lock Rotor and Striker Plate	As Required	29	1
	Engine Tune-up	5000 Miles	46	
	Fan Belt	5000 Miles	37	
	Folding Top Compartment Lid Hinges	As Required	29	8
	Folding Top Compartment Lid Release	As Required	29	9
	Front Suspension and Steering Linkage	1000 Miles	26	1
5	Lower Control Arm—Front	1000 Miles	26	1
6	Lower Control Arm—Rear	1000 Miles	26	1

Lubrication Point	Item	Interval	Reference Page	No.
7	Upper Control Arm—Front	1000 Miles	26	1
8	Upper Control Arm—Rear	1000 Miles	26	1
9	Kingpin	1000 Miles	26	1
10	Tie Rod	1000 Miles	26	1
11	Steering Connecting Rod	1000 Miles	26	1
12	Universal Joints	1000 Miles	26	1
	Gasoline Filter—AFB Carb.	5000 Miles	26	
	Gasoline Filter—Fuel Injection	15,000 Miles	26	
13	Generator	1000 Miles	25	3
	Hood Latch Mechanism and Hinges	As Required	29	2
	Lock Cylinders	As Required	29	5
	Oil Filter	First 4000	27	7
	Oil Filter	4000 Miles	27	7
	Radiator—Check Level	1000 Miles	40	
14	Rear Axle—Check Level	1000 Miles	28	9
	Rear Compartment Lid Hinges	As Required	29	4
	Rear Compartment Lid Lock Mechanism	As Required	29	3
	Seat Adjuster and Seat Track	As Required	8	
	Spark Plugs	5000 Miles	47	
	Spring Shackles	Do Not	27	8
	Starter Motor	Lubricate		
15	Steering Gear—Check Level	1000 Miles	24	1
16	Throttle Bell Crank	1000 Miles	25	9
	Tires—Inspect	1000 Miles	28	10
	Tires—Rotate	5000 Miles	28	10
17	Transmission, Auto.—Check Level	1000 Miles	27	6
18	Transmission, 3 and 4 Spd.—Check Level	1000 Miles	27	4
	Weatherstrips and Rubber Bumpers	As Required	29	7
19	Wheel Bearings—Front	10,000 Miles	26	2
	Window Regulators and Controls	As Required	29	6



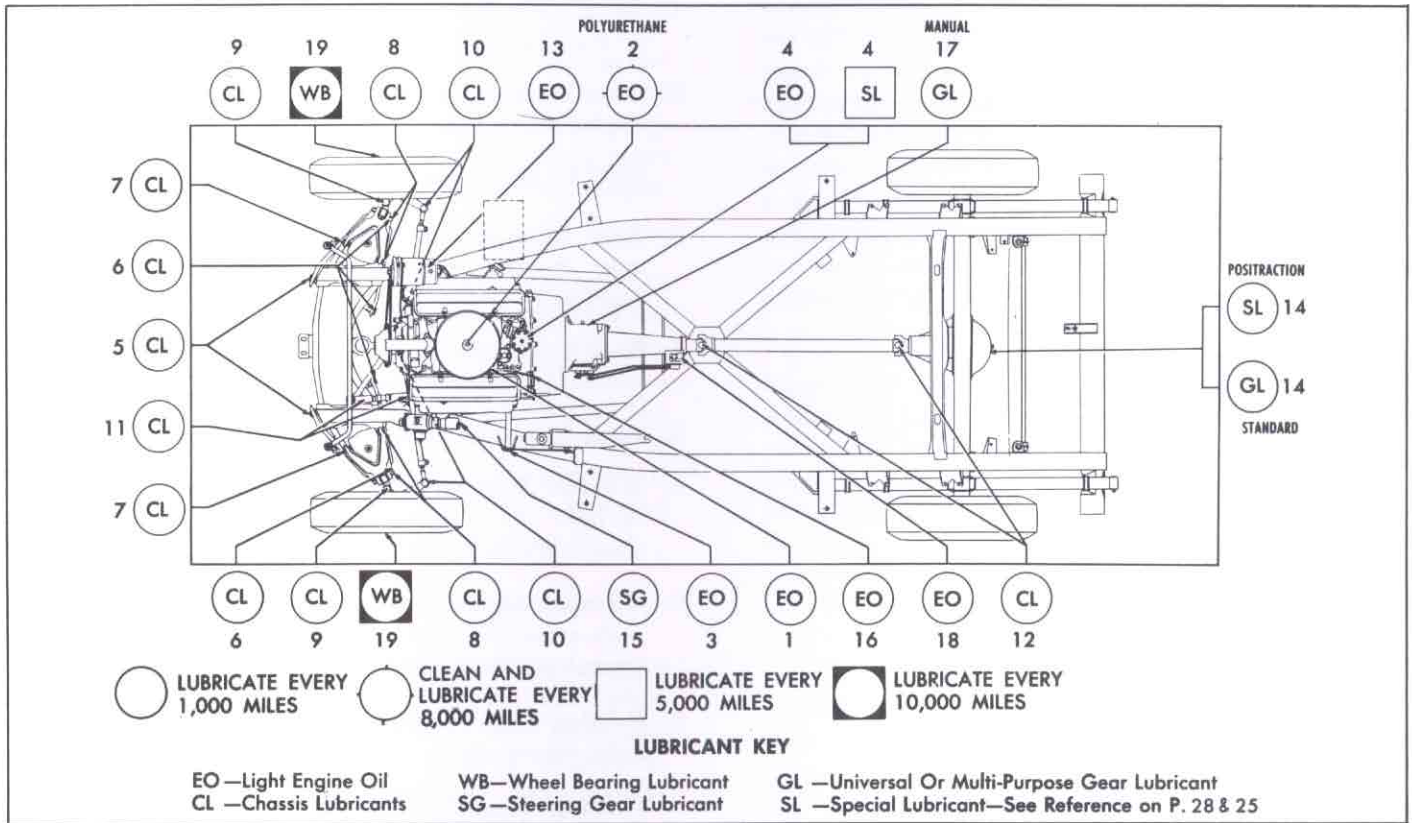


Fig. 41—Lubrication Chart

## DESIGN AND SERVICE INFORMATION

The construction and service procedure of many assemblies found in the Corvette are the same or similar to those used in the Chevrolet Passenger Car. Due to the similarity in service procedure, a Corvette Shop Manual will not be published at this time. All major maintenance problems not covered in this Operators Manual, are completely outlined in the Chevrolet Passenger Shop Manual. This shop manual may be procured from the Chevrolet Motor Division.

### BODY AND FRAME

The body of your Corvette is constructed of corrosion proof plastic glass fiber material molded into one compact unit. A blow which would dent or tear steel bounces off your Corvette. If it should be struck with great force, the damage would be restricted to a small area and could be easily and quickly repaired by any Chevrolet Dealer.

The frame is the structural center of the vehicle for in addition to carrying load, it furnishes support for the body, engine, transmission system and other units. The frame maintains correct relationship of all parts in order to secure their normal function and freedom from stress

and strain and wear that may be caused by operation in a misaligned condition.

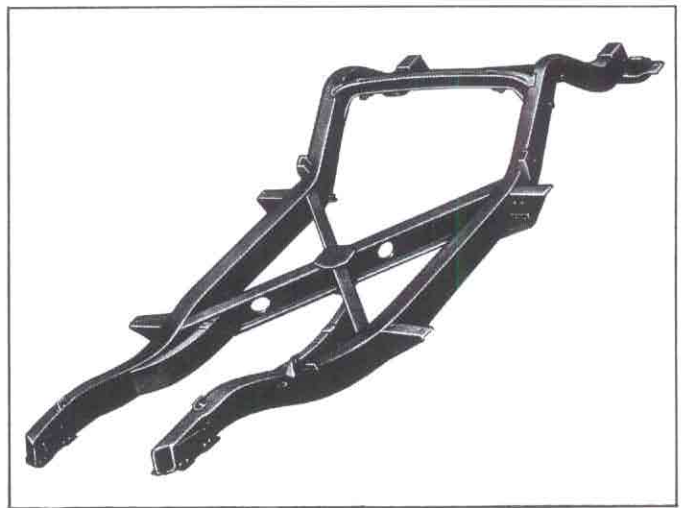


Fig. 42—Frame

The Corvette frame (fig. 42) consists basically of a front cross member (not shown), full length side rails, "I" beam type X member welded inside the frame side rails,

bracing from "X" member to front of frame side members, reinforced rear shock absorber cross member, rear cross member and various mounting brackets.

The front cross member is a large semi-tubular unit which is saddle mounted and bolted rigidly to the frame side members. The use of bolts in place of rivets facilitates overhaul as the complete front end assembly may be removed from the frame as a unit.

Vehicles which have been in a collision, upset or an accident of any nature which might result in "swayed" or "sprung" frame should always be checked for proper frame alignment in addition to steering geometry and wheel alignment. When it is necessary, it is recommended that your Chevrolet dealer who is equipped to do the job be contacted about your frame and wheel alignment problems of your Corvette.

## BRAKES

The brakes used on the Corvette are a self-energizing type which combine hydraulically operated service brakes with mechanically operated parking brakes.

The Corvette foot brake employs a pendant-type pedal that is supported from the dash-to-instrument panel brace. Operation of the hydraulic system is dependent upon the proper functioning of the master and wheel cylinders.

rear wheels by special clamps to permit the cables to pass under the springs.

### HYDRAULIC BRAKE ADJUSTMENT

To compensate for lining wear, which is evidenced by excessive pedal travel, a minor adjustment can be made to reduce the clearance between the brake lining and brake drum. All hydraulic brakes can be adjusted without removal of the wheels as all brake flange plates have openings with removable spring snap covers. As brakes are self-energizing through energizing links, only one service adjustment at each wheel cylinder is needed.

Brake shoe replacement is completely covered in the Chevrolet Passenger Car Shop Manual.

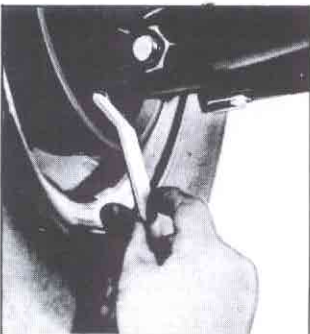


Fig. 44—Brake Adjustment

1. Jack up wheel and remove adjusting hole cover from flange plate.
2. Through hole in flange plate, insert screw driver or similar tool and engage it in teeth of adjusting wheel (fig. 44).
3. To expand shoes, move hand-held end of tool toward center of wheel until shoes drag slightly.

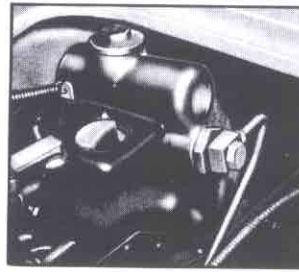


Fig. 43—Brake Master Cylinder

The master cylinder (fig. 43) piston receives mechanical pressure from the brake pedal and push rod and exerts pressure on the fluid in the lines, building up the hydraulic pressure which is transmitted to the wheel cylinders. This fluid pressure forces the pistons in the wheel cylinders outward, expanding the brake shoes against the drums. As the pedal is depressed further, higher pressure is built up within the hydraulic system causing the brake shoes to exert greater pressure against the brake drums.

As the pedal is released, the hydraulic pressure is relieved and the brake shoe retracting springs draw the shoes away from the drums and force the fluid out of the wheel cylinder back into the lines toward the master cylinder.

The mechanical parking brake handle, located under the left side of the instrument panel is connected by a flexible cable to the equalizer lever just to the rear of the frame "X" member. The cables are supported at the

33

4. Turn adjusting wheel in opposite direction 12 notches (both standard and metallic lining) to insure running clearance and check to see that wheel turns freely without drag. It may be necessary to tap backing plate to permit shoes to centralize before brake will be free.
5. Repeat this operation on each brake and replace hole covers.

### PARKING BRAKE ADJUSTMENT

The parking brake adjustment should be checked each time the hydraulic brakes are adjusted. When making a parking brake adjustment, the service brakes must be properly adjusted first as a base for the parking brake adjustment.

1. Jack up both rear wheels.
2. Pull out hand brake handle for 7 clicks of pawls.
3. Loosen check nuts at cable ends. Turn the forward check nuts against the clevis plates to draw up each brake cable until a moderate drag is felt when rotating drum.
4. Tighten check nuts securely.
5. Set parking brake lever back to 2 clicks from full release position, at which point no brake shoe drag should be felt.

## HYDRAULIC BRAKE FLUID

Only G.M. Hydraulic Brake Fluid Super No. 11 should be used when bleeding brakes. This brake fluid is satisfactory for any atmospheric temperature, hot or cold and has all the qualities necessary for satisfactory operation, such as a high boiling point to prevent evaporation and tendency to vapor lock, and a fluid state at low temperatures.

### BLEEDING HYDRAULIC SYSTEM

Air in the hydraulic system must be removed by a bleeding operation after the system has been opened at any point, or when air has entered the system in any manner. Air in the system is usually indicated by:

1. A "spongy" or "springy" feeling of the brake pedal when the brakes are applied.
2. Too much travel of the brake pedal (when the brake shoe adjustment is known to be correct).

Bleeding should be done on the longest line first to remove effectively all air from the system. The proper sequence to follow is left rear, right rear, right front and left front. In the bleeding operation it is extremely important that absolute cleanliness be observed. Any foreign matter in the system will tend to clog the lines, ruin the rubber cups of the main and wheel cylinders and

6. Slowly depress the brake pedal by hand to approximately the halfway point, then let the pedal return slowly to the release position. Repeat this procedure several times, keeping the end of the hose submerged in brake fluid until the fluid expelled from the bleeder hose is free of air bubbles.
7. Close bleeder valve tightly by turning clockwise with wrench as soon as bubbles stop and fluid flows in a solid stream.
8. Remove bleeder hose and install bleeder valve screw in bleeder valve.
9. Add new fluid to the main cylinder, and repeat the operation on the other wheels in turn.

### COOLING SYSTEM

The cooling system is designed with two purposes in mind; first, to carry off a certain amount of heat created in the engine so it will not operate at too high a temperature; and second, to maintain the engine heat at the temperature which will produce the most efficient and economical operation of the engine.

The system consists of a cross flow aluminum radiator and supply tank, fan, water pump, thermostat, water passages in the engine cylinder block and cylinder head, and the necessary hoses and fittings.

It is known as a pressure type cooling system, that is, it is designed to operate normally under a pressure of 13 pounds per square inch. Water boils at 212°F. at normal

cause inefficient operation or even failure of the braking system.

The manual method of bleeding the brake lines is described below. It is recommended that a helper be used to assist in performing this operation.

1. Raise hood, clean all dirt from top of main cylinder mounted on the dash panel, and remove filler plug.

2. Fill the reservoir with brake fluid. The reservoir must be kept full, or nearly full, of brake fluid while bleeding the brake system.



Fig. 45—Bleeding Brakes at Wheel Cylinders

3. Remove bleeder valve screw from end of bleeder valve near the brake fluid pipe or hose connection at wheel.

4. Attach a bleeder hose to the bleeder valve at this point (fig. 45) and place the free end of the bleeder hose in a clean container

having sufficient fluid at all times during this operation.

5. With a wrench, open bleeder valve by turning  $\frac{3}{4}$  turn in a counterclockwise direction.

atmospheric pressure, so by raising the pressure under which the coolant mixture is operating, the boiling point is therefore raised to approximately 240°F., thereby assuring safe operation even under high temperature conditions. For this reason, pressurized air and vapor may escape when removing the supply tank cap, but this does not necessarily mean the system is overheated.

The standard equipment  $17\frac{1}{8}$  inch fan is driven by a V-belt at .95 times the engine speed. This assures a constant flow of air through the radiator and around the engine to aid in cooling the water. The thermo-modulated fan hub reduces fan noise and provides added usable horsepower by limiting fan speed to approximately 3200 rpm.

In addition, the fan partially free-wheels until the radiator core temperature reaches 130°-150°F. The permanently lubricated centrifugal type water pump circulates the water, thereby constantly bringing cooler water to the areas around the combustion and exhaust chambers where most heat is generated. The thermostat restricts the flow of water to the radiator until the engine warms up to normal operating temperature.

### CARE AND MAINTENANCE RECOMMENDATIONS

The cooling system must be kept in good condition if it is to cool the engine properly under all operating conditions. G.M. Methanol or ethylene Glycol provides adequate winter protection when used according to direc-

tions. When plain water is used, the addition of G.M. Anti-Rust and Water Pump Lube is recommended, especially in areas of the country where high alkaline content water is found. Since the action of the cooling system controls the operating temperature of the engine, it is essential that systematic inspection of the units in the system be made periodically to maintain the efficiency of the system. See the special instructions at the end of this section pertaining to the aluminum radiator.

The supply tank cap should be removed and the coolant level checked frequently. If the coolant level is low, water or anti-freeze should be added.

**NOTE:** Since the volume of the solution in the cooling system expands when heated, the system should be filled cool, with the engine running to free the system of air, and until the supply tank is  $\frac{1}{2}$  full.

The system should be thoroughly checked for leaks and all hose clamps tightened occasionally.

The radiator and cylinder block should be drained and flushed twice a year.

The front of the radiator core should be checked occasionally for insects, leaves, etc., which could restrict air circulation. These can be flushed out from the back side of the radiator with a water hose and city water pressure.

The fan belt tension should be checked occasionally and, if necessary, adjusted.

The cooling system should be checked during periods of sub-freezing temperatures to determine if the system contains adequate amounts of anti-freeze.

### CLEANING THE COOLING SYSTEM

Unless the water in the cooling system is treated with a corrosion inhibitor, the water passages in the radiator and engine block may eventually become partially clogged. This corrosion and scale accumulation might result in inefficient operation of the cooling system, vitally affecting engine performance and economy of operation. Common causes of corrosion are:

1. Air in System—Air may be drawn into the system due to low liquid level in the supply tank, leaky water pump, or loose hose connections.
2. High alkaline content of water found in certain areas.

Scale and deposits in the cooling system which will not flush out can generally be removed by using an acid-base cleaning compound recommended for aluminum radiators. When using a cleaning compound, follow the instructions provided by the manufacturer.

If cooling system compound will not thoroughly clean the system, it is advisable to reverse-flush the system. See your Chevrolet Dealer regarding reverse-flushing of your Corvette cooling system.

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### FAN BELT ADJUSTMENT

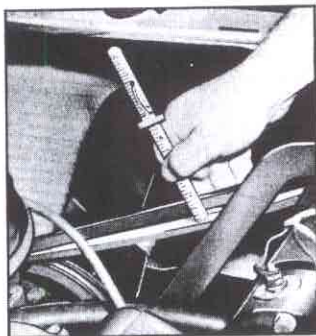


Fig. 46—Fan Belt Adjustment

1. Loosen bolt at generator slotted bracket.
2. Pull generator away from engine until desired belt tension is obtained. With correct adjustment a light pressure on the belt at a point midway between pulleys should cause a  $\frac{3}{16}$ " to  $\frac{1}{2}$ " deflection (fig. 46).
3. Tighten all generator bolts securely.

### THERMOSTAT

The thermostat consists of a restriction valve actuated by a thermostatic element. This unit is mounted in a housing in the inlet manifold water outlet above the water pump.

Thermostats are designed to open and close at predetermined temperatures and if not operating properly may cause abnormally high or abnormally low engine temperatures. If the condition of the thermostat is questioned, it can be removed and tested as follows:

1. Open radiator drain cock and drain out about half the coolant to bring the coolant level below the thermostat, then close the drain cock.
2. Remove the two cap screws that attach the water outlet to the thermostat housing (fig. 47), and lift

water outlet (with hose attached), gasket, and thermostat from housing.

3. Heat a container of water to a temperature  $25^{\circ}$  above the temperature stamped on the thermostat and place thermostat in the water and see if it opens fully. If it does not fully open, it should be replaced.
4. Place thermostat in water  $10^{\circ}$  below the temperature stamped on the thermostat and see if thermostat fully closes. If it does not fully close, it should be replaced.
5. Place thermostat in housing, then using a new gasket, install water outlet and cap screws. Tighten screws evenly and securely.
6. Fill cooling system and check for leaks.

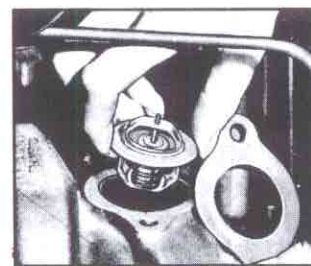


Fig. 47—Thermostat

### CHANGING TO ANTI-FREEZE

In determining the anti-freeze solution for winter operation, the local conditions and the type of service must be considered. To be certain that the solution will not leak out and be lost entirely, the following procedure should be followed in conditioning the system:

1. Drain the entire cooling system including the cylinder block. If considerable rust, scale, oil, or grease is present in the water drained out, it is advisable to flush and clean the system.

NOTE: For complete draining, the radiator drain cock at left side of radiator should be opened and the drain plug at each side of the V-8 block should be removed. Supply tank pressure cap should be removed to allow air to enter system.

2. Tighten all cylinder head bolts in sequence as described on page 50.

NOTE: Tightening cylinder head bolts may decrease valve clearance. Check and adjust valves if necessary (See Valve Adjustment, page 48).

3. Inspect the fan belt and adjust or replace if necessary (See Fan Belt Adjustment, page 38).
4. Inspect all hoses including heater hoses. If hoses are collapsed, cracked or in any way indicate a rotted condition on the inside, replacement should be made. Carefully check and tighten all hose clamps.
5. Check the thermostat. Make sure it does not stick open or closed. A 170° thermostat should be used when permanent anti-freeze is used, 160° thermostat with alcohol anti-freeze.
6. Fill the cooling system with the proper amount of GM anti-freeze and water, until the supply tank is  $\frac{1}{2}$  full, with engine running and system cool.
7. Warm up engine and check radiator, water pump, hoses and hose connections for leaks with engine hot.

#### TESTING ANTI-FREEZE SOLUTION

A hydrometer test is used to indicate whether anti-freeze,

or water or both should be added to bring the solution to the proper level and to maintain the desired freezing point. Some devices used for testing anti-freeze solutions will indicate the correct freezing point only when the test is made at a specific temperature. Other testers provided with thermometers and tables, indicate the freezing points corresponding to readings made at various temperatures. Disregarding the temperature of the solution when tested may cause an error as large as 30°F. Some testing devices are made to test only one kind of anti-freezing solution. Others have several scales and may be used for the corresponding kinds of anti-freeze.

#### SPECIAL INSTRUCTIONS FOR ALUMINUM RADIATORS

Aluminum radiators have been designed to combine heavy duty structure with high performance cooling. However, due to the physical properties of aluminum, maintenance procedures are different from those used with copper radiators.

##### **Additives**

Recommendations for specific types of additives are given below. Products meeting these recommendations are available from your General Motors Dealer.

##### **Antifreezes**

Use only antifreeze recommended by the marketer for use with aluminum radiators or which meets the re-

quirements of the appropriate General Motors Specification. Either permanent (GM 1899M) or alcohol type (GM 1898M) antifreeze may be used.

##### **Inhibitors**

A corrosion inhibitor should always be used whenever antifreeze is not in the system. Use only corrosion inhibitors recommended for use with aluminum radiators by the marketer or which meet the requirements of General Motors Specification 1894M. DO NOT USE INHIBITORS LABELED AS "ACID NEUTRALIZERS."

##### **Cleaners**

If the cooling system is maintained as described above, a cooling system cleaner should not be required. However, if it is desired to use one, use only a radiator cleaner which is recommended by the marketer for use with aluminum radiators. If such a cleaner is not available, reverse flushing with clear water is the only recommended cleaning procedure. DO NOT USE THE COMMON "SODA" OR CAUSTIC BASE CLEANERS GENERALLY USED WITH COPPER RADIATORS UNLESS THEY ARE SPECIFICALLY RECOMMENDED FOR USE WITH ALUMINUM RADIATORS BY THEIR MARKETERS.

##### **Stop Leak Preparations**

Stop leak preparations should not be required with aluminum radiators but may be used to seal other parts of the cooling system if desired.

##### **Filler Neck**

Care should be used to avoid nicking or denting the sealing surface of the top of the filler neck and the main valve gasket sealing surface.

##### **Filler Cap**

A special filler cap should be used with aluminum radiators. The use of a filler cap containing brass parts for an extended period will result in serious radiator damage which may require radiator replacement.

##### **Drain Cock**

An aluminum drain cock should be used with aluminum radiators. In the event of loss or damage, a  $\frac{1}{8}$  NPT cast iron pipe plug may be used as a temporary substitute. The use of a cast iron plug or of a brass drain cock for an extended period will result in serious radiator damage which may require radiator replacement.

#### LIQUID LEVEL (AFTER DRAINING)

If the system has been completely drained and is to be refilled, add coolant to fill radiator and supply tank. Due to the blocking action of the thermostat, the engine should then be started and coolant temperature allowed to reach normal operating range. This temperature rise will open the thermostat and allow coolant to flow through the system. Add coolant solution until the supply tank is  $\frac{1}{2}$  full, and recheck when cool.

## ELECTRICAL SYSTEM

### BATTERY

A 12 volt, 9 plate, 53 ampere-hour at 20 hr. rate storage

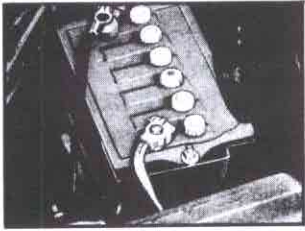


Fig. 48—Battery

battery is located under the hood on the right side of the frame (fig. 48). To assure long carefree battery service, the level of the solution in each cell should be checked at least once every two weeks. Remove filler caps from all six cells and add distilled water to bring solution to the

bottom of the split ring in the vent well in each cell. In freezing weather the vehicle must be driven after adding water to mix it properly with the electrolyte and prevent freezing. It is also important to keep the battery in a fully charged condition in cold weather as a discharged battery will freeze at a little below the freezing point of water (32°F.). The state of charge in the battery should be checked regularly. A fully charged battery should have a specific gravity of 1.260 to 1.280, while a fully discharged battery will have a specific gravity of approximately 1.070.

**CAUTION:** Batteries give off highly combustible hydrogen gas when charging and for some time after. Never allow an electric spark or

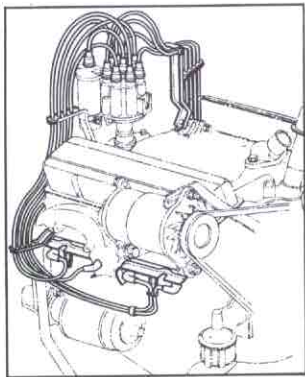


Fig. 49—High Tension Leads

The battery and generating system must be kept in good operating condition in order to obtain satisfactory operation of the ignition system. All wiring connections in the ignition circuit should be kept tight and free from dirt and corrosion. Keep the high tension wires free from grease and tight in the distributor cap and coil (fig. 49).

### GENERATING SYSTEM

The generating system consists of the generator, voltage, and current regulator, ammeter and necessary wiring.

The ammeter indicates whether current is being supplied to or removed from the battery.

The generator has sufficient capacity to supply all regularly used accessories and keep the battery fully charged providing the system is in good condition.

The generator output is controlled by the combined current and voltage regulator and cutout relay. The cutout relay points close when the generator voltage is higher than the battery voltage so that current can flow to the battery and open when the generator voltage is lower than the battery voltage to prevent the battery

flame near the battery, particularly the vent caps. Before working around battery, ground the car to reduce the possibility of static spark. Avoid getting battery acid on car finish, clothing or other fabrics.

The battery cable terminals must be kept clean and tight. Loose or corroded terminals cause hard starting and discharged batteries. When corrosion appears on the terminals, they should be cleaned in a solution of baking soda and water or ammonia and water. After cleaning, the top of the battery should be flushed off with clear water and coated with petrolatum.

### IGNITION SYSTEM

The ignition system consists of the ignition switch to open and close the circuit, the coil to induce high voltage, the distributor to make and break the low tension circuit and distribute the high tension current to the correct spark plugs, the spark plugs, to provide the spark in the combustion chamber and the necessary wiring. The battery is the source of current for the ignition system when starting the engine or at idling speed. The generator furnishes the current at higher speeds.

The distributor mounting provides a means of properly setting the initial ignition timing. The spark advance for various speeds and loads is controlled by governor weights in the distributor and by engine vacuum.

from discharging through the generator.

The current regulator protects the generator by preventing the generator output from exceeding 27 to 33 amperes.

The voltage regulator protects the battery and electrical system by preventing the generator voltage from exceeding 13.8 to 14.8 volts.

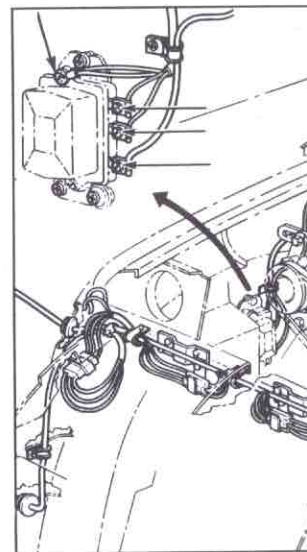


Fig. 50—Generator—Voltage Regulator Connections

The cutout relay points close at 11.8 to 13.5 volts. The connections in the entire generating circuit must be kept tight and free from corrosion or anything that will cause high resistance in the circuit. The generator should be lubricated as described on page 25.

The maintenance of the generating system, especially the voltage and current regulator, require the use of special equipment not generally available to the vehicle owner.

At periodic intervals of approximately 5000 miles, the terminals, external connections and wiring (fig. 50), mounting, belt and pulley should be checked. The commutator and brush inspection can be made through the openings in the commutator end frame. If the commutator is dirty or if the brushes are badly worn, it is best to have your Chevrolet dealer make the necessary tests and repairs.

### STARTING SYSTEM

The starting system has only one function to perform—to crank the engine. In the starting system there are four basic units: the battery, the starting solenoid, the starting relay, and the starting motor. The battery supplies the energy, the solenoid completes the circuit, allowing this energy to flow to the starting motor and the relay is used with the solenoid to reduce the voltage drop during the starting operation. The motor which draws a large amount of current for a short period of time, then delivers mechanical energy and does the actual work of cranking the engine. The motor is designed to incorporate a solenoid drive mechanism which assures positive engagement of the starting motor pinion with the fly-wheel until the engine is started. The solenoid is controlled by the key starter switch in the battery circuit. A shielded neutral safety switch is provided to prevent starting of the engine with the transmission selector lever in other than "P" or "N" position on Powerglide equipped Corvettes.

2. Remove the spring holding the retaining ring (fig. 52). Do not touch the adjusting screws at the top and sides of the mounting ring (fig. 52).
3. Pull sealed beam unit forward and disconnect wiring plug from sealed beam unit.
4. Connect wiring plug to new sealed beam unit. Place retaining ring around unit and push into place. Install attaching spring.
5. Install the rim and secure in place with four attaching screws.

### Adjustment

Adjustment of headlights should be performed by your Chevrolet Dealer or an authorized Guide Lamp aiming station equipped with the T-3 aiming device.

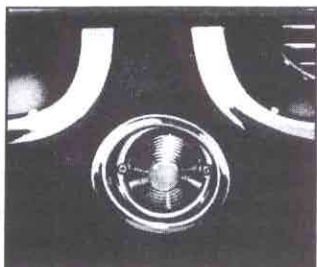


Fig. 53—Parking Lamps

### PARKING AND TAIL LAMPS

Combination parking and direction signal lamps are located at the front end of the car between the lower front fender and the grill (fig. 53) while combination tail, stop and direction signal lamps are located in the tail

### HEADLAMPS

The Corvette is equipped with dual T-3 Safety Aim Headlamp units. This system features better visibility through a broader and brighter beam pattern on both the "low" and "high" beam.

These headlamps may be adjusted properly by your local Chevrolet Dealer who is equipped with the latest T-3 Aimer device. When the upper beams are in use, a red pilot light will be seen through a small opening in the speedometer dial. The floor mounted dimmer switch is used to switch from one beam to the other.

### Replacement

1. Remove the four screws securing the headlight door (fig. 51).

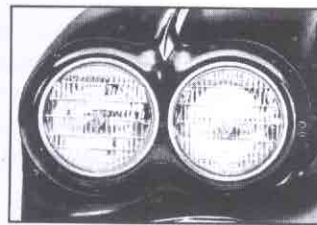


Fig. 51—Headlamps

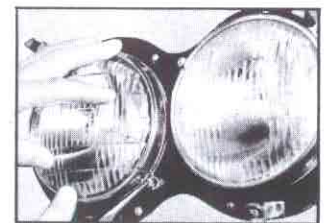


Fig. 52—Retaining Ring and Spring

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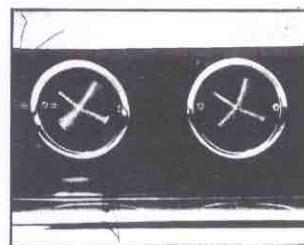


Fig. 54—Tail Lamps

light assemblies in rear panel (fig. 54). Each tail lamp bulb and socket is removed from outside by removing two screws retaining lens. Access to each parking lamp is gained by removing the cover screws and cover from the outside of the body.

### LICENSE PLATE LAMPS

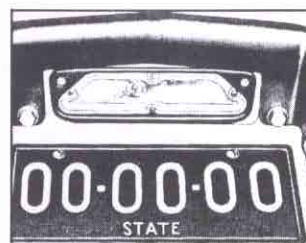


Fig. 55—License Plate Lamps

The license plate lamp is located under plastic lens at top of license pocket. Remove lens retaining screws to gain access to the bulb (fig. 55).

### CIRCUIT BREAKER

The lighting switch controlling instrument panel and exterior lights incorporates a 15 ampere thermal circuit breaker to protect the head and parking lamp circuit. Separate safety fuses are provided for radio, heater, instrument panel lights, tail and stop lamp lights and parking brake alarm if installed. If an

overload or short circuit occurs in the lighting system causing a current flow of more than 15 amperes, the points of the circuit breaker will open and close as they warm and cool until the short is located and corrected.

## POWER TRAIN

The Corvette power trains, consisting of engine, transmission, propeller shaft and rear axle are matched to deliver optimum performance and economy per dollar of cost. The following chart lists all combinations avail-

able. Note that the standard base production Corvette is equipped with 327 cubic inch V8 engine with single four barrel carburetor, three speed transmission and 3.36 to 1 ratio standard rear axle.

All Corvette engines have full pressure lubrication to cylinder walls, valve lifters, and to main, connecting rod and camshaft bearings. Metered pressure is supplied to the timing gears. A full flow oil filter is included which incorporates a by-pass valve which allows for engine oiling if filter should become clogged.

ENGINE	COMP. RATIO	FUEL INDUCTION SYSTEM	TRANSMISSIONS AVAILABLE	STANDARD AXLE RATIOS AVAILABLE	OPTIONAL POSITRACTION AXLE RATIOS AVAILABLE
Base Production 327 Cu. In. V-8	10.5 :1	Std. 4 Barrel Carb. Hyd. Lifters	3-Speed	3.36:1	3.36:1
			4-Speed Reg.	3.36:1-3.08:1*	3.36:1-3.08:1
			Powerglide	3.36:1	3.36:1
RPO 583 327 Cu. In. V-8	10.5 :1	AFB 4 Barrel Carb. Hyd. Lifters	3-Speed	3.36:1	3.36:1
			4-Speed Reg.	3.36:1-3.08:1*	3.36:1-3.08:1
			Powerglide	3.36:1	3.36:1
RPO 396 327 Cu. In. V-8	11.25:1	AFB 4 Barrel Carb. Solid Lifters Spl. Cam	3-Speed	3.36:1	3.36:1
			4-Speed Close Ratio	3.70:1	3.08:1 3.55:1-3.70:1 4.11:1-4.56:1
			3-Speed	3.36:1	3.36:1
RPO 582 327 Cu. In. V-8	11.25:1	Fuel Injection Solid Lifters Spl. Cam	3-Speed	3.36:1	3.36:1
			4-Speed Close Ratio	3.70:1	3.08:1 3.55:1-3.70:1 4.11:1-4.56:1
			3-Speed	3.36:1	3.36:1

\*Optional

Four speed manual transmissions are Syncro-Mesh in all forward speeds while the three speed type has Syncro-Mesh gears in all forward speeds but first. The four speed transmission is equipped with an aluminum case which is 15 lbs. lighter in weight than the cast iron type.

The Power Glide transmission is of special design with higher speed shift points than regular passenger model.

Axle ratios are offered in combinations shown in chart. The 1962 Posi-Traction axle is supplied with a total of ten clutch plates, giving your Corvette an even more sure-footed grip on all road surfaces.

## TUNE-UP CHECKS AND ADJUSTMENTS

The Corvette owner may be able to improve the performance and economy of his vehicle by making a few minor adjustments to the engine as follows in this manual. These minor tuneup adjustments are given for Corvette owners with mechanical experience who want to perform their own minor tuneups. It is necessary, of course, to have modern test equipment to do an extensive or complete engine tune-up. The procedures suggested here can be performed with a minimum of equipment, and it is not intended that these operations take

the place of a complete major tune-up performed by an authorized Chevrolet dealership.

## COMPRESSION CHECK

1. Be sure the battery is in good condition. Operate the engine until normal operating temperature is reached. Turn the ignition switch off and remove all spark plug shielding, then remove spark plugs.
2. Block the throttle in an open position and check to see that automatic choke is wide open.
3. Install a compression gauge in number 1 cylinder. Crank the engine until the gauge registers a maximum reading and record the reading. Note the number of compression strokes (at least four) required to obtain this reading.
4. Repeat the test on each cylinder cranking the engine the same number of strokes as was required to obtain a maximum reading on number 1 cylinder.
  - Compression on all cylinders should be 160 pounds or better. All cylinders should read alike or within 20 pounds for satisfactory engine performance.

NOTE: On engines equipped with the solid valve lifter camshaft, minimum compression pressure should be 150 pounds.



- A reading of more than 20 pounds above normal indicates carbon or lead deposits in the cylinder.
- A reading of more than 20 pounds below normal indicates leakage at the head gasket, rings or valves.
- A low even compression in two adjacent cylinders indicates a head gasket leak. This should be checked before condemning the rings or valves.
- To determine whether the rings or the valves are at fault, put a tablespoon of heavy oil on top of the low reading cylinders, and repeat the compression test. The oil will form a temporary seal for the rings. If the same reading is obtained, the rings are satisfactory, but the valves are leaking. If the compression has increased 10 pounds or more over the original reading, it indicates there is leakage past the rings.
- If the pressure fails to rise after first two successive compression strokes, but climbs higher on the succeeding strokes, or fails to climb during the entire test, it indicates a sticking or stuck valve.
- The cause of low or uneven compression must be corrected before proceeding with the motor tune-up.

Gaskets should be felt to slightly compress, this will give ideal heat dissipation. All spark plugs should be the same heat range with approximately the same amount of service hours. This will provide a more balanced running engine.

### VALVE ADJUSTMENT

Before adjusting valve stem to rocker arm clearance on models equipped with solid lifters it is important to have the engine thoroughly warmed up to normalize the expansion of all parts. Clearances will change as engine reaches normal operating temperature. Tests have shown that valve clearances will vary as much as .005" from a cold check through the normalizing range.

Covering the radiator will not materially hasten this normalizing process because even with the water temperature quickly raised, it does not change the rate at which the oil temperature increases and becomes stabilized, or the engine parts become normalized.

The actual temperature of the oil is not as important as stabilizing the oil temperature. The expansion or contraction of the valve mechanism, cylinder head and cylinder block are relative to this oil temperature. These parts stop expanding and valve clearance changes cease to take place only after the oil temperature is stabilized.

1. Normalize engine.
2. Remove rocker arm cover attaching screws and covers.

### SPARK PLUG—CHECK AND REPLACEMENT

Remove spark plugs using socket deep enough to prevent possible damage to spark plug porcelains. While removing plugs place in order on bench or in rack to identify each plug with individual cylinder it was taken from. This is important to diagnosis of individual cylinder malfunctions.

Wipe off porcelains and inspect for porcelain cracks. If no cracks are visible, sand blast spark plugs, then file the

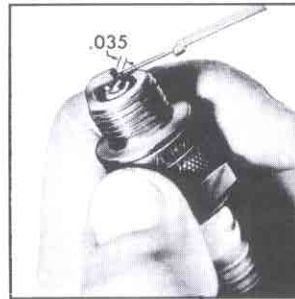


Fig. 56—Setting Spark Plug Gap

electrode tips and regap the spark plug with a round wire type plug gauge. Adjust spark plug gap to .035" (fig. 56).

**CAUTION:** Never bend center electrode which extends thru porcelain to make spark plug adjustment. Always make adjustment by bending the side electrodes.

Tap out spark plug threads with a 14 mm x 1.25 tap coated with plenty of grease then install new gaskets on plugs and start threads of plugs with fingers. Tighten to 20-25 foot pounds of torque. If torque wrench is not available tighten finger tight and 1/2 turn more using new gaskets.

3. Remove automatic choke heat tube on models so equipped, and remove rocker arm covers. Keep cover screws and reinforcements together.
4. Check torque of all manifold bolts and torque cylinder head bolts.

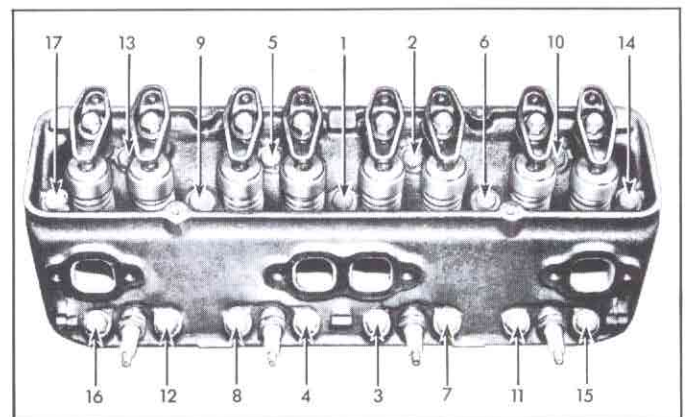


Fig. 57—Cylinder Head Bolt Tightening Diagram

**NOTE:** Cylinder head bolt torque is 60 to 70 lbs., exhaust manifold bolts, 25 to 35 ft. lbs. (center two), 15-25 ft. lbs. for two at each end, and intake manifold bolts, 25 to 35 ft. lbs.

5. Install automatic choke heat tube on models so equipped.

6. Lubricate valve stems to insure freedom of stem action.
7. Adjust valve rocker arm clearance with the engine normalized and idling by turning the self locking rocker arm stud nuts as required to obtain the clearances as shown in "Technical Data and Specifications".

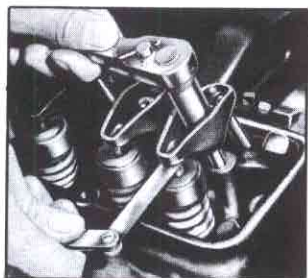


Fig. 58—Valve Tappet Adjustment

NOTE: The following steps do not apply on fuel injection equipped models.

8. Remove automatic choke tube and reinstall rocker arm covers.
9. Install automatic choke heat tube, start engine and check for oil leaks at rocker arm covers.

## DISTRIBUTOR POINTS

Correct distributor point gap is of prime importance to a smooth running and high performing engine. If the condition of the distributor is in doubt, proceed as follows:

### Inspection

1. Remove wires from distributor cap. Inspect for corrosion at terminals and cracks in wiring.
2. Release distributor cap clips, remove cap and rotor

4. Reverse steps 2 and 3 to install new contact set. CAUTION: Be certain to install condenser lead clip and primary lead clip with open end of metal clips away from distributor rotor.

5. If vehicle has 20,000 to 25,000 elapsed miles (or sooner if desired) the cam lubricator wick should be changed. Using long nosed pliers, squeeze assembly together at base and lift out. Remove all lubricant from cam surface. Replace with new lubricator wick and align.

### Replacement (Dual Point)

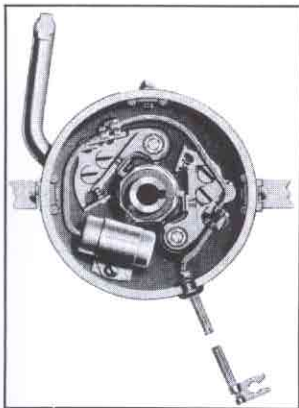


Fig. 59—Distributor

1. Loosen screw and nut attaching lead wire to stationary point. Remove lead wire and condenser lead (fig. 59). Remove the stationary point lock screw and remove point and arm. Repeat operation for other point.
2. Carefully wipe the protective film of oil from new points. Install lock screw, nut and lock clip on stationary point and install point on plate. Place movable point on its shaft and position spring behind lock clip. Reinstall lead wire and

and check for cracks in both assemblies.

3. Inspect contact points. Pitted or oxidized points should be replaced and misaligned points should be properly aligned and set. If the points are worn evenly and show a uniform gray surface, they do not need attention, providing point dwell angle or point gap is within limits.
4. As a temporary measure points may be filed to eliminate certain metal build up that might interfere with proper point clearance. This will accelerate the burning and new contact points should be installed as soon as possible to bring the distributor back to the original performance.

### Replacement (Single Point)

The contact point set is replaced as one complete assembly and only dwell angle requires adjustment after replacement. Breaker lever spring tension and point alignment are factory set.

1. Remove the distributor cap by placing a screwdriver in the slot head of the latch, press down and turn  $\frac{1}{4}$  turn in either direction.
2. Remove the two attaching screws which hold the base of the contact set assembly in place.
3. Remove the primary and condenser lead from the nylon insulated connection by removing the attaching screw.

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condenser lead and tighten securely. Repeat operation for other set of points, then adjust as follows:

### Adjustment (feeler gauge method)

1. Crank engine until distributor point cam follower rests on the peak of the cam.
2. Check point opening using a feeler gauge. Correct adjustment is .014 to .018 for new points. If necessary to adjust the points, loosen the stationary point lock screw and turn the eccentric screw as necessary. Repeat operation for other set of points.
3. Tighten lock screws and recheck point opening.
4. Check breaker arm tension with cam follower located between lobes of cam. Tension is 19 to 23 ounces. Adjust if necessary by loosening nut on stationary point and moving spring to give desired tension.
5. Install rotor, place cap on distributor and turn until tang indexes with keyway in distributor. Clamp cap and replace all wiring.

### Adjustment for Dual Point Distributors (Dwell angle meter, preferred for high speed operation)

1. Adjust one set of contact points to  $29 \pm 1$  degree while the other set of contact points is blocked with an insulating material (such as an insulated feeler gauge) at least .025" thick between the points.
2. Then block the adjusted set with the .025" thick insulating material and adjust the second set of contact points to  $29 \pm 1$  degree.

The individual breaker may be readjusted after checking total dwell angle in order to meet all of the above requirements. Total dwell should be  $33^\circ \pm 1^\circ$ .

#### Adjustment for Single Point Set Distributors:

Follow the above procedures, but omit all reference to second set of points.

#### TIMING

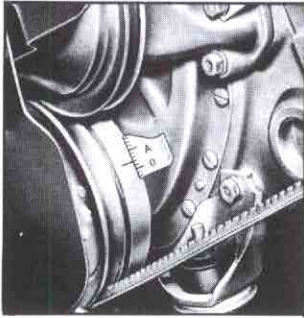


Fig. 60—Ignition Timing

Each time the distributor points are replaced or adjusted the timing should be checked and adjusted. A timing light is needed to perform this operation.

The mark on the harmonic balancer should be aligned with the proper marking on the tab extending from the front engine cover (fig. 60).

1. Remove spark plug shield.
2. Connect the timing light high tension lead to the No. 1 spark plug and the other two timing light leads to the battery terminals.
3. Clean the dirt from the timing marks.
4. **On base production engines:**
  - A. Operate engine at 475 rpm.
  - B. Direct timing light at the pointer on the left top of harmonic balancer.
  - C. Loosen distributor clamp and rotate distributor
5. **On all solid lifter equipped engines (RPO 396 and 582):**
  - A. Operate engine at idle speed shown in Specifications.
  - B. Direct the timing light at the pointer on the left top of harmonic balancer. Loosen distributor clamp and rotate distributor until the mark on the crankshaft damper lines up with the  $10^\circ$  BUDC mark on the timing tab. This is five marks towards the center of the vehicle from the "O" mark.
  - C. Tighten distributor clamp screw and remove timing light.
6. **On all AFB carburetor, hydraulic lifter camshaft equipped engines (RPO 583):**
  - A. Operate engine at idle speed shown in Specifications.
  - B. Loosen distributor band clamp.
  - C. Remove vacuum advance line and plug opening.
  - D. Align timing mark on harmonic balancer with  $8^\circ$  BUDC mark on timing tab. This is 4 marks towards the center of the vehicle from the "O" mark.
  - E. Tighten distributor band clamp in place.
7. **On the fuel injection, solid lifter camshaft equipped engine:**
  - A. Operate engine at idle.
  - B. Loosen distributor band clamp.
  - C. Align timing mark on harmonic balancer with the  $10^\circ$  mark on the timing tab. This is 5 marks towards the center of the vehicle from the "O" mark.
  - D. Tighten distributor band clamp in place.
- F. Reconnect vacuum advance line after first removing plug.

#### CARBURETOR OR FUEL INJECTION ADJUSTMENTS

On all idle or air-fuel mixture adjustments, the engine must be running at its normal operating temperature. On all linkage adjustments, the engine must be shut off, but should be at its normal operating temperature.

##### Accelerator Linkage Adjustment for Carburetor

1. Remove carpet adjacent to area around accelerator pedal.
2. Remove air cleaner and throttle pull back spring on carburetor.
3. With carburetor at wide open throttle accelerator pedal should be  $\frac{3}{8}$ " from toe board. Lengthen or shorten accelerator rod by removing spring clip and turning trunnion nut.

until the mark on the crankshaft damper lines up with the  $4^\circ$  BUDC mark on the timing tab welded to the front end cover. This is 2 marks towards the center of the vehicle from the "O" mark (fig. 60).

D. Tighten distributor clamp screw, remove timing light, and reset engine idle.

5. **On all solid lifter equipped engines (RPO 396 and 582):**
  - A. Operate engine at idle speed shown in Specifications.
  - B. Direct the timing light at the pointer on the left top of harmonic balancer. Loosen distributor clamp and rotate distributor until the mark on the crankshaft damper lines up with the  $10^\circ$  BUDC mark on the timing tab. This is five marks towards the center of the vehicle from the "O" mark.
  - C. Tighten distributor clamp screw and remove timing light.
6. **On all AFB carburetor, hydraulic lifter camshaft equipped engines (RPO 583):**
  - A. Operate engine at idle speed shown in Specifications.
  - B. Loosen distributor band clamp.
  - C. Remove vacuum advance line and plug opening.
  - D. Align timing mark on harmonic balancer with  $8^\circ$  BUDC mark on timing tab. This is 4 marks towards the center of the vehicle from the "O" mark.
  - E. Tighten distributor band clamp in place.

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##### Accelerator Linkage Adjustment for Fuel Injection

1. With floor carpet in place, depress accelerator pedal to the floor.
2. Adjust control rod to give wide open throttle.

##### Idle Adjustment

Open and close throttle valves several times to make sure valves seat properly. Connect tachometer and vacuum gauge. (On models equipped with Powerglide, selector lever must be in Drive (DR) and BRAKE SET.)

##### Carburetor (Fig. 61)

1. Adjust idle speed screw to idle speed listed in specification section for engine involved.
2. Adjust each idle mixture screw separately to give peak vacuum indication and RPM reading.
3. If necessary readjust engine idle.

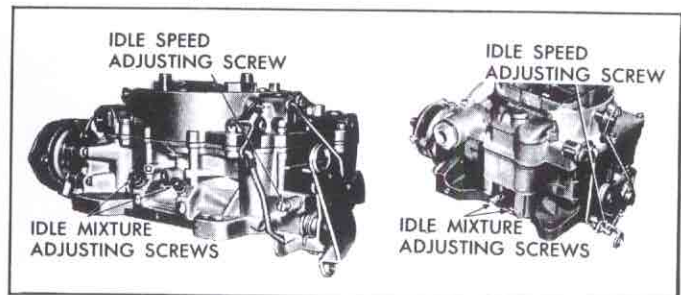


Fig. 61—Carburetor Adjustments

## Fuel Injection

1. Turn idle air adjustment screw (engine speed) and idle fuel adjustment screw to approx. two turns open. Start engine and warm up, then adjust air adjustment screw (fig. 62) to obtain best possible idle speed.
2. Adjust idle fuel adjustment screw (fig. 63) to smooth out idle speed.
3. Readjust idle air adjustment screw and fuel adjust-

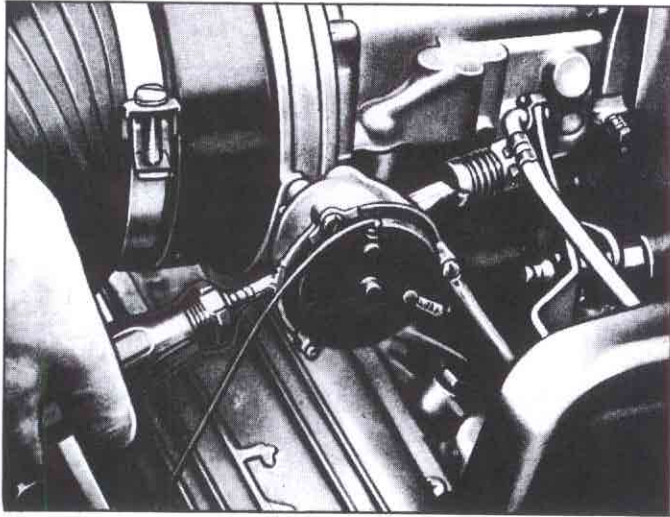


Fig. 62—Idle Air Adjustment

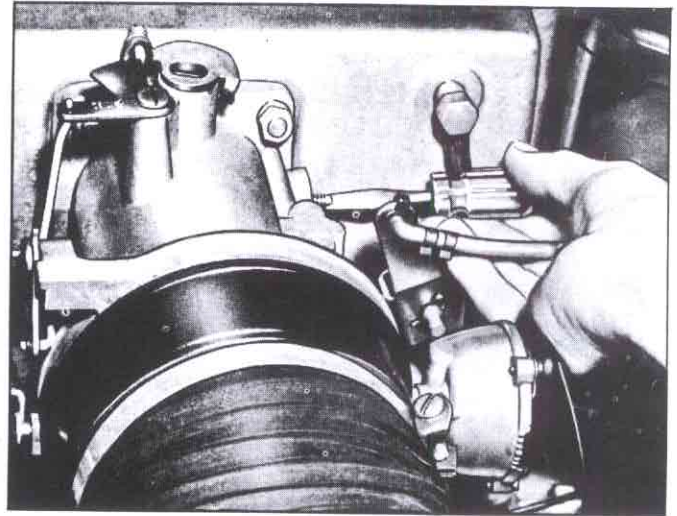


Fig. 63—Idle Fuel Adjustment

ment until best idle is obtained at the idle speed specified in the specifications section located in the back of this owner's guide.

NOTE: When turning adjustment screws in to begin adjustment, approach end of travel with caution. Forcing screws into seat may cause damage.

## Powerglide Linkage Adjustment with Carburetion System. (Fig. 64)

1. Place lever (F) in wide open position and pull rod (E) forward until it is stopped by transmission internal stop. Adjust swivel in rod (E) for easy entrance in lever (F) and then readjust the swivel three turns, lengthening the rod by that quantity. Fix swivel in lever.
2. With accelerator pedal depressed, placing lowest point on accelerator rod  $\frac{1}{4}$ " to  $\frac{3}{8}$ " above the toe

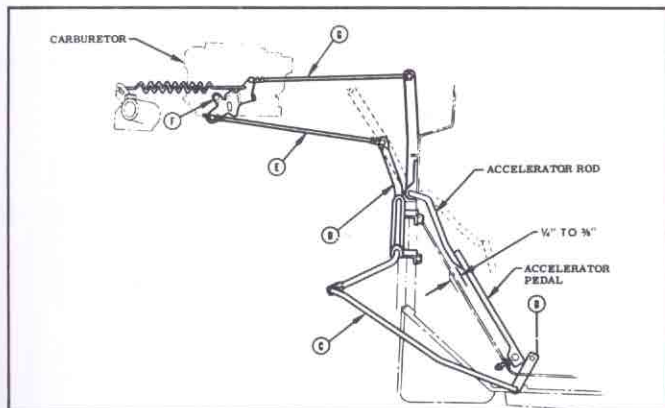


Fig. 64—Powerglide Linkage Adjustment

panel with carpet removed and lever (F) rotated to wide open position, adjust swivel in rod (G) for free entry into lever (F) before fixing swivel to lever (F).

3. Check adjustment by placing linkage in idle position, then return to wide open position by rotating lever (F). Push downward on lever (B) and note if rod (E) deflects, meaning transmission is not on internal stop. If rod deflects, or lever (F) will not reach wide open position, repeat adjustment 2'.
4. Check adjustment by releasing, then depressing accelerator pedal. Check lever (F) for wide open position. If lever (F) will not reach wide open position, repeat step 2.

## Powerglide Control Linkage Adjustment (Fig. 65)

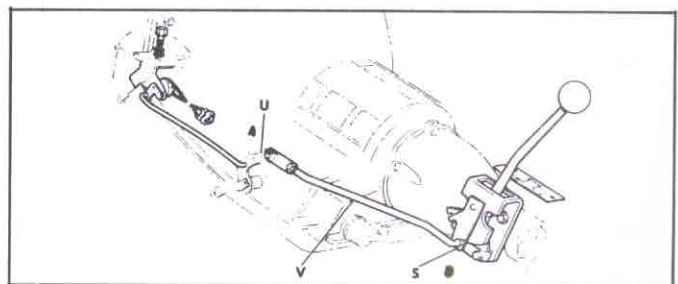


Fig. 65—Powerglide Control Linkage Adjustment

1. Set control rod bell crank (U) in parked position.
2. Set control shaft lever (S) in parked position.
3. With both bell crank and lever held in park position, assemble control rod (V) to lever (S), then adjust clevis on rod (V) for easy entry into lever (U).

### FRONT SUSPENSION

The front wheels on the Corvette are independently sprung by the S.L.A. (short and long arms) method. This design allows the wheel to move up or down independently in following irregularities of the road, resulting in a minimum of tire wear due to scrubbing of tires against road surface.

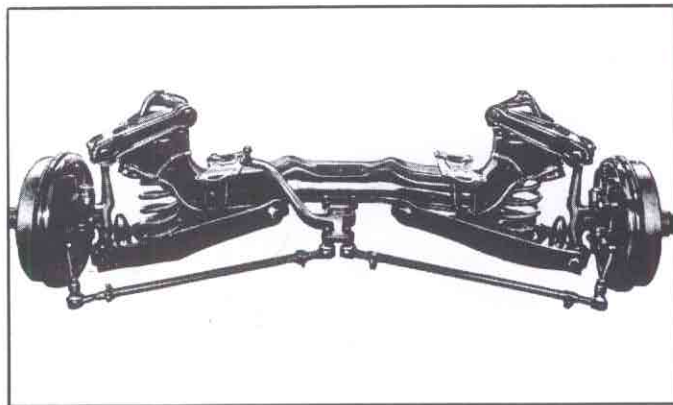


Fig. 66—Front Suspension

### Removal

1. With a 1/4" open end wrench, hold upper stem from turning and remove upper stem retaining nut, grommet retainer and grommet.



Fig. 68—Removing Front Shock Absorber

2. Remove nut and lockwasher from special bolt retaining shock absorber lower mounting bracket to lower control arm and pull shock absorber assembly and mounting bracket out bottom of spring housing (fig. 68).
3. Place mounting bracket in vise and remove lower stem retaining nut, grommet retainer and grommet and remove shock absorber from mounting bracket.
4. Inspect rubber grommets for condition and, if necessary, replace with new grommets.

### Installation

1. Install grommet retainer, upper grommet, retainer bracket assembly, lower grommet and grommet retainer on bottom stem of shock absorber and install

In this construction, the entire assembly (fig. 66) is attached to a frame cross member which is semi-tubular in design and is saddle mounted and bolted rigidly to the frame side members. This construction facilitates complete overhaul or replacement in that the complete assembly may be removed from the frame as a unit.

### FRONT SHOCK ABSORBERS

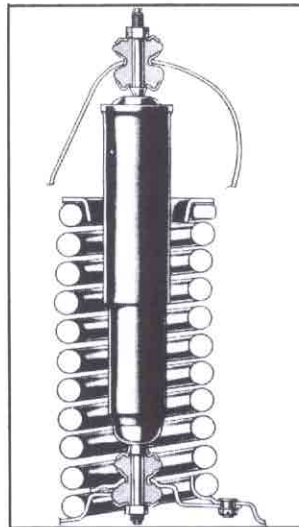


Fig. 67—Front Shock Absorber Mounting

Direct acting, permanently sealed bayonet type front shock absorbers are located in the center of each front spring (fig. 67) and operate in a vertical plane. The top of the shock absorber is attached to the top of the spring housing and the bottom is stem attached to a removable plate attached to the lower control arm. Since front absorbers are permanently sealed, service operations are limited to replacements only. Front shock absorbers may be replaced on the vehicle as follows:

- grommet retainer nut and tighten until it bottoms on shoulder of stem. Then tighten to 15-20 ft. lbs. torque.
2. Install grommet retainer and grommet on upper stem of shock absorber and install shock absorber up through lower control arm and spring housing.
3. Index upper stud through mounting hole in top of spring housing and index mounting hole in shock absorber retainer bracket over special bolt in lower control arm.
4. Install lockwasher and nut on special bolt and tighten nut securely.
5. Install grommet and grommet retainer over upper stem of shock absorber.
6. Install retainer nut to upper shock absorber stem and holding stem with 1/4" wrench, tighten nut until it bottoms on shoulder of stem. Then tighten to 15-20 ft. lbs. torque.

### FRONT WHEEL BEARINGS

#### Removal

1. Remove hub cap.
2. Remove hub dust cap.

# PROTECT YOUR AUTOMOBILE INVESTMENT WITH AN MG MITTEN TAILORED CAR COVER



Marion Weber, the owner of MG Mitten originated the tailored car cover more than 20 years ago. This company has always led the way in development of new fabrics and patterns. Its policy has been one of maintaining the lowest prices consistent with quality . . . and it has always endeavored to give the customer a full explanation of the reasons for the use of various fabrics for specific applications.

**WHY COVER A CAR?** If your car sits outside as much as 4 hours a day it should be covered because it needs protection from *sun and dirt*. These are the two enemies of paint, chrome, leather, rubber—even vinyl. Our atmosphere is dirty. The atmosphere surrounding your parked car is particularly dirty. The pavement grime (dirt, rubber, chemicals, abrasives) stirred up by passing cars settles on all portions of it, filters into minute cracks, attracts and holds moisture. This grime is receptive to chemical action which rots fabric and clouds and dulls finishes.

When you wash and polish your car you remove much of the grime, but you don't get it all . . . and you can't undo the effects of passing time. The necessity for using abrasive polishes also contributes to a shorter life for the paint. Unfortunately *you cannot wash away any of the effects of sunlight*. The sun's rays are powerful . . . one of the most effective bleaches known is sunshine. It literally "cooks" some materials.

So, keeping direct sun and pavement grime off, and out of, your car only makes sense and means savings in car washes, paint, rubber components, chrome upholstery, convertible tops, carpets and interior trim.

**RAIN WON'T HURT IT.** Commercial car washes make a big point out of using "soft" or "treated" water. Rain water is about as pure as you can get. So, if your car is drenched by a passing cloud, just figure that it is a free wash job with soft water. Don't buy a cover in order to keep your car from ever getting wet.

## WHAT TYPE OF CAR COVER SHOULD I BUY?

**DURICON**—a cotton drill treated for mildew resistance and to repel moisture. Water *will* soak through, but DURICON can "breathe" and the moisture can evaporate as humidity decreases. This prevents condensation and trapping of water under the cover—a condition which can be harmful. Covers are machine washable.

**TAN FLANNEL**—a higher grade of cotton fabric, a sa-teen, with a nap on the underside to make a softer inter- face with the car's finish. Treated like Duricon for

moisture repellency and mildew resistance. Also ma- chine washable.

**SILVER MINK**—A water resistant fabric, but *not a water- proof cover*. No cover can be waterproof without having the seams completely sealed (a job which is too costly for the factory). This cover will resist water because the fab- ric is coated with DuPont Hypalon on one side. But, it should be removed from the car if water condenses un- der it because it does not "breathe." Not machine wash- able, it can be hosed off and scrubbed because its resistance to abrasion is good.

**WHAT ELSE?** All MG Mitten tailored car covers have shock cord in the hem to snug them around the car. Tie- down tabs and nylon rope are provided to secure the cover for long periods such as airport parking. An iron-on patch is included for reinforcing around the hole you make for the antenna and each cover is packed in a polyethylene bag with instructions for its care. If your car has exterior mirrors, we'll provide "ears" for them on request.

**A WORD OF WARNING:** Don't consider a cover for a towed vehicle. Either the cover or the paint can be ruined by continued flapping. Keep it covered between events, but stow the cover while under tow.

CAR AND MODEL	Pattern No.	Silver Mink	
		Duricon	Tan Flannel
Corvette 1954-57	10	52.95	67.95
Corvette 1958-62	18	52.95	67.95
Corvette 1963-67	19	52.95	67.95
Corvette 1968-74	75	52.95	67.95

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