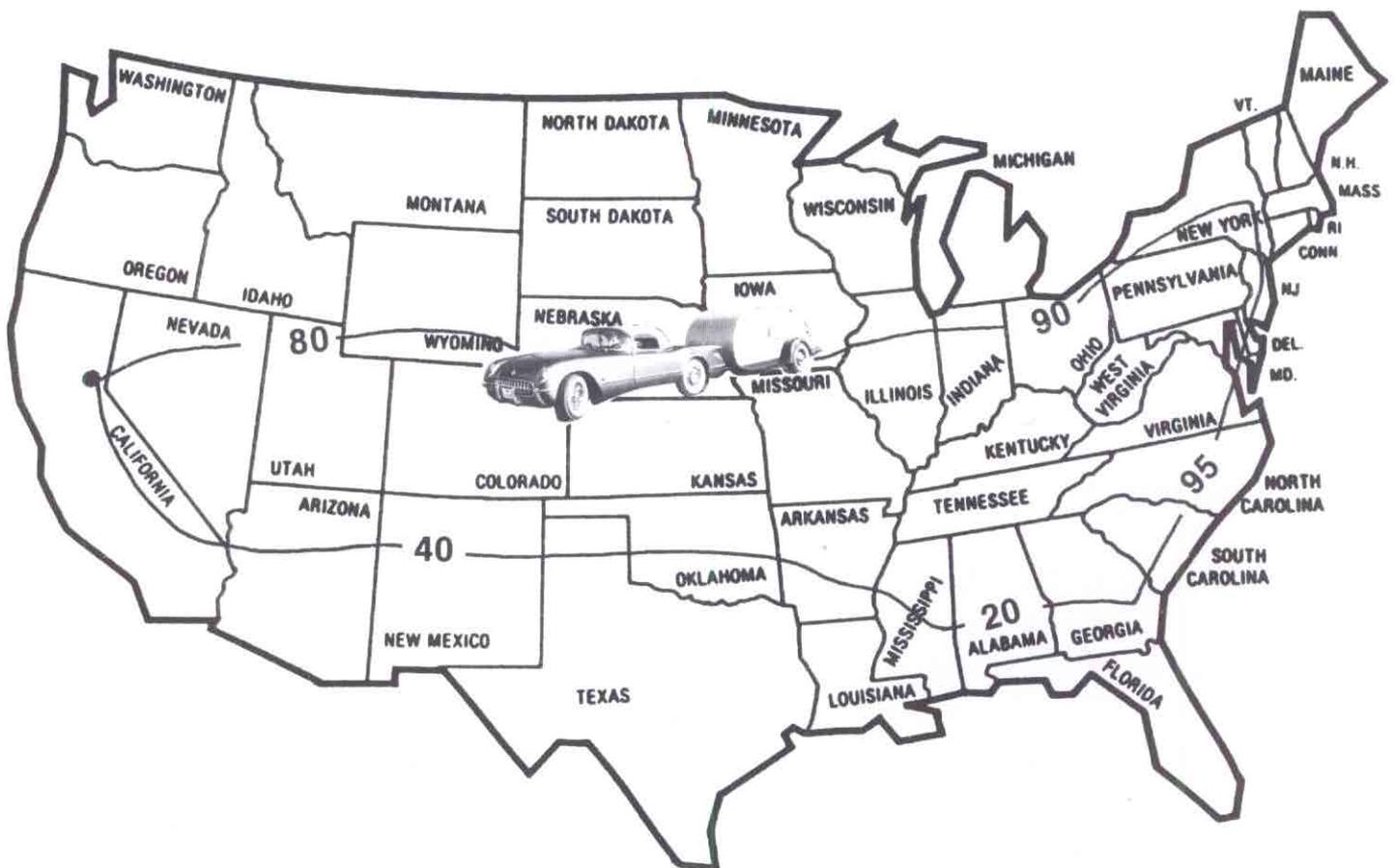


STRAIGHT TALK



VOLUME 2 NUMBER 2

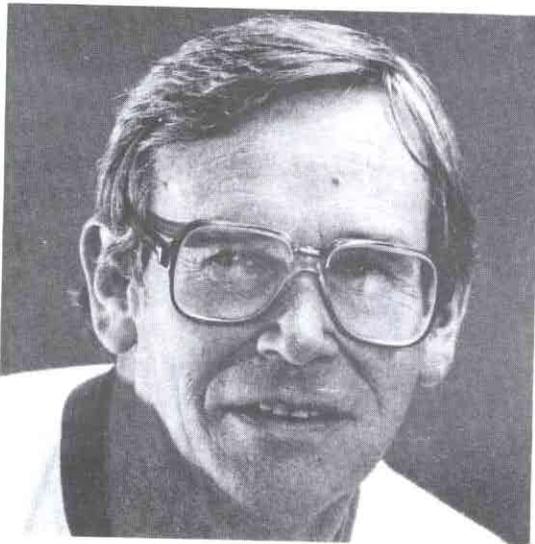
BE ON THE LOOKOUT FOR THE TRAVELING EDITOR



MAY TO JUNE

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PRESIDENT'S PAGE

By Noland Adams

How time flies: It's time to get serious about attending the 1989 SACE Convention. I'm addressing the SACE membership, for Lucy Badenhop has completed all the planning details. Mary and I will be there; we already have our airline tickets! And, you will meet SACE founders Roy and Mary Braatz, who plan on driving their 1955 Corvette to the meet. So, look at the details contained within this issue; we'll see you there.

Pardon me for reflecting a bit, but the Summer of 1989 is the 9th anniversary for my 1953 to 1962 Corvette restoration book. The reason I mention this is that "new" -- that is, unrestored -- old Corvettes are still surfacing. These cars are finding new owners, who are buying the book to help them. I am aware of this because I got letters from several of them on a variety of subjects. One wanted information on his '57 from Chevrolet's files (which have still eluded myself and other researchers). Many of these folks are new to the Corvette restoration scene, yet they are restoring cars for the SACE convention. We will have several freshly restored old Corvettes there to enjoy.

That brings us to the new judging forms and system, as I discussed last time. The new forms have not been completed, but we shall continue to work on them. Our target date is to have the details completed and copies available at the '89 meet.

Our national meet coordinator, Lucy Badenhop, has been promoting the meet for some time now. She found many straight axle supporters within the Mid-Atlantic Chapter of NCRS. I have been the guest speaker at two Mid-Atlantic Chapter

meetings, so I have first-hand knowledge of their activities. Mid-Atlantic is a top quality group in both cars and people. The Mid-Atlantic Chapter is giving our meet space in their newsletter "Signal Seeker". The current issue has a meet schedule on the inside back cover. Plus, we will have a representation of the chapter's cars and people there. The '89 SACE Convention would have been successful, at any rate. But we're relatively new kids on the block, so we're still growing. The Mid-Atlantic Chapter's backing is a welcome sign of cooperation.

One item I'd like SACE to address is reproduction parts for '53-'62's. If I can work out the details, we'll have a representation from the sources of all such parts. Maybe the part will be there to be examined, maybe a brochure, or maybe a catalog. If you have such a part ready to market, or if you know someone who is going to market a part, please drop me a line at 715 Talbot, Albany, CA 94706.

Don't forget the swap meet at the '89 Convention. Dust off those extra parts and bring them along. Someone out there needs the parts, so leave some room in your car or suitcase. Nothing greater than seeing a big spread of old Corvette parts. It's a lot of fun just trying to identify some of those little-seen parts.

Save the wave and enjoy those old Corvettes!

STATE REPRESENTATIVES

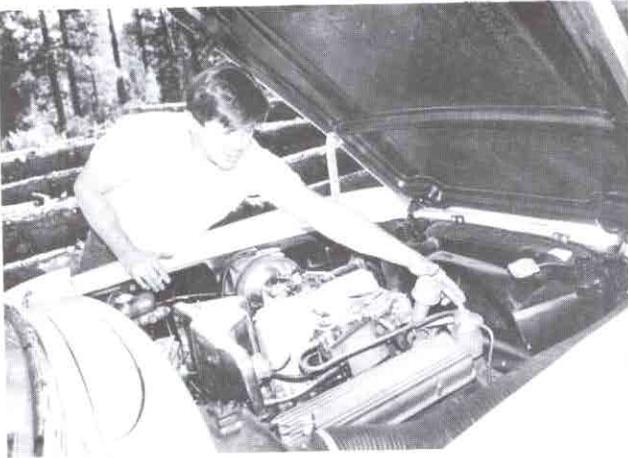
Pennsylvania: Klas Anderson, President
R.D. 3, Box 116
Towanda, PA 18848

Washington: Bill Eldridge, President
561 Olelo Pt. Rd.
Port Ludlow, WA 98365

California: Carolyn Simpson, President
1154 Teesdale Rd.
Yuba City, CA 95991

Canada: Jane & Tony Catalano
15545 Cliff Ave.
White Rock, British Columbia V4B1V8

Arizona: Jeff Reed
239 West Main
Mesa, AZ 85201



EDITOR'S PAGE

By Roy Braatz

Merry Christmas to all and here's hoping you find that NOS part under the tree. My wife and I are looking forward to our National Virginia meet. Talking to you eastern members and picking your brains on your knowledge of early Vettes can be expected of me. My wife and I are driving out in our 1955 pulling a 1947 tear drop trailer which we plan to sleep, cook and live in along the way to better see the U.S.A. in our Corvette Chevrolet.

And nothing would make this trip better than to meet members along the way. After Virginia we're going on to New York, Pennsylvania, Illinois and then back on 80.

If you would care to meet us as much as we would to meet you, please write us giving your address, telephone number and time of day to call and we'll try our best to stop by. Hope to be hearing from you!



ROY AND MARY BRAATZ'S ACCOMODATIONS

HEATER SWITCH

By Roy Braatz

Figure 1 is a heater switch bought from a Corvette supplier as a replacement for the original that is no longer available. It has four connections and no ballistor. To know if a Vette has one installed, pull the knob out tightly and the heater motor will run.

The original, having two connections and a ballestor, will not run the heater motor when the knob is held out. If you have or can find the original assy that is usually bad because of a broken or rusted cable, then simply remove the back cover from the replacement switch and put it on the original front switch assy. Now you have a 99% original-looking and functioning heater switch. Stay warm and dry!

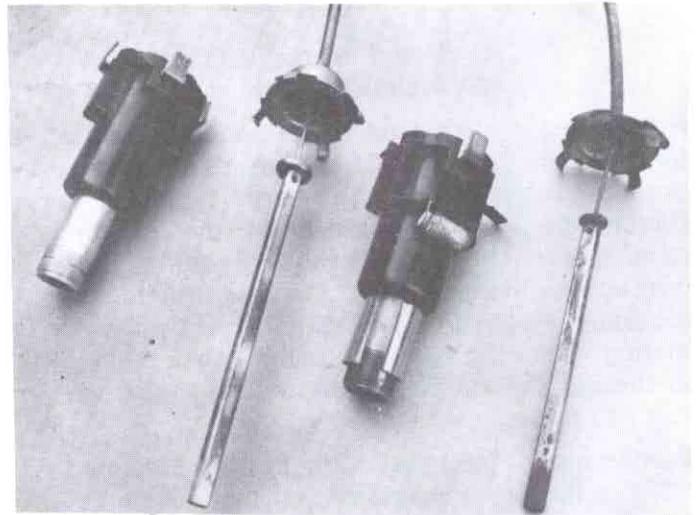
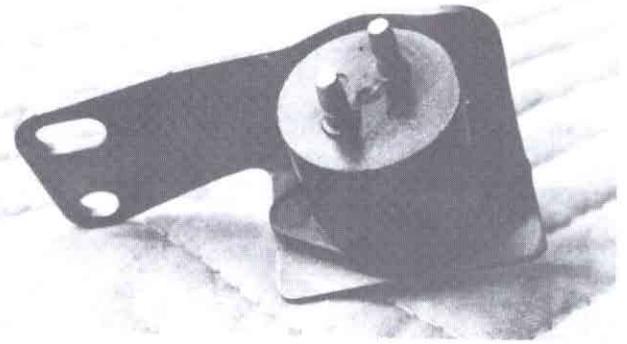
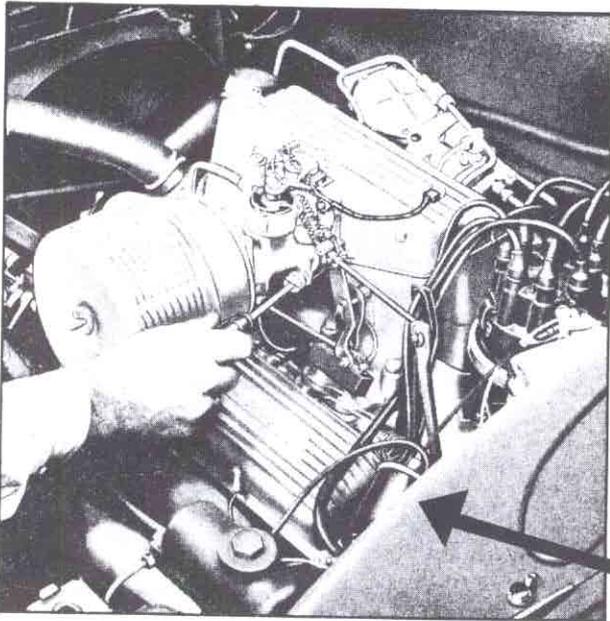


FIG. 1 REPLACEMENT ORIGINAL

Know Your Officers

President Noland Adams
 Vice President/Editor Roy Braatz
 Treasurer/Secretary Lucy Badenhoop
 Photographer Roy Braatz, Jr.



**Original '53-'55 6.V
Stop Light Switch**

Notice the wiper coordinator in this G.M. service picture that was a car option only "as many people think."

Fuel Injection Article Cont.

INSTALLATION OF FUEL INJECTION UNIT ON ENGINE

Prior to reinstalling the Fuel Injection unit on the engine, it is good practice to perform the fuel flow check described earlier and illustrated in figure 120 to check that fuel lines have been properly reinstalled.

1. Remove masking tape sealing intake ports in adapter plate, position Fuel Injection and adapter gasket on adapter plate, and secure with eight nuts and lockwashers. Tighten nuts evenly in a criss-cross pattern to 15 ft.-lbs.

2. Connect distributor spark control pipe (fig. 166) into 45-degree fitting in air meter, then tighten fitting at distributor end of pipe.

3. Attach electrical connector for starting cut-off switch and cold enrichment coil into wiring harness connector on dash.

4. Install accelerator and transmission TV rod swivels into throttle bellcrank on intake manifold. If necessary, adjust swivel position to permit free entry into holes in bellcrank levers. Check for full throttle and TV travel by holding the accelerator in the "wide-open" position. Readjust rod swivel positions as required.

5. Install air cleaner as described under "Maintenance and Adjustments."

6. Install fuel line into fitting on fuel meter.

7. Install fuel injection pump drive cable as follows:

7. a. Carefully pull the fuel pump drive shaft from its housing being careful not to lose the small fiber washer located at the distributor end of the shaft between the thrust bearing and the shaft housing. Examine the thrust bearing to insure that it is held securely on the shaft and the dimension from the end of the shaft to nearest face of the bearing is $17/32$ " as shown earlier in figure 142.

7. b. Prealign the fuel injection pump and distributor driveline members by inserting one end of the shaft into the fuel pump, then rotate the shaft to engage the other end in the distributor drive socket.

7. c. Carefully disengage shaft from both distributor and pump without rotating shaft. Reinstall fiber washer in distributor end of shaft housing and install shaft in housing.

7. d. Slide drive shaft assembly into position at fuel pump and carefully engage shaft in fuel pump driven member. Do not rotate shaft once it is engaged.

7. e. Engage shaft at distributor end and hold shaft housing firmly while tightening retaining nut to secure installation. This nut should be tightened to approximately 10 ft.-lbs.

8. Adjust idle speed and mixture as described previously in "Maintenance and Adjustments." This completes the installation of fuel injection.

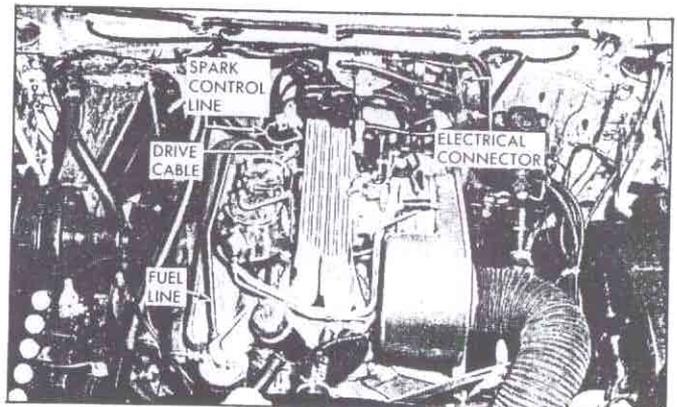


Fig. 166—Fuel Injection Installed on Engine

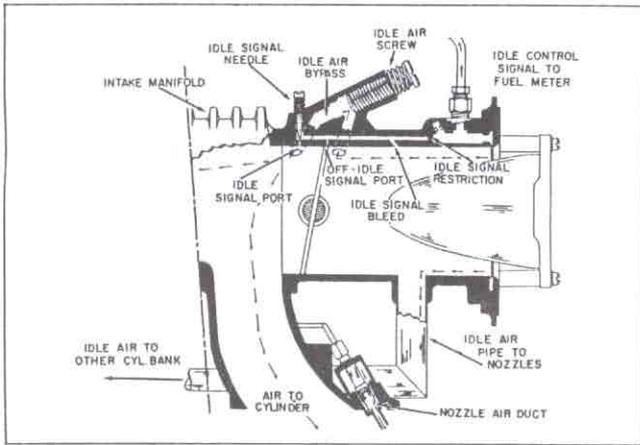


Fig. 173 - Idle Air and Fuel Signal Circuits - 7014900

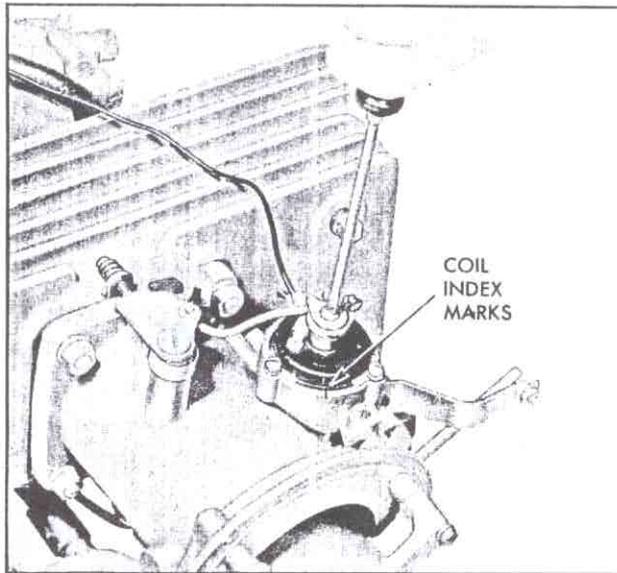


Fig. 174—Adjusting Cold Enrichment Rod Length

Service Differences

From a diagnosis standpoint, the addition of the cranking signal valve and the integration of the boost and idle signals into the signal venturi signal line constitute the only changes that will alter the adjustments and diagnosis for the 7014900 fuel injection models over those provided for the 7014800 units covered earlier in these pages.

COLD ENRICHMENT ROD LENGTH ADJUSTMENT

To adjust the length of the rod connecting the fast idle cam and counterweight lever on 7014900 units, the following procedure is recommended:

1. Check the thermostatic coil position. Properly installed, the stat housing should be indexed $1\frac{1}{2}$ notches rich (fig. 174).

2. To hold the trip lever and the counter-weight tab together, twist the attaching screw its full limit clockwise. Then note the point where the fast idle screw contacts the cam. If rod length is correct, fast idle screw will touch at the center of the high step of the cam. Otherwise bend rod to lengthen or shorten as required to provide this adjustment.

TROUBLE SHOOTING

Won't Start

1. Check for correct cold starting procedure. Accelerator should be depressed to the floor and then released to index the fast idle cam. If the driver holds the throttle open by keeping accelerator depressed, the additional air admitted may be causing the mixture to be too lean for combustion.

2. To check cranking signal valve operation, disconnect the hose connecting the cranking signal valve to the main control diaphragm. Attach a 2 or 3 foot length of windshield wiper hose to the open end of the tube, from the main control diaphragm. Lightly suck on the hose (about as hard as on a cigarette) while cranking the engine. If the engine now starts, it can be assumed that the cranking signal valve is stuck shut and must be replaced.

3. Check for fuel flow during cranking by loosening the fuel meter-to-distributor fuel line at the fuel meter. If fuel flows from the loose connection during cranking, retighten the fuel line connection and check for fuel flow at the nozzles by disconnecting one of the nozzle fuel lines. If fuel flows, the trouble is probably in the ignition system. However, if fuel flowed from the fuel meter line but does not flow from the nozzle line, the check valve in the 8-way fuel distributor is stuck shut. Free check valve or replace distributor.

4. If fuel flow does not occur after completing the check in step 3, check for a broken fuel meter pump drive cable. Also check for a defective engine fuel pump.

5. When none of the preceding will correct the trouble, it will be necessary to remove the fuel injector from the engine and check for a stuck spill plunger. If the spill plunger is free, either the main control diaphragm is ruptured or the internal linkage in the fuel meter is broken.

CONTINUED IN NEXT ISSUE STRAIGHT TALK

BOWLING GREEN "HOMECOMING"

By Max Brockhouse

Bowling Green, KY. as you know, is the present home of the GM Corvette Assembly plant. This August found it "Hot", with a slight threat of rain to ruin the activities. The Reunion, located at Beach Bend Raceway Park, is 2 miles from the heartbeat of the city. Of interest to SACE members, started last year, was the 30th Reunion along with the 20th Reunion. Eight '58's were entered in the 30th Reunion. Entrants in the Reunion Class received a special hand towel in addition to their T-shirt.

Friday was mainly set-up day for vendors and to tour the Corvette plant. Plant tourists viewed the 1989 model being assembled. 11 new Vettes are assembled per hour, with one shift working a 5-day week. It takes about a week from start to finish to assemble the new Vette. On display at the plant and later at the Homecoming, was the GM Sunracer. The Sunracer won the race across Australian back country using only Solar energy. The only 1983 Corvette is also on display at the plant.

Saturday found the '58-'68 Reunion cars prepared for judging. In the swap area very few vendors were accomodating the only true Corvette. A lot of stuff for mid years and late models could be had. Many of the major vendors attended, including VETTE VUES, Al Knock, Blue Ribbon, Dr. Vette and Class Act Corvette. Most attention Saturday was focused on the auction. '86 Vettes were listed for sale. I could only find 9 straight axel cars to cross the block. The auction was delayed for a few minutes to allow for the traffic jam to end and to give spectators a chance to participate in the bidding. The auction had a 38% sale. One '58 FI was a no sale for \$22,000, but a black '61 sold for \$35,000. Following the auction, the drags started up.

Sunday was an open Corvette show from 10 a.m. to 4 p.m. The awards ceremony requires entrants to be present to win. The Reunion Class had a very good cross section of cars. Drivers, slightly modified, one second-owner unrestored and, of course, the fresh restoration were entered.

All in all it was a low key, very good show. Most thinks didn't get rolling till 10 a.m. all 3 days. Saturday found everyone trying to get in at the same time. The gates opened at 8 a.m. I failed to ask if next year's plans are to include the '59's at the 30 Reunion. If, during the middle of August, you have spare time, try to see the '59's, '69's and the 1990's being assembled next year.



REUNION WINNERS

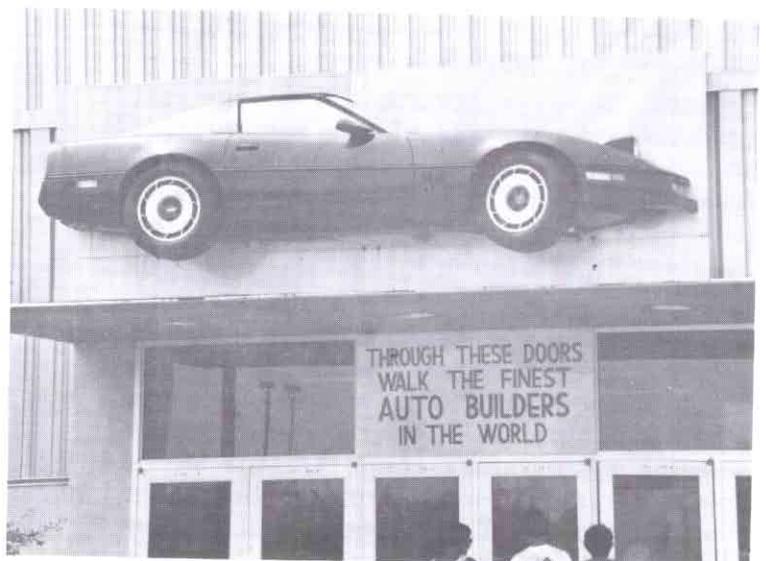
Best '58: Kevin & Lorena Goitia
Longest Miles Driven to Show '58: Fred & Ruby
Martinez, Dixon, NM (2nd owner, White/Blue)
Most Options '58 on car: Russell Bledson - 10
Lowest Miles '58 on car: Kevin & Lorena Goitia
248 miles

WASH & SHOW WINNERS 1953-62 CLASS

1st: Don Deibler 1958
2nd: Gary & Diane Skinner 1960
3rd: Fred & Ruby Martinez 1958

CONCOURS CLASS WINNERS

1st: Kevin & Lorena Goitia 1959
2nd: Russell Bledson 1958



MEMBER'S COMMENTS

Would you please tell me what the correct weatherstrip is for the trunk on my 1959 Vette? One time I am told that the round hollow tubular style is correct and the next time I am told that the solid and somewhat triangular-shaped style is correct.

Also, after ordering this weatherstrip from different suppliers and specifying a 1959 car, I was sent both kinds. This has been the case for the deck lid weatherstrip as well, What is correct?

TC

The triangular design is the original 1st design. The round hollow is the 2nd replacement design.

The newsletter is great. I have learned a tremendous amount of information about restoring my '54.

John K. Connors

613 N. Hampton St., Bay City, MI 48708

What Is A Corvette Owner's Pin

By Tony Avedisian

About 18 months ago I was at a car show in Carlisle, PA and was looking at literature and other miscellaneous items when a pin caught my eye. The pin had the words Chevrolet Corvette Owner on it and immediately I was interested. I asked the vendor what it was and how much it cost. He replied it is a pin you could get from General Motors when you purchased a new car and the cost was \$275.00. I was shocked at the price but found myself obsessed with the thought of having something that came with my car to the original purchaser. Anything that would let me display I was the owner of a Corvette or an old Corvette memorabilia item was appealing and unique to have.

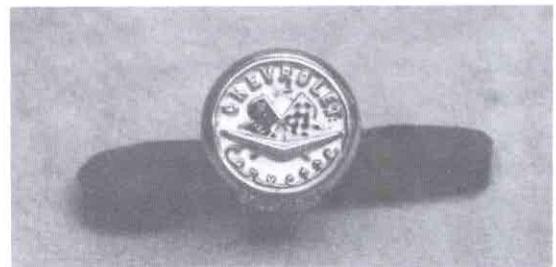
I decided to try to find out if anyone had reproduced the pin. What I found was a vendor who had made a similar pin but not exact. It was larger than the original pin and not the same quality. I feel that if you're going to reproduce the pin it must be exact in every aspect; that's what Corvette owners want.

The big question that everyone wants answered is how did one get an owner's pin? From 1956 through 1968, the owner of a Corvette could send in the coupon found in their owner's manual requesting a Corvette Owner's Kit. The kit included a Corvette Owner's card with their name and vehicle identification number, a patch which said Chevrolet Corvette and a Corvette Owner's Pin.

OIL PAN CORRECTION

In Volume 1, Number 4 I gave oil pan no. 3735640 as Corvette but this is for a car. Oil pan no. 359937 is the part number given by G.M. today which is the second design pan call for by G.M. for the '56-'57 Corvette. This pan does not look the same as the original first design. The 359937 is a '57 and up original-looking first design. This pan is smooth with no recess areas on the bottom sides.

I understand G.M. also does service the 359937 pan for '57 and up Vettes. Thank you, Rob Pederson of Forest, Virginia, for catching this numbering mistake.



The original pin is about the size of a tack and made of gold plating. The pin was a 1956-1957 emblem with the words owner indented at the bottom (see photo). The clasp is a pinch style with two raised dots on four sides of the circle. The kit was delivered in a variety of ways; one was in an envelope with the pin pierced through a piece of cardboard, the owner's card held by the four corners and the patch stuck on. I have also seen the pin in a plastic container about 1"x1"x1/2" with black or blue foam holding it in place.

The reproduction which I make takes eight hours to cast, paint and buff. The pin is 14k gold and is an EXACT copy. The reason for making it out of 14k gold is after wearing it you do not have to worry about the gold wearing off - it looks great all the time. I have cast the pin and stem together to give added strength. The clasp is an exact copy of the original and fits tightly so the pin will not fall off when wearing it. This pin is licensed and made with the cooperation of General Motors. The above history was obtained partly from G.M. and through various owners and vendors. For further details, call or write me:

9705 Docena Dr., Gaithersburg, Maryland 20879
(301) 869-7110

TRANSMISSION DRIVEN GEAR

By Roy Braatz

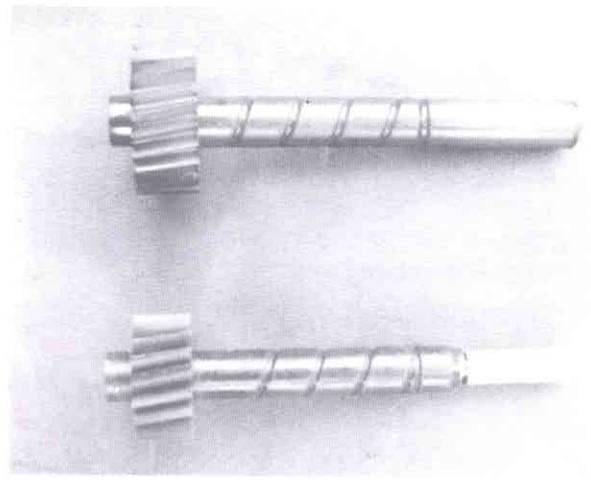
Picture shows a long 3 inch housing and driven gear that is used on early cast iron trans. (automatic). Short 2¼ inch housing and driven gear was used in aluminum trans. (automatic).

Locating the long driven gear that will have the right amount of teeth can be a problem. To get around the problem, use an adapter that will lengthen the short one. This is easily found at G.M. or your local auto shop.

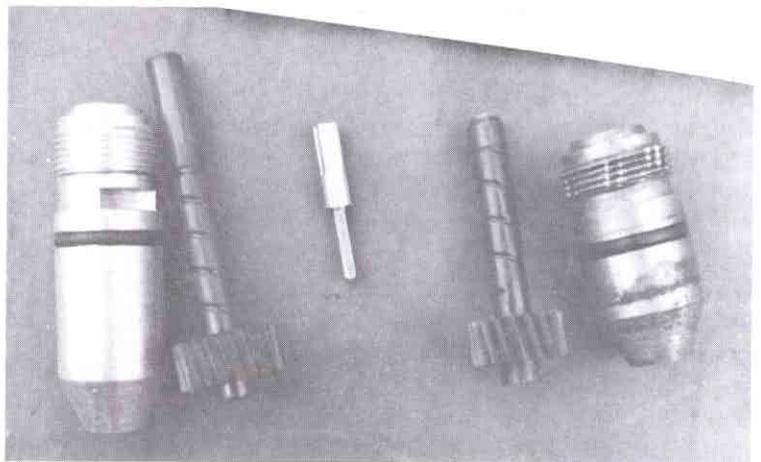
If you change the Vette's rear gear "ratio," say from a 355 to a 411, then you need to change the speed driven gear to correct the speedometer reading.

To increase the reading of the speedometer, decrease the driven gear teeth. To decrease the reading of the speedometer, increase the driven gear teeth. Count the teeth you have now in the trans and by adding or reducing two teeth, you will add or reduce 5 mph to the reading.

This driven gear chart is from a G.M. parts book and applies to 670X15 tires only.

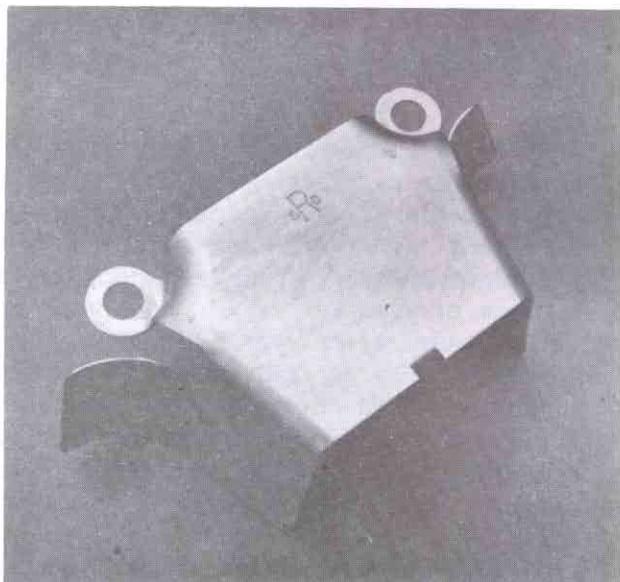


TOP: ORIGINAL EARLY DRIVEN GEAR.
BOTTOM: TODAY'S SHORT DRIVEN GEAR
USING ADAPTER.



LEFT: LONG EARLY ASSY. MIDDLE: ADAPTER
RIGHT: SHORT LATER ASSY.

Axle Ratio	Gear Color	No. Teeth
308	Brown	18
	Natural	19
	Blue	20
370	Red	21
	Green	22
	Black	23
	Yellow	24
411	(No color ident., clear)	25



1956 Heat shield for the manifold using original logo. AA rating on this part from:
Dave Ferguson
5024 W. Ave., K-12, Quartz Hill, CA 93536

PARTS FOR SALE

WANTED FOR 1955: HEATER (I COULD CONVERT A '53-'54 HEATER); VOLTAGE REG. NO. 1118825; COIL COVER; AIR CLEANER; LIC. LIGHT LENSES; STEERING WHEEL (NO REPRO) and SET 5½" WHEELS (ORIGINALS).

JOHN (717) 888-7418 (PA)

WANTED: "Correct" wonderbar and powerpack for 1957 Corvette.

Rob Pederson (804) 525-8445

FOR SALE: NOS brass elbows. Two, including shipping, cost \$25.00. For '54's two front carb.

Roy Braatz

14521 Bears End Dr., Nevada City, CA 95959

FOR SALE: 1956-1957 drive shaft, 1956-1957 original hood, 1953-1962 cancelling cam in hub, 1953-1961 original master cylinder caps. 1953-1960 original trunk lock with key. 1954 intake manifold, 1953-1954 tri-carb set-up. 1958-1961 original chrome armrest ends, 1955-1962 engine lower motor mounts, 1953-1962 drag link, 1953-1962 3rd arm. 1958-1962 heater defroster nozzles under the dash. 1955-1962 3-speed shifter, 1953-1957 brake warning light at dash says, "Brake". 1956-1957 door pull cups, 1961-1962 lower trunk latch, 1958-1962 heater, 1957 late -'58 early original gas cap. 1955-1962 starter relay Delco switch, 9001 voltage regulators. 1953-1957 original dash rail eyebrow, 1953-1957 lo-fan-hi chrome bezel and nut for defroster switch at dash. 1955 windshield washer dimmer switch style foot pump. 1953-1955 wiper transmissions. Lots more. Ship U.P.S. daily

Mary Jo Rohner (619) 451-1933 of California

WANTED FOR 1957 CORVETTE: Correct oil pan horn (LH-seashell type), hood hinge (RH), courtesy light switches w/brown buttons, hood support, inside rearview mirror, riveted harmonic balancer ½" deep groove, powerglide relay "904", NOS 7 lb. radiator cap, volt reg "001" BR 12-2 Trico wipers, 1st series A.L. Thermostat housing 3837223. Trailer for Vette - will consider open or enclosed.

Rob Pederson (804) 525-8445 of Virginia

YOUNG AT HEART

By Roy Braatz, Jr.

As the photographer/co-editor and son of our SACE club editor, I thought it was about time I got involved not only in club events, but in our magazine.

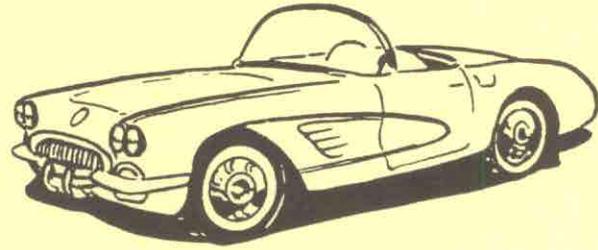
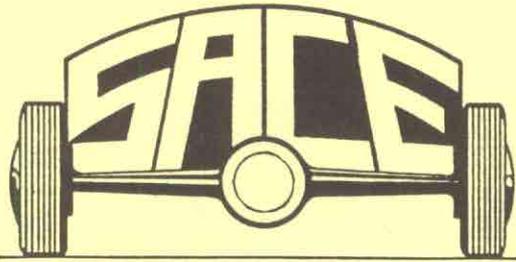
I've had the opportunity to meet many of you at our last two national meets, and also knew quite a few of you before SACE began. For those of you that don't know me, I'm the 19 year old son of our SACE founders and a life-long enthusiast of all Corvettes. Since graduation from high school, I've built a business of doing fiberglass work and paint on Corvettes of all years as those of you who attended our last SACE National know by the looks of my shop. When I'm not working on cars, I'm active in everything from sky diving to snow skiing. I enjoy helping people and work at our local hospital, part time, in the Emergency Room.

The reason I'm going to write in the continuing issues of Straight Talk is to tell people what I've learned over the years from working with Corvettes and my own viewpoint on the SACE club, along with some experiences that I've had growing up with these great cars.



ME AT TWO YEARS OLD

In my first attempt to write to our members, I would like to appeal specifically to the younger half of the Corvette world. To all you kids, including teenagers like myself, who have a straight axle car in your family, I know there are many of you who have some great stories. I remember some good times of rebuilding engines with my dad and some maybe not-so-good times of sitting between my parents in a '57 Vette for 500 miles, and how I could barely walk by the time we got to the meet. I remember how it felt to drive a Corvette for the first time and how it feels to smash your fingers when a wrench slips off the bolt. What I'm trying to say is I've grown up with these cars, and I know there are many others who also have.



STRAIGHT-AXLE CORVETTE ENTHUSIASTS (SACE)

Your 1989 convention will be located in Alexandria, Virginia, just five miles from downtown Washington, D.C. Picture your family enjoying the historic and cultural attractions in our national capitol during the Memorial Day weekend holiday.

The convention will headquarter in the Old Colony Inn, located on First Street between the picturesque George Washington Parkway and the Potomac River. Free shuttle service is available to and from the National Airport, two miles north, where you can catch the Metro subway to see the sites: Georgetown, the Smithsonian Museum, the White House, Arlington Cemetery, various memorials on the Mall (Washington, Lincoln, Jefferson, and the Viet Nam); or shop for antiques and art.

Over 300 beautiful rooms are available for our use, along with a fitness center, sauna, indoor/outdoor pools, HBO, cable TV, and nearby tennis courts and jogging/biking trails along the river. The rooms are spacious and newly redecorated. Underground parking is available for hotel guests and will be night watched by security personnel.

Your hosts will be Noland and Mary Adams. Noland's books on Corvette restoration have been nationally acclaimed as authoritative sources. Don't miss this opportunity to have him autograph your copy. Noland will also be our guest speaker and present the awards at the banquet. Several technical sessions will be held by various experts who are willing to share their knowledge of the 1953-62 Corvettes.

If you have questions that are not answered in this flyer, additional information is available by contacting:

Lucy Badenhoop Phone evenings or weekends
8237 Cedar Landing Ct. (703) 780-3210
Alexandria, VA 22306-3234

LODGING

You must make your own room reservations directly with the hotel by 30 April 1989. Reservations must be guaranteed either by credit card or by one night's advance payment. Be sure to mention SACE to get the special rate and a room located with our group.

Your family can enjoy these luxury accommodations for only \$59 per night (single or double) Friday thru Monday nights. Those wishing to extend their visit may do so at the regular room rates (\$92-140).

Best Western Old Colony Inn
N. Washington & First Streets (703) 548-6300 Old Colony Inn
Alexandria, VA 22314 (800) 528-1234 Best Western

TENTATIVE AGENDA

FRIDAY, 26 MAY

5:00 pm - 7:00 pm Visit with Noland Adams in hotel lounge & convention package pickup in hotel lobby

SATURDAY, 27 MAY

8:00 am - noon Swap Meet in the convention center parking lot
9:00 am - noon Convention package pickup in hotel lobby
noon Tech Session:
1:00 pm Tech Session:
2:00 pm Tech Session:
3:00 pm Tech Session:
4:00 pm Members Meeting: elections & club business
5:00 pm Owners Meeting: bring proof of insurance
5:30 pm Judges Meeting: instructions & team formations
6:00 pm Cocktails in hotel lounge (cash bar)
7:00 pm Dinner in old town Alexandria & tour night spots

SUNDAY, 28 MAY

7:00 am - 9:00 am Car preparation: see map for wash sites
9:00 am Judging begins: see map for assigned space
6:00 pm Cocktails in hotel banquet room (cash bar)
7:00 pm Dinner in hotel banquet room
8:00 pm Guest speaker & awards presentation: Noland Adams

MONDAY, 29 MAY

9:00 am Breakfast buffet in hotel restaurant (est. \$7)
10:00 am Caravan 15 miles to Mount Vernon Estate (est. \$5)
noon Depart for home

REGISTRATION

Registration is required for all participants: vendors, display, judging, seminars, etc. The name tag in the registration package is required for admission to all events.

Preregistration and cancellations will be accepted with postmarks on or before 30 April 1989. Cancellations after 30 April 1989 will be accepted for partial refund on a sunk cost basis. Late registration with penalty fee will be accepted with postmarks on or before 10 May 1989. Late registrations after 10 May will be handled at the convention on a space available basis.

The registration package will include any special items you ordered on the registration form. Also included will be tourist and local interest information.

SWAP MEET

Vendors must preregister using this flyer or a replica. If you bring a special vending vehicle or trailer, indicate parking length on the registration form.

CAR SHOW

All Corvettes entered in the show must be preregistered using this flyer or its replica. If you are bringing a trailer rig, indicate parking length on the registration form. Owners must attend the owners meeting to present proof of insurance and obtain show instructions. The owner selects the class in which the car will be entered.

Trailer Restored: Show room condition is the goal. These cars should have no paint chips, wear, oil leaks, etc. They should have the appearance of a new car that has never been driven.

Driven Restored: Some signs of wear are to be expected. These cars are used and enjoyed by their owners, so no deductions are made for minor paint chips, wear, dirt, or fluid leaks.

Contemporary Restored: These cars may have major nonoriginal items (i.e. engine, paint, etc.) may be partially customized, or in the process of restoration. The owner may select two items on the score sheet which will not be judged, but full points will be awarded.

Unrestored: Cars which show their age and no attempts to hide it.

Custom: Expect to see lots of chrome, customized paint jobs, creative body work, supered-up engines, and other imaginative modifications.

Display: These are unique cars; one-of-a-kind racers, prototypes, etc. There's no way to compare them, so they are offered for viewing only.

JUDGING

Judging is done by volunteers, so please indicate your availability on the registration form. Owners will not judge their own car. Inexperienced judges will be paired with a trainer and will start in the easier categories. Judges must attend the judges meeting and will receive a gift of a specially monogrammed hat to distinguish them on the field. Prize ribbons are awarded in all classes.

Judging in the trailered, driven and contemporary classes uses a dual scoring system (one set of points for originality and another set for condition). The unrestored class uses originality points only. Each item has assigned values and points are deducted for faults. The cars are judged against a standard, not against each other. Those receiving 90 percent or more of the total points are first flight, 80 to 89 percent are second flight, and 70 to 79 percent are third flight.

The custom class is for street rods and uses a concours type judging where beauty of design, execution and cleanliness are emphasized. Here the cars compete against each other for first, second, and third place.

The display class does not compete. The owners make their cars available for our enjoyment. In appreciation of their efforts to share these treasures, the owners are presented with special awards.

So, I'm asking all you kids with Corvettes in your family to write and tell me how you feel about Corvettes. And try to think of an experience you've had involving your Corvette family. I often wonder what is going to become of these cars years down the road. It's time we get the youth interested in restoring and maintaining the cars.

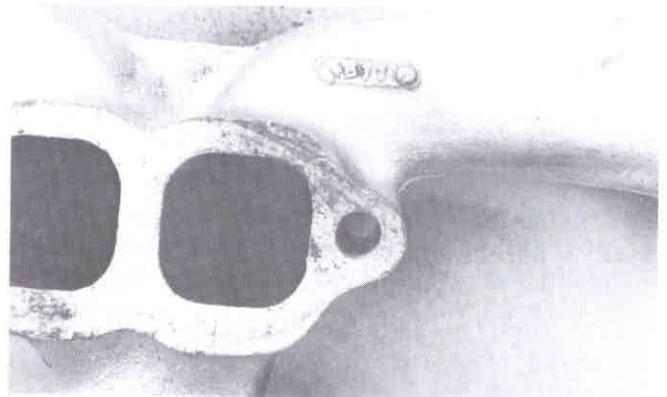
I would also like to hear from any of you who have comments about our magazine. It has been hard work, mostly for my dad, to write most of the articles you read, put the book together and work things out with the printers. If anyone has suggestions as to how to make it better, please write and tell us. Some of the problems concerning the photos arise in the printing of the magazine, but if anyone has ideas as to how to make better black and white prints, write in and tell me.

Well, that's all for now. I look forward to writing in the coming issues and most of all, hearing from all of you. I can't stress strongly enough our need for articles for the magazine. So, if you have an idea, write it down and send it in.

14521 Bears End Drive, Nevada City, CA 95959

TIDBITS

GM cast many parts with the part number in them; also the month, day and year. Once you know you have the right exhaust manifold that has the right part number, look behind it and you will see the month and day cast into it. If it's already on the engine, using a small mirror, you can view these numbers. (Left or right of center). Dates should be close to engine dates.



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'53-'54 Y.H. CARBUREATORS

The reason for this article is to keep someone from having to go through what my son and I went through lately. After a ground up restoration of a '54, the time came to start the engine for the first time. Bingooo! She started right up and ran smoothly but, as I accelerated the engine, she just wouldn't snap the rpm up, but hesitated with no real power at high rpm. To make this story short, I realized that the engine wasn't getting a charge of fuel from the carburetor pump. After removing the carb pump, I compared the new one to the old one that I kept. I then noticed the old rubber diaphragm had a hole in it that the new diaphragm did not.

I first want to say that the Y.H. Carter Carburetors were used on many other applications besides the '53-'54 Corvette, Rambler, Corvair and many, many marine engines. There are three types of pump diaphragms that I know of now. Fig. 1 shows each type.

The Carter Zip Kit no. 902-118 is the kit you need to locate, but if you should get a kit using a pump not having the hole that feeds the jet, use

a hole punch and add it. An easy way to determine if the hole is in the diaphragm is to use a mirror to look down the bowl throat to see if gas is coming out as you pump the throttle or you could have a torn or bad diaphragm. Another problem I see owners having is gas leaking from the carbs when running or after the engine is shut off. I use the needle and seat assy from the Corvair Spider model car that uses nearly the same Y.H. Carter Carb. but has a spring-loaded rubber nose needle which keeps the needle seated better and tighter than the Corvette solid brass needle and stops the leaking problem.

Fig. 2

Another question I'm asked is about the brass 90° elbow fitting at the inlet of each carb. Noland's Vol. I '53-'62 book, pages 55 and 56, lower left corner shows the three correct elbows. Imperial was the supplier to G.M., the logo was . What made it different was that they used a rubber farrell 5/16 at the two front elbows which reduced engine vibration at the elbow lessening the chance of leaks. I don't know if you can still get the brass elbow, but the farrells you can. (part no. 60 FL 5/16)

These are a few things that come to mind. Any questions, please write. Hope I've helped someone.

BOTTOM VIEW OF DIAPHRAGMS

FIG. 1

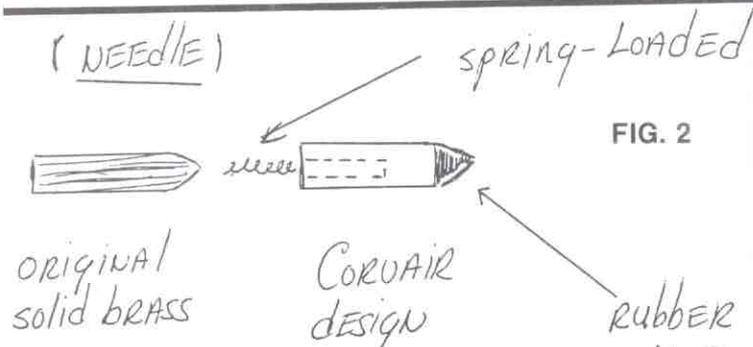
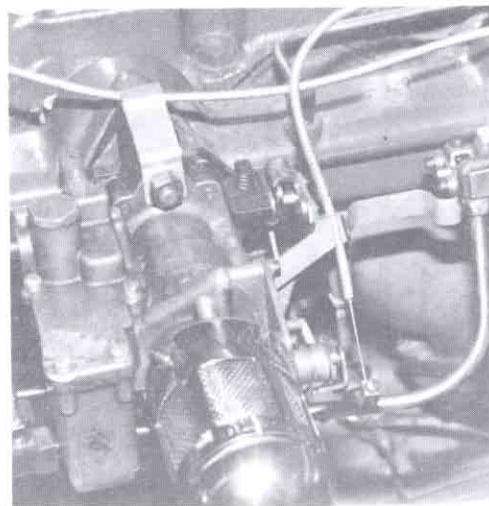
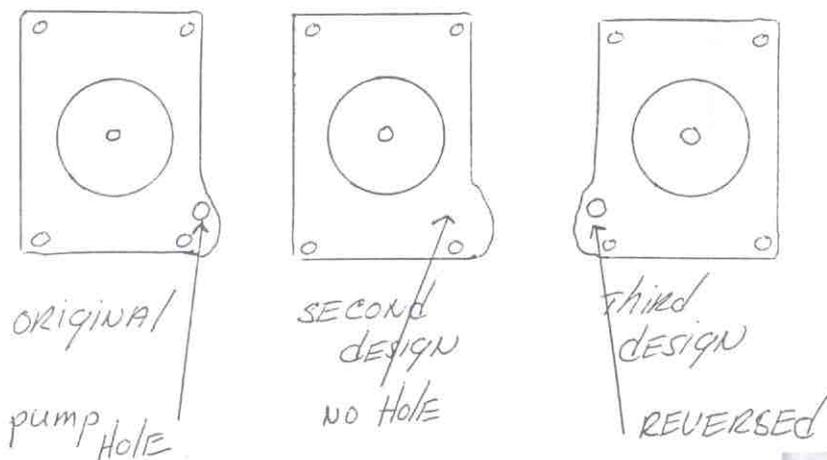
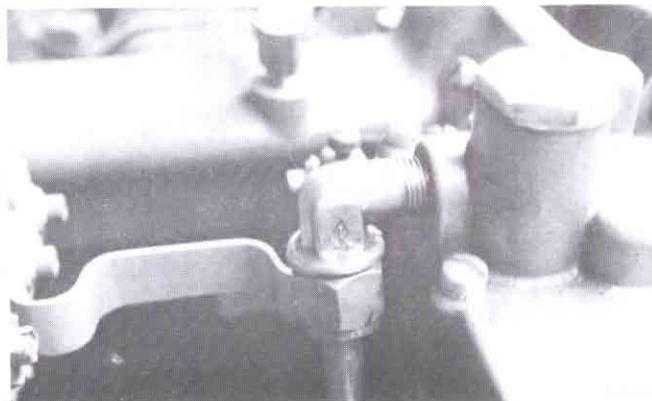


FIG. 2



Getting to the Bottom of the Iceberg

By Rich LaValley

As the story goes ... the car was owned by Lawrence G. Rosenberg of 15 Pershing Avenue, Manasquan, New Jersey (October 5, 1964). The next owner was a Michael Tenore of Florida. The car was stolen from Tenore. Three and one-half years later it was recovered from a large isolated field, where it had been hidden from view by berry vines and weeds growing all over the car. The weather had taken it's toll. Tenore sold what was left of the car to Anugie Covarelli of Fremont, California in 1983. On July 31, 1986 I saw this ad in the San Jose Mercury News. My three sons and I had to check it out.

23CL

San Jose Mercury News, Thursday, July 31, 1986

9550 Automobiles—Entire page

CORVETTE '83 S/W, unique, exc. cond. \$15K. 268-6298

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CORVETTE '84 #215

One of my sons said, "Dad, look at it. It's saying 'Save me, save me ... help!'" So-o-o, on August 1, 1986 I paid \$9,500.00 for three-quarters of an old '54 Corvette drag racer. One-half of the chrome on this "complete" car was missing or rusted beyond belief. Everything under the hood was '54 Corvette except a '54 Jimmy block; plus, somebody had installed, with great care, a three-speed transmission. At a closer look, the entire body looked like the bake mud of a dry lake bed. The holes in the body were everywhere ... what a mess! "Oh, well ... it's only money." (I can't believe I said that). I learned later that it was only the tip of the iceberg. I towed this relic to Leale's Auto Shop, who works on our company cars and trucks. Jim, the owner, owns a mint '36 Ford three-window hot rod, so I figured he'd be a good fellow to do the mechanical work. Seven months later and parting with \$3,827.00 of my hard earned money, my car still looked like doggy poo poo, **but it ran great.** Also, it started every time I remembered to pull the manual choke, and it stopped on a dime, which is unusual for these old Corvettes.

Finally, I drove the car home. This is the first time my wife had ever seen the car. Two weeks earlier I had bought her a new Jeep truck (to tow my Corvette). The new truck cost \$8,500.00 My wife looked at my car, then at her new truck, then

back at my car, thought for a moment, and said "You're out of your mind." "Yeah, but Honey," I exclaimed, "I got this vision and..." By that time she was looking closer at my car. I was worried. The farther away from the car you were the better it looked. And she was looking CLOSE.

Then I started my quest -- looking for that special shop that knew how to work old fiberglass. Fifteen shops later I found it. One year later, and departing with \$4,150.00 of my hard earned money, I drove to Bart Pevey's house with all of my \$2,552.17 worth of new parts, plus a bill from the plater for \$1,045.00. My budget on this project is almost gone. I have \$3,800.00 left. I'm glad I got my upholstery months earlier. Now all I have to do is get it installed (total: \$2,003.30), after Bart puts on my chrome and all the interior stuff I bought (\$1,489.19). He fixes my radio, gauges, lighter, high beam switch, trunk signals, license plate lights, courtesy lights, makes my real to spec steering wheel, makes the radio speaker screens, installs all the new cables and engine hoses and details the engine with Blue Flame spray paint (\$1,700.00) ... I'm almost done.

Oh, I almost forgot, I had some miscellaneous expenses. I had expenses like getting an ownership bond, so that I could get a new title, then there's sales tax, etc., etc. "My God, will these 'etc's' ever stop? ... Is this the bottom of the iceberg? Gee, I hope so!" Miscellaneous expenses total \$1,322.68.

The car's not done, but it looks good, and drives as straight as an arrow. The rugs were installed the day before Bart and I left for the Nevada City Convention. The three hour trip was like being in Heaven. Listening to those glass packs purring along on flat highway, then the tone changing to a loud harmonic as we started up a hill ... "Wow!" .. I thought, "It doesn't get much better than this." Nevada City was super. I felt as if I was part of a family immediately. What a thrill meeting Noland and Roy, and all the other crazies like me. What a fun-loving group.

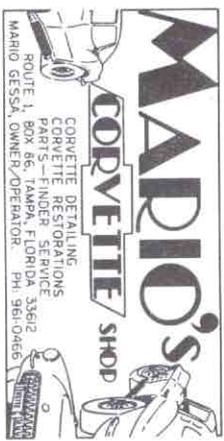


But, there was one missing ingredient to my project. The history of the car I saved was that it was a drag racer. On November 20, 1988, 20 years later, this old timer (the car - not me) was to race once more.

At the time trials (dial-in) my car ran 17.80 seconds (about 81 mph?). The first race was against a big, black '66 Corvette with a big block engine. I was to leave the start line 3.2 seconds before him (my adrenalin was pumping big time). The green light came on -- I took off, 30 mph -- shift to 2nd, 60 mph -- shift to high gear ("Boy, I wish I had my tach working.") All the time I'm thinking about this, I can hear the rumble of the big black Corvette getting louder and louder in the lane to my right (the race officials made me put my soft top up so I had no vision in my rear view mirror).

"Hell, I don't need a mirror. **He's close.**" I thought. There's the finish line -- keep your foot to the floor, LaValley. At that moment the big, black Corvette, with a deafening roar, went past me at well over 110 mph. I felt like I was doing about 40 mph, but my speedometer said 85. I drove to the end of the track, made the U-turn, and headed for the time shack. The little piece of paper said that No. 220, '54 Corvette 17.90 had won! The old race car had raced once more and would retire a champion, never to race again. I had to do it just once. Boy, I'm glad I did because, for me, the heartbeat of America is an old spirited, white '54 Corvette.

If anyone can help me with the history of E54S003556, I would appreciate your help.
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Hard Top, Side Window REPLACEMENT

By Tony Catalano

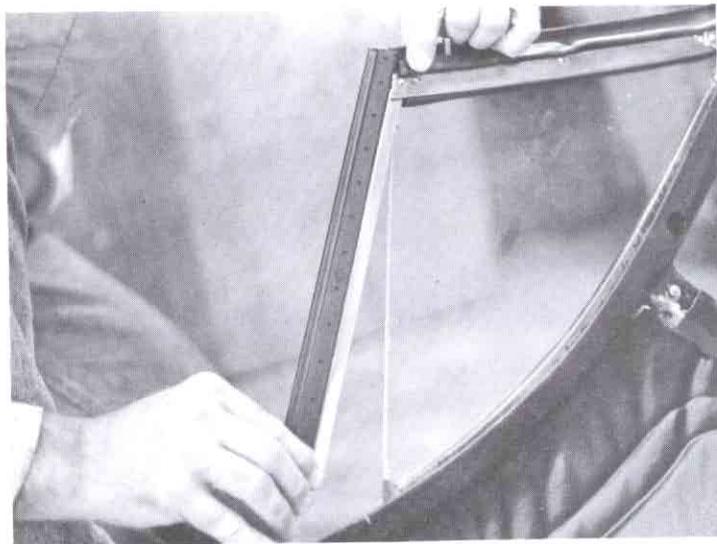
When replacing the small side windows in my hard top, I was reluctant to drill out the side window channel rivets. Having the original side window rivets has been a point to check under some judging standards. The original rivets are of a large domed head style. As well as being original, the rivets lend a more smooth and complete looking finish than other substitute fasteners.

The Corvette servicing guide instructs to drill out these rivets in order to remove the forward vertical weatherstrip channel, then pull side window glass forward and out of channel. A good alternative to totally losing these rivets was suggested in the article "Hard Top Windows" by Roy Braatz (SACE volume 1, number 3). This was to only drill of the inside end of each rivet, pull them out and reuse them by gluing them back in place.

I found, during the replacement of my rear window, that after removing from the hard top the upper door window area weatherstrip along with stainless moldings, retainers, screws and the rear window itself, that the entire frame work loses a great deal of it's rigidity. What is left is the vertical weatherstrip and attached stainless channel window assembly. This is in front of each side window. It is this channel assembly that has the rivets in question. They are located at the bottom of the vertical channel. The rivet at the top side is actually on the upper adjoining channel and is not involved with the vertical channel in question. The vertical weatherstrip is held in place with two philips head screws, side by side, at the top end. The reference to "top end" is when considering the hard top to be in its installed up-right position. You will no doubt be working on the hard top with it removed from the car and sitting on a bench or floor, with it in an upside down position.

After removing the two philips head screws, you will find that the vertical window channel and weatherstrip are free of the upper adjoining channel and independent of the window. As stated before, the top rivet does not go through the channel piece that we are trying to release. So, there is no need to remove this rivet. The bottom of this vertical channel is riveted to its adjoining bottom channel. It is at this point you can take advantage of the structure's flexibility that has been created.

I was able to take a hold of the unriveted top end of this vertical channel and carefully swing it forward in a pivoting manner. At this point the



channel is pivoting out and away from the window on the rivet that we are trying to save. While carefully working at it, I was able to slide the old windows out without damaging the channel from the binding action.

If you have any intentions of replacing the old vertical weatherstrip that is riveted to this channel assembly, this is a time to replace them. As stated, this vertical weatherstrip happens to be riveted. If you drill out these small flat pop rivets and remove this vertical weatherstrip before attempting to remove the side windows, it will give you the room that you will need to swing this channel open without having to remove your rear window at all. I mentioned the removal of my rear window because I happened to be having it replaced, and that it did prove added flexibility but not necessary for the job at hand. The rivets used to retain the vertical weatherstrip appear to be a standard pop rivet and provide no problem as to originality. Keep in mind there could be small differences in hard tops from year to year. I hope it works as well for you as it did for me.

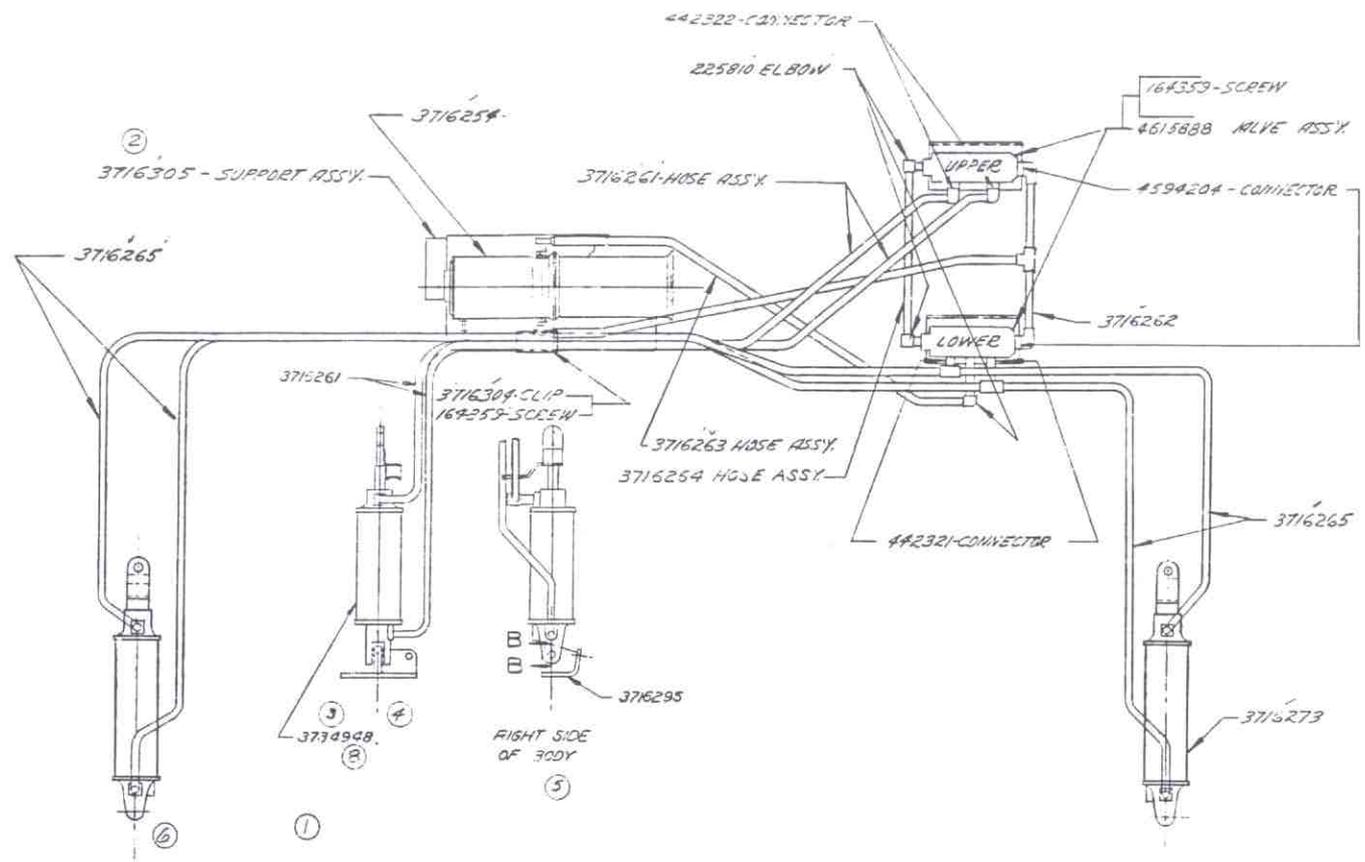
A.C. FILTER

If you have a large A.C. Dome fuel filter and would like to know if it fits the year Vette you have, remove the glass bowl and element. Inside you will see the year cast into the top inside.

Looks Like This --- 57 ---

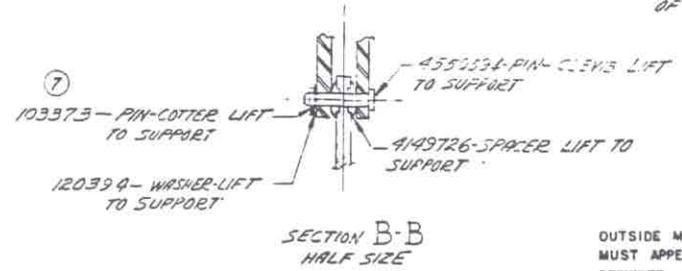
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DATE 3-24-58

DATE	STR.	REVISION RECORD	AUTHORITY	DR.	CL.
7-1-57	1	REVISED TO DETAIL			
4-6-56	2	REVISED TO DETAIL	4771	R	JC
1-31-56	3	WAS 3716272	5223		PS
2-14-54	4	VIEW REVISED	7479		JC
	5	VIEW ADDED	7394		JC
9-9-55	6	3716267 SEC. 11 REMOVED			PS
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'53-'54 DIST. Originality Verses ??

By Roy Braatz

A friend bought a NOS tack drive distributor from a Corvette supplier for his '54 Vette because his original had a bad shaft which drives the tack gear. The cost was \$600.00 but he said the cost reflected the NOS rarity because Delco no longer makes them. O.K.! I said. If that's the case and its NOS original, that's part of the game. Then two weeks later he asked me over to his place explaining that he left the key in all night and burned out the points. He also explained that he bought new points for a Corvette and they didn't work and wouldn't go into the distributor. When taking the old ones back to the parts house, he was told his were for a car distributor, not a Corvette. He asked if I knew what was wrong. I didn't, but upon inspecting his I realized that his so-called NOS distributor was not the same as my original '54. We removed his and compared them. The outside had only minor differences, but inside it was totally different. After a phone call to a Delco supplier, we were told that we had a dump truck distributor and that it would work. It goes without saying that my friend was not happy, but he needed it to finish his Vette.

Some people may say, "So what, it works." I don't mean to come down on suppliers (maybe they didn't know) but someone did somewhere and is misrepresenting them.

A Corvette cam is 1 inch in diameter which, in turn, uses a different plate to hold the points, causing the need for the condenser to be mounted outside. Figure 1 shows the size difference of the cam used in cars and dump trucks is 1/2 inch in diameter, which, in turn, uses a different plate to hold the points. The condenser is mounted inside.

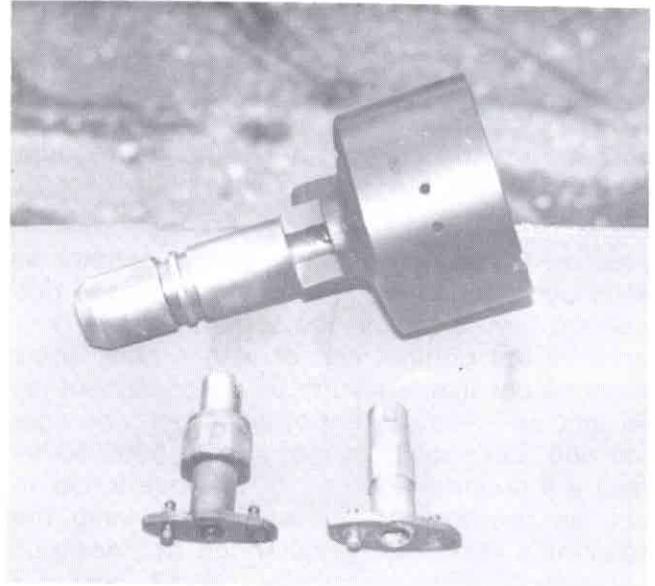
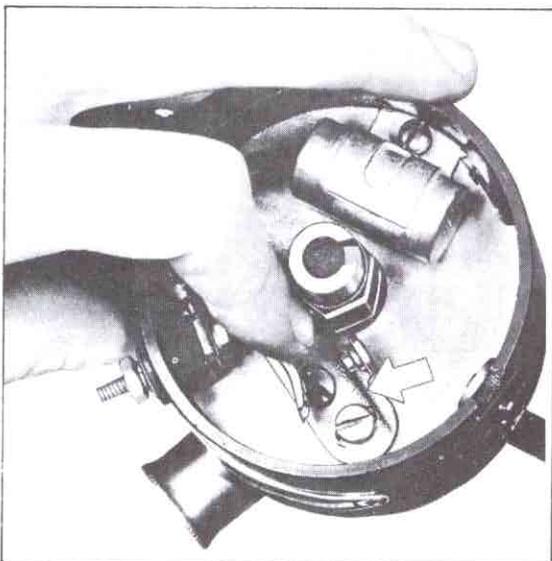


Fig. 1
↑
VETTE
CAM
↑
CAR
CAM

CONCLUSION

Find a machine shop to repair your old distributor drive shaft or pay big bucks for the wrong distributor. If you have already bought and used this replacement distributor and can locate an original distributor, then between the two, you can make up a correct distributor. The reason is two-fold: By using the 1 inch cam in the Corvette, you get a longer spark saturation to each firing cylinder and at high rpm, you have less chance of the points floating, causing power loss and, you will have the right distributor!

CORVETTE PARTS ARE:
Distributor Assy 1112314
Distributor Shaft 1926887
Distributor Plate 1926897
Points 1925852
Tack Drive Unit 1926891

STAY COOL

By Roy Braatz

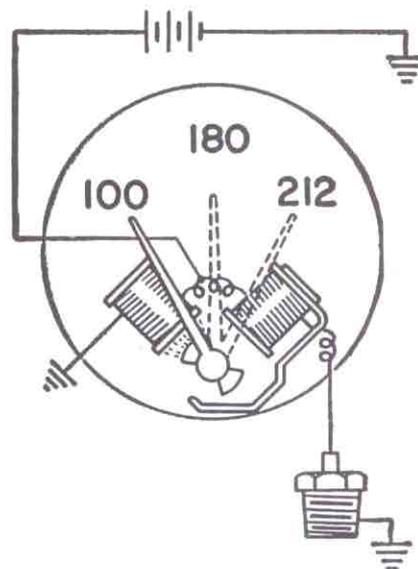
You have or know someone that has his or her '56-'62 Corvette temperature gauge reading around 210-220, but never really boils over or seems to get hot.

Most owners will blame the gauge, radiator or water pump. Most owners I meet that have this problem have all made the same mistake. They replaced the original sender with a new, shiny brass sender that is said to be a replacement for '56 and up because the original one was ugly and dull. Let's discuss one simple fact: '53-'54 used a 4 pound pressure cap because it had, in fact, an overflow or reserve tank to keep the water at a temperature calibrated by "design," and aided by the thermostat. '56-'62 used a 7 pound pressure cap for copper radiators. '60-'62 used a 13 pound pressure cap on aluminum radiators only.

Each rise in cap pressure raises the boiling point of water which, in turn, has a temperature (calibrated sender) to match the boiling point of water which is matched to pounds of the pressure cap that is used. If a 7 pound pressure cap determines 180° is normal, the sender reads the 180° water temperature and sends a resistance reading back to the gauge which will relay a 180° reading. Today's Corvettes use a 14

pound pressure cap which raised the "water boiling point" so that 210 is normal. If you have that sender installed, your gauge will read 210 all the time but your engine is not hot. Remember, each year sender is matched to a particular pound pressure cap or system.

If you had each year sender and placed them in a 180° boiling pan of water, the resistance reading would be different for each sender. Now you'll know why some Corvette owners that know this sell used senders at Vette swaps. It would seem reasonable that cars in the '50's using 7 pound pressure systems would have the sender you need. I used '56-'57 Chevy car senders. Also, the radiator caps are correct. Hope I cooled off someone's problem.



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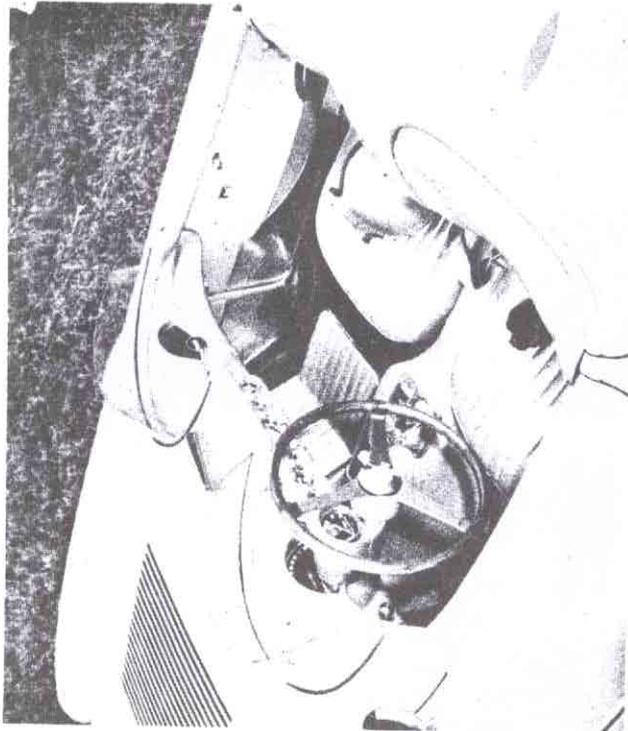
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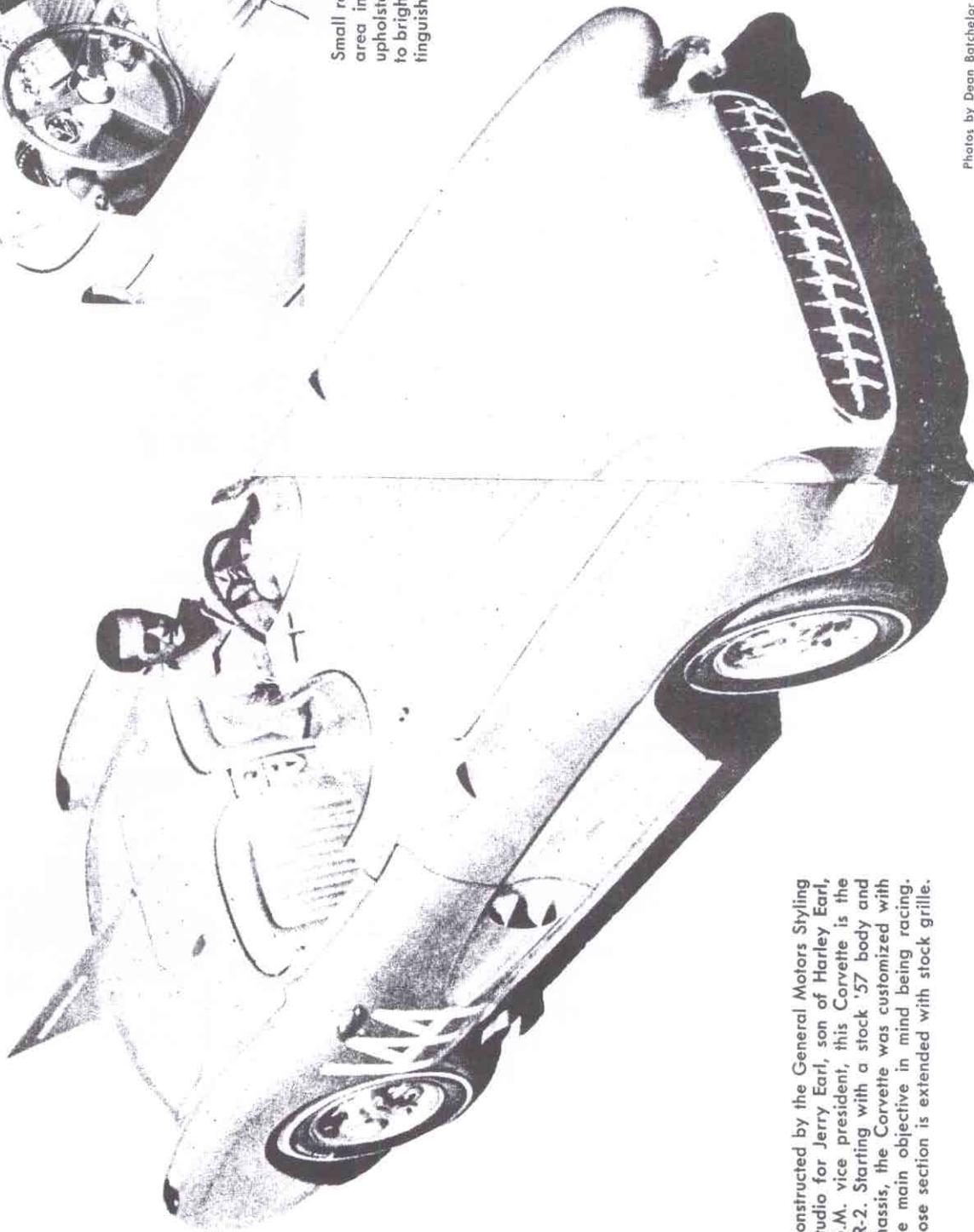
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CORVETTE GLAMOUR

OWNER
Jerry Earl
BUILDER
General Motors



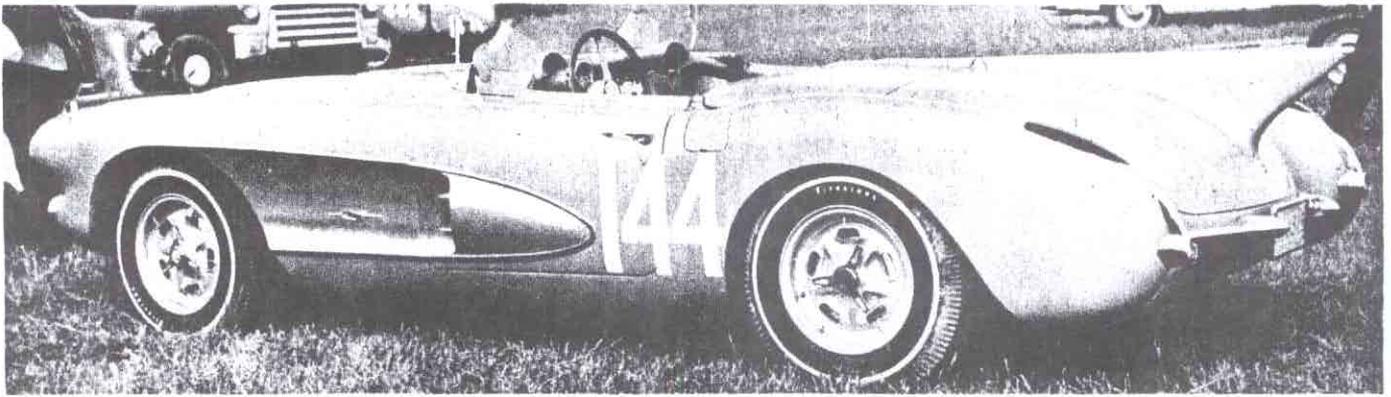
Small racing screens were added to cockpit area in place of windshield. Blue leather upholstery in pleat and roll design is used to brighten interior. Tachometer and fire extinguisher were added for racing purposes.



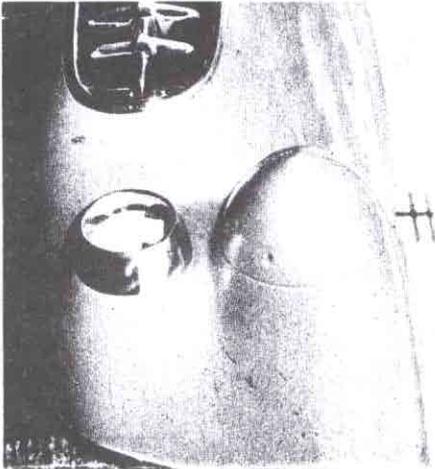
Constructed by the General Motors Styling Studio for Jerry Earl, son of Harley Earl, G.M. vice president, this Corvette is the SR-2. Starting with a stock '57 body and chassis, the Corvette was customized with the main objective in mind being racing. Nose section is extended with stock grille.

PICTURES TAKEN FROM CAR CRAFT, JANUARY 1959. RICH MASON'S CAR WAS IN LAST ISSUE OF STRAIGHT TALK.

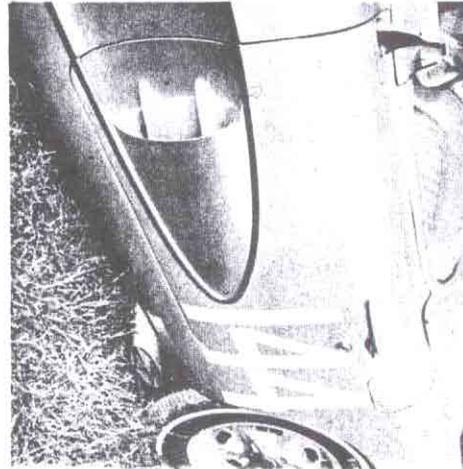
Photos by Dean Batchelor



Plastic covering for headlights add much to the streamlining of the Corvette; they are removed for street use. Parking lights are special units that are taped for racing



Functional air scoop was built into the door panels and serves to direct cooling air to the brakes. Teeth lead into scoop. Concave fender section was built of aluminum sheet.



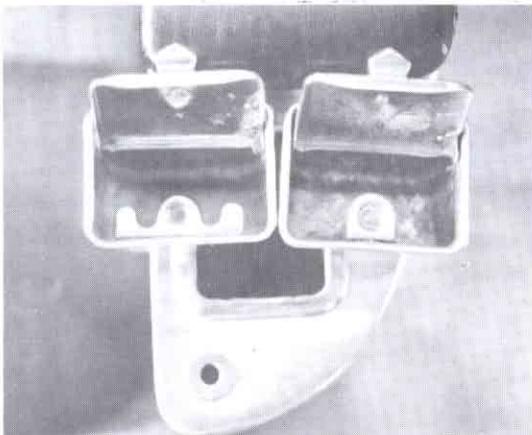
Tail section has pointed fin molded to the deck. Tailights were the first of the units which later became stock items, Magnesium racing wheels are used on Earl's Corvette.

Ash Trays

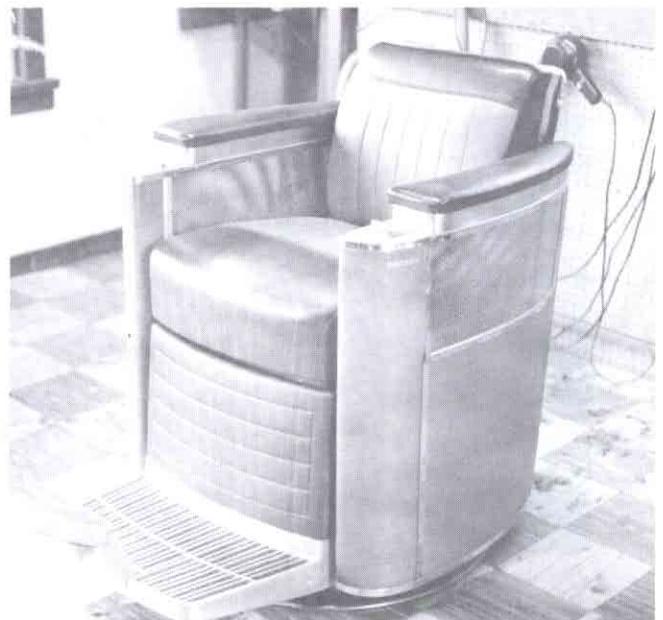
By Tony Catalano

Thinking about detailing your car? You never know when or where you may run into that correct part. I was in Merv's Barber Shop the other day and happened to look down at the arm rests of the barber chair. I was surprised to see at the end of each arm what looked like, correct ash trays for my '59 Vette. I popped one open looking for the correct single snuffer and there it was. In comparison, the repro ash tray from my

car has the two cigarette holders, that are incorrect. Both my ash tray and the barber chair's ash trays were identical in every way with the exception of the snuffers. In addition, all three ash trays had the same manufacturers markings on them, obviously made by the same company. '56-'60 early ash trays have single internal snuffer. Late '60-'62 ash trays have multiple internal snuffer.



BARBER CHAIR ASH TRAY WITH CORRECT SNUFFER IS ON THE RIGHT





TREASURER'S REPORT

By Lucy Badenhoop

CLUB GROWTH

Membership in SACE is growing at a steady pace. It seems that our membership is fairly evenly divided between the East coast and West coast with a sprinkling of the central states and Canada. The bigger our club gets, the more we can offer our members, so help us grow.

If you know of people who might be interested in joining, we have a good selection of brochures available. You can pass them out to friends, or put them on the windshield of Corvettes whenever you see one parked. I keep an envelope full of them in my car just for that purpose. Contact me if you want some.

Another good way to recruit is a display table at automotive events. If you attend car shows or swap meets, help us spread the word by making information available to other attendees. I can provide a sample issue of our first magazine along with flyers and applications for you to display.

We're building a list of other Chevy, sports car, or Corvette clubs and magazine editors. If you belong to or know of a club or publication that has similar interests, please give me a name and address to contact so we can exchange information.

CLUB MAGAZINES

I know most of you really appreciate getting this magazine every quarter because many of you send marvelous little notes telling me so. I forward all of them to our editor, Roy Braatz. I'm sure he appreciates the plaudits. Something he would appreciate even more is some help.

Roy isn't one to complain, but I know for certain that he writes most of the articles himself. You can tell which ones are his because he's too modest to put his name on them. Give him a break and contribute something about your Vetting experiences or restoration knowledge.

The club could really use an assistant editor. What is especially needed is someone with a personal computer that has desktop publishing capabilities. The assistant editor would take the drafted articles, proof them and put them in final format (camera ready) to go to the print shop. This would take a burden off Roy and save the club several hundred dollars on each issue.

CLUB MEMORABILIA

Members have been asking to purchase certain items with our club logo. So far, we have available T-shirts. We're investigating cloth patches, decals, stickers and lapel pins. If you have preferences for any other items, I'd like to hear from you.

I'm also looking for suppliers and good prices on the above plus items for the 1989 convention; award ribbons, dash plaques, wood plaques, T-shirts, judge's hats and name tags. If you have connections with any company that deals with these type goods, contact me soon. I need to place orders in January and February, 1989.

1989 CONVENTION

You should find in the center of this issue the registration form, agenda and other information for the 1989 National Convention. Since this is our first East coast convention, we are unsure of what to expect in the way of number of registrants.

There is no shortage of hotel rooms, but parking space in the D.C. area is precious. Our hotel has more than most, but it will limit the total number of cars that can be shown. If you want your car judged or displayed, be sure to register as early as possible.

MEMBERSHIP RENEWALS ARE DUE!

This is the last issue of STRAIGHT TALK for 1988. For most of you, it marks the expiration of your membership. Check the mailing label on this magazine. The date in the upper right corner is when your membership expires.

If it says 31 Dec 88, your renewal is due in January, 1989 and is currently \$21.00 per year. Send your check directly to me at the address below.

Lucy Badenhoop
8237 Cedar Landing Ct.
Alexandria, VA22306-3234

*I hope his holiday season is a happy
one for you and yours.*

PHOTO TAKEN IN 1960 BY RICH LaVALLEY

