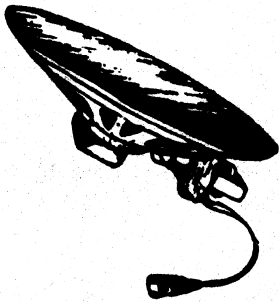


ILLINOIS CHAPTER



SPEAKER

Vol. 2, No. 2

September

July 18-21 saw the NCRS meet in Nashville go down on record as one of the best, most active NCRS meets ever. The attendance was not as large as last year's Flint meet, however, as approximately 400 members attended this year's meet. Activities started early Wednesday morning July 18 with a tour of Nashville's major points of interest such as the recording studio district, country music stars homes, and the Country Music Hall of Fame. Those that went on that tour were allotted a ten minute rest period from 12:00 to 12:10 before boarding one of four Greyhound buses for the trip to the Jack Daniels Distillery. Although it was not Corvette oriented per se, the Jack Daniels tour and evening barbecue as guests of Jack Daniels, Inc. proved to be one of the high points of the week. Ask anyone who attended! Words would be hard pressed to capture the atmosphere and hospitality of Lynchburg, Tennessee, the personalities of the distillery staff and tour guides and the cat fish barbecue and last of all - the Jack Daniels that flowed like water.

Thursday was set aside as the day to tour the Opryland facility or the day to get the kids off of your back so the headache from the night before could be soothed. A Tech session was held on Thursday night with Sam Folz, Noland Adams, Ed Gurdjian and Bill Locke sitting in as the moderating panel. Because of the inclement weather encountered in Flint last year on the day the cars were to be judged, it was decided to have the judging a day early so that the possibility of an alternate dry weather day existed. Despite the planning, the Friday morning weather was rain with the forecast indicating the same thing for the next four days. The Rhodeway Inn meet headquarters had a canopy roof whose protective shelter from the rain was put to good use by NCRS Chief Judge, Charlie Saganek. It was decided to judge the cars by bringing one car from each division in under the canopy. This process was a little time consuming, but the cars were judged despite the weather. A total of thirty-three cars were judged with twenty-nine cars receiving flight awards.

Saturday brought the Swap meet with several individual vendors selling parts. Showers were present off and on throughout the day. Saturday night's awards banquet was addressed by John Gibson of Corvette News who previewed the 1980 Corvettes via a slide program.

John also brought along two movies produced by GM photographic. One was four minutes long, the other two minutes. They were made to illustrate the type of enthusiasm that accompanies the Corvette mystique. The films were produced to be shown originally to GM corporate management as an accompaniment to some proposals for a new Corvette.

By Sunday morning, the lot of the Rhodeway Inn was almost vacant of Corvettes in testimony to the long distances traveled by many to attend this meet. Next year's meet is proposed for San Francisco, California sometime in August.

MEMBERSHIP

The following membership report reflects our current record of membership information.

Please review it for accuracy and advise changes. PAY SPECIFIC ATTENTION TO THE DATE AS YOUR MEMBERSHIP IN THE CHAPTER EXPIRES ONE YEAR FROM THAT DATE. If that date under your name is not within one year of the mailing of this Speaker, it means we do not have record of your membership renewal. Please review now!

SEE FLYER INSERT FOR UPCOMING ILLINOIS CHAPTER EVENT



CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN

TECHNICAL SERVICE BULLETIN

Service and Mechanical Department



SUBJECT: NEW WEATHERSTRIP SEALS
1956 CORVETTE

BULLETIN No. DR # 265

TO: ALL CHEVROLET DEALERS

SECTION I

October 1, 1956

The following weatherstrips and seals are now available to improve water sealing on 1956 Corvettes.

1. Side Door Weatherstrips. The new parts entered production August 8, 1956, Serial No. E56S0003844.
2. Side door glass to post seal which is riveted between the door post and the window front run assembly at the top of the door post. To install in the field, remove rivets attaching run assembly, install seal, and re-rivet.
3. Folding Top Header Weatherstrip, when used on a 1956 Model, which replaces the present header weatherstrip and front roof rail and header which are screwed to the folding top framework.
4. Hard top roof rail header weatherstrips.

PARTS DATA

<u>Description</u>		<u>New Part No.</u>	<u>Part No. Replaced</u>
Side Door Weatherstrip	Right	3736270	3725140
	Left	3736269	3725139
Side Door Glass to Pillar Post Seal		3736167	None
Folding Top Head Weatherstrip		3736171	3716384 3716219 3716220
Hard Top Roof Rail Header Weather	Right	3739398	3726396
	Left	3739397	3726395

Items 2, 3 and 4 will enter production about Model Change.

HMP:if

[Signature]
Manager, Service and Mechanical Department

CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN

TECHNICAL SERVICE BULLETIN

Service and Mechanical Department

SUBJECT: INSTABILITY ABOVE 60 MPH
CORVETTES - 1956
(SERIAL NUMBERS LISTED)

BULLETIN No. DR #267

SECTION III

TO: ALL CHEVROLET DEALERS

October 10, 1956

When an unstable condition exists above 60 MPH on 1956 Corvettes between Serial No. E56S 3175 and E56S 4156, the parts listed below should be installed:

PARTS DATA

<u>Part</u>	<u>Required</u>	<u>Part No.</u>
Steering Idler and 3rd Arm Assembly	1	3733215
Special Caster Shim (Round 1" Diameter)	2	3733479
<ul style="list-style-type: none">Install between idler arm bracket and crossmember to lower Idler Arm.Use bolts, part no. 181639.		
Special Shim (Tapered)	2	3733477
<ul style="list-style-type: none">Install tapered shim with thick end to rear between frame side rails and front crossmember to increase caster.Use bolts, part no. 181639 at rear.		
Bolt $1\frac{1}{4}$ " long	6	181639
Wheel Alignment (Revised)		
Caster both sides $1-3/4^{\circ}$ to $2-3/4^{\circ}$		
Camber both sides 0° to 1°		
Toe-in both sides $1/8$ "		

All of the above applies to the 1957 Corvette.

E. B. Harris
Manager, Service and Mechanical Department

HMP:kv

CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN

TECHNICAL SERVICE BULLETIN

Service and Mechanical Department

SUBJECT: 1957 CORVETTE
SPARK PLUG
RECOMMENDATIONS

BULLETIN No. DR #295

SECTION VIy

TO: ALL CHEVROLET DEALERS

May 22, 1957

Inasmuch as the greater percentage of Corvette engines are being operated in traffic congested areas AC-46 Spark Plugs are now being installed in production.

AC-46 entered production 4-9-57, Serial number E57S103268.

Corvette Engine Spark Plug Recommendations

<u>Type</u>	<u>Type Driving</u>	<u>Part No.</u>
AC-46	City	1559494
AC-44	Town & Country	1559492
C-43 Comm.	Heavy Duty & High Speed	5612002
C-42-1 Comm.	Road Racing	5612140

Above information will be inserted in the Corvette Operations Manual and will appear in next edition.

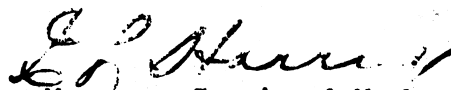
Corvette Engines with AC 46-5 Plugs

170 Corvettes were built during period 3-29 to 4-9-57 with AC 46-5 Plugs installed.

Serial # E57S-103098 to 103268.

These plugs should be changed to AC-46 due to spark plug boots not fitting the AC-46-5 plugs properly.

In cases where units operating in heavy traffic continue to oil foul spark plugs oil shedders should be installed.



Manager, Service & Mechanical Dept.

ELH:mw

CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN



TECHNICAL SERVICE BULLETIN

Service and Mechanical Department



SUBJECT: CRANKCASE BREATHER ASSEMBLY (CAP)
CORVETTE AND HIGH PERFORMANCE
PASSENGER CARS

BULLETIN No. DR # 263

SECTION

VI

TO: ALL CHEVROLET DEALERS

September 28, 1956

In cases where problems due to inadequate crankcase breathing is experienced on early 1956 Corvettes and High Performance Passenger Cars, the late type Crankcase Breather Assembly (Cap) should be installed.

The new Breather Assembly, with breather holes and gauze element, is the same as used in current passenger car except that it is cadmium plated.

New Breather Assembly is now being used in production.

The early type (closed cap) is designed for reducing oil pull-over on units used for racing purposes.

PARTS DATA

<u>DESCRIPTION</u>	<u>TYPE</u>	<u>PART NO.</u>
Crankcase Breather (Cap)	Open Breather Holes *	1552940
Crankcase Breather (Cap)	Closed Breather Holes	1552719

* Nonpublished part - must be ordered on Special Order through your Zone Parts and Accessory Department.

E. J. ...
Manager, Service and Mechanical Department

HMP:if



NCRS, INC., DIRECTORS

Noland Adams
John Amgwert
Joe Chess
Tom Essig
Sam Folz
Jay Kellogg
Gary Mortimer

Sept. 4, 1979

To: Selected NCRS Members

From: Noland Adams

Subject: New tire molds

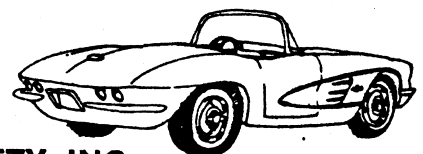
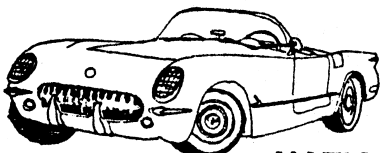
As you probably know, Firestone saved one of their old 6.70 x 15 tire molds, and have been producing tires to fit our old Corvettes and a few other cars. However, the old mold is becoming worn, and Firestone has decided to pay for a new mold. The project has been approved, and the monies have been budgeted.

Because Corvette restorations are at a peak, Firestone is selling more tires to Corvettes owners than to any other make. Therefore, the new molds will be made to satisfy the requirements of Corvette owners and restorers. The Firestone representative has asked for a listing of what features this new tire should contain.

The question of white wall width arises in the 1954 to 1961 years. Of course there were other brands other than Firestone supplied to the assembly line to be installed on new Corvettes. The goal is to decide on the exact width of the whitewall that we want.

As far as details from Firestone, there is both good and bad news. Fortunately, all the original drawings exist in Akron. However, there are no records to indicate which style was sold to Chevrolet for shipment to the St. Louis assembly line.

The new 6.70 x 15 tire mold will be unique, although I understand the method is not a new one. The tire can be made as a blackwall, of course. The whitewall is to be unusual, for it would have a width of about $2 \frac{5}{8}$ on one side, and a $\frac{7}{8}$ inch width on the other side. A single tire would be usable for 1954 to 1964 Corvettes!!



NATIONAL CORVETTE RESTORERS SOCIETY, INC.

Tires, Sept 4, Pg. 2

Firestone has come to NCRS to ask- What do we want in a new 6.70 x 15 tire?? This is a chance of a lifetime to get exactly what we need. I must have your input by Sept. 28, 1979, so I can get the data compiled and to Firestone before their final meeting early in October.

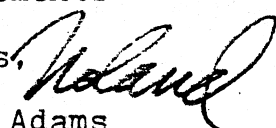
So lay it on me- What's your pleasure?? Your list may include overall size, appearance (like with or without side ribs, and scuff rib size), tread design, and whitewall widths.

I am sending this letter to all the interested NCRS members I can think of. It will be forwarded to John Amgwert, who will probably contact more members. Please help get the word around. Time is short, and I feel the more opinions here, the better.

Also under consideration, but apparently not definite, is the possibility of a new 7.75 x 15 tire mold. We should also supply them with whitewall size information on the 7.75 tire for 1965 to '67 owners. Somebody please tell me the correct whitewidth, plus any other important information. There are no plans to produce a red or gold line tire.

One last little note on the 6.70 x 15 project: This tire is also used on 1955 to 1957 Brand X (T-Birds). But the T-Bird restorers are split on which should be the correct tire size. One group calls for a 2 3/8 maximum, the other a 2 1/2 inch minimum. A T-Bird with tires recommended from one group cannot be shown at the other group's meets. Because of their internal problems, these groups are not being consulted on the design of the new tire molds. It is satisfying to me to think that someday T-Birds will be wearing Firestone tires constructed to satisfy NCRS requirements!

Regards,


Noland Adams
715 Talbot Ave.
Albany, Ca. 94706

copies: Firestone, all NCRS Directors

illinois chapter

FALL

MEET

october 21, 1979

deer

grove

forest

preserve

10 A.M.

- **judging**
- **discussion**
- **business meeting**
- **bring a picnic lunch!**

JOIN US!

DEER GROVE
FOREST PRESERVE
LOOK FOR "NCRS"
SIGNS

QUENTIN ROAD

ROUTE 22 - HALF DAY ROAD

ROUTE 12

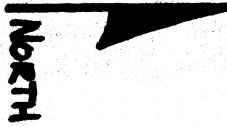
ROUTE 68 DUNDEE ROAD

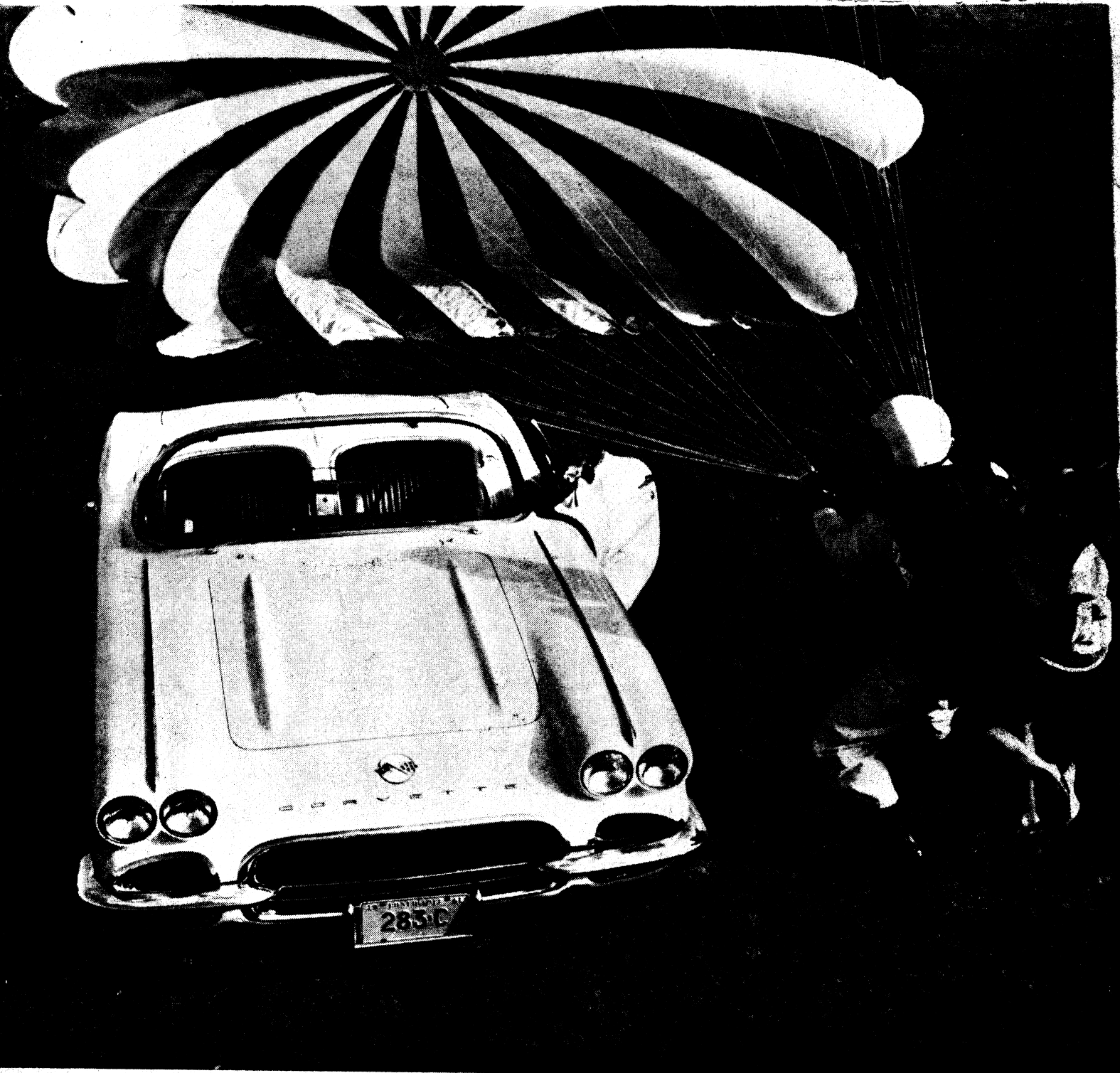
ROUTE 14

AUGONAUI ROAD ROUTE 62

I-94 TOLLWAY

ILLINOIS CHAPTER
FALL MEET LOCATION





FAREWELL, LACKLUSTER TRANSPORTATION Skydiving is, no doubt, great but it's sort of all in one direction. We have a car, the Corvette, that offers similar thrills but with the added advantage of being able to go wherever, whenever. Let's compare: skydiving's salient virtues are the birdlike feeling of free flight and a sensation of utter superiority as you gaze down from some lofty altitude. We can match that; punch a Corvette, and man, you've got free flight in spades. And, as far as superiority is concerned, the Corvette is superiority. It is to most sports cars what most sports cars are to family-weary family sedans. When you drive a Corvette, you're emancipated! That engine, that gearbox, the rock-solid feeling of a Corvette in a long, delicious drift . . . these wonderful things are taken for granted by the Corvette owner, while others can only talk about them (wistfully). No, there's no need to leap out of an airplane for fun . . . just leap into a Corvette. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

CORVETTE BY CHEVROLET