

## Mid Atlantic Chapter Annapolis Event – October 5-6, 2002



Arrival at Tate Chevrolet

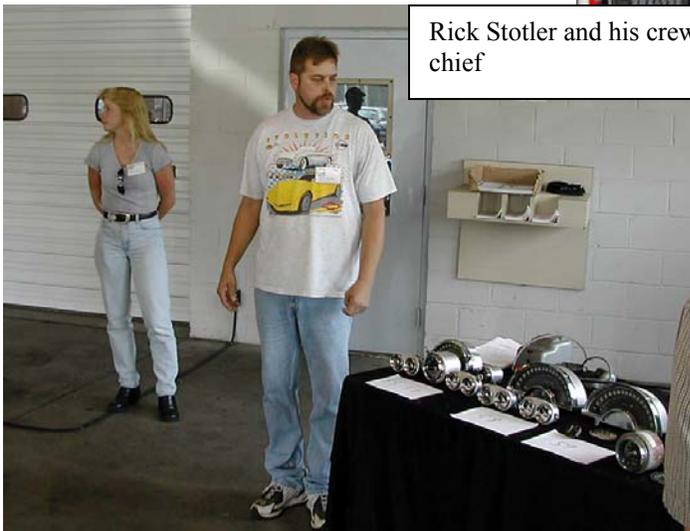
37 hearty members of MASACC converged on Annapolis, MD in 14 solid axle Corvettes and were rewarded with 90 degree, sunny weather. The day started at Tate Chevrolet with two technical sessions.

Tony Avedisian of Tony's Corvette Shop (<http://www.tonyscorvetteshop.com/>) arrived with a '53 rolling chassis and led the group through the restoration process Serial # 44. Those early year Corvettes had a

Tony Avedisian. & #44

number of unique features and no assembly manual to guide the restorer. Definitive information is hard-won through inspection of the best possible examples. Some unique features include thick headlight rims, unique exhaust manifold retainers and the use of "one time" Marsden nuts on the pumpkin and rear springs.

Tony also discussed the professional restoration process, which he begins with a 3-hour review of the proposed client's car. It ends with a frank discussion of the likely restoration costs and probable market value after the restoration.



Rick Stotler and his crew chief

Rick Stotler of Rick's Restoration Service (410-374-4220 or 800-651-1270, see the flyer available at this site) presented next and arrived with a full complement of dash gauges for '53-'62 cars.

- '53-'57 gauges are similar, and the tach has the flat side up. The mounting "ears" are parallel with the gauge set.
- The '58 gauges, as with everything else about these cars, are unique. The ears are offset and the gauges, like '53-'57 gauges, use dots, rather than lines.
- '59-'60 gauges have white lines, but '61-'62

gauges use pale green coloring, rather than the white used in prior years.

Rick then discussed how the gauges work and demonstrated how they are calibrated. Important in these considerations is whether the tachometer is to be driven by a generator or distributor (1X vs. 2X).

In the afternoon the group went on their separate ways to explore the delights of downtown Annapolis, a town of craft shops, restaurants, and more boats than you can count.



At 5 PM we reconvened and 8 solid axle Corvettes went on a 47 mile trip through the Maryland countryside led by Dick Barton, who together with event planner Maureen Strazdon and local member John Batista, had worked hard to make sure everything came together like clockwork.

The group was flattered that Tom and Ebbie Maxwell chose to spend their 39<sup>th</sup> anniversary with MASACC and joined the group for the ride through the countryside in their lovely '61.

Sunday morning dawned clear, but decidedly cooler. The group convened for a presentation by Tom and Jay Maxwell of Capital Auto Restorations ([tmax61@msn.com](mailto:tmax61@msn.com)) on solid axle windshield wiper and washer systems. They arrived with a complete array of samples and discussed differences between years. '53-'55 used a bottle to retain fluids. '56, alone used a bag, while '57 and forward used a rectangular plastic reservoir for fluids. The bleed screw on these systems set the blade cycles after the wash actuator was hit. We learned that '53-'55 wipers used a hook arm. '56-'57 Trico blades had rubber tips with a bayonet mount, but the entire unit was still disposable when worn out. '58-'60 had a release tang underneath, but were also considered disposable. *(Editor Comment: Unfortunately we encountered camera problems on Sunday and the pictures were lost.)*

Thanks are extended to all the Chapter members who attended this event. Next year MASACC plans call for an April 26-27 event in Williamsburg, Virginia, a meeting at Corvettes@Carlisle on August 24, and a Hudson Valley, New York, event in October.



Sunday morning  
Car Corral