

June Meeting
11 am Saturday, June 8
Spring Creek BBQ
Richardson, TX

Details on page 3

Corvette Legends of Texas
at Pate Swap Meet
See page 4



June 2024 Legends Leader



Upcoming Events

2024



*CLoT Club Participation Event

- *June 8 **Legends Club Meeting** Spring Creek BBQ Richardson, TX
- *June 13 **Father's Day Car Show** Network Ministries Richardson, TX
Thursday morning 10:30am-noon. Park and let the senior citizens at our Center look at your car. Network Community Ministries, 1500 International Pkwy, Richardson, TX 75081. Lunch afterwards at Spring Creek BBQ, 275 N. Central Expwy in Richardson.
- June 21-22 **Bloomington Gold Judging** Illinois St. Univ. Bloomington, IL
- *July 13 **Legends Club Meeting** Prairie House Restaurant Lewisville, TX
- *Aug 10 **Legends Club Meeting** TBA
- *Aug 29-Sept 2 **National Corvette Caravan** to Bowling Green, KY
Call Bill Tichy 972-650-8007 or cell 214-770-6679, to join our group and get full info.
- Aug 24-27 **Solid Axle Corvette Convention** Carlisle, PA
Held in conjunction with Corvettes at Carlisle. Info at <https://solidaxle.org/>
- Sep 4-6 **Bloomington Gold Judging** Omni Hotel Dallas, TX
555 S Lamar St, Dallas, TX See page 9.
- Sep 4-7 **Mecum Auction** Kay Bailey Hutchison Convention Center Dallas, TX
650 S Griffin St, Dallas, TX. 1,500 Vehicles for sale.
- *Sep 14 **Legends Club Meeting** TBA
- Oct 12 **Brazos River Corvette Show** On the Square Granbury, TX
Gate opens 7:30am, Judging starts 10:30am. Two Best of Shows. C1-4 & C5-8. Contact Theresa Halford: 432-634-7214, thalford@pathtechltd.com
- Oct 18-19 **Texas NCRS Flight Judging** Embassy Suites Frisco, TX
7600 John Q Hammons Dr.
- Oct 26 **Sulphur Springs Corvette Show** Sulphur Springs, TX
Show held on the Downtown Plaza. On-site registration 8-11am. Enter from Gilmer St. Awards 2 pm. \$30 entry fee. Open parking. Cash door prizes. **Friday night reception begins 6 pm, Fri., Oct. 25 at host hotel: Clarion Pointe Hotel, 411 E. Industrial Dr., Sulphur Springs, TX, 903-885-6851.**

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Have you received an e-mail from Corvette Legends lately?

If not, send your email address to:

communications@VetteLegends.com

June Meeting

11 am, Saturday, June 8



Spring Creek BBQ

270 N Central Expy/US 75

******Richardson******

**NOT McKinney
(972) 669-0505**

*Southbound US 75-Exit 24 to Belt Line. U-turn under Hwy. to Northbound Frontage Road.
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OFFICERS

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DIRECTORS

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Newsletter Coordinator:..... Diane Preston CDiane1957@aol.com (405) 615-3856

**Legends Ledger Newsletter: Published monthly. Send submissions to cdiane1957@aol.com
Submission deadline is the 15th of the month.**

Club Web Site:

**Coordinated by Denise Eckhart <http://www.vettelegends.com>
Send submissions to: Communications@VetteLegends.com**

Meeting Speakers:

**If you have a recommendation for a guest speaker to address the club at one of our meetings, please contact
Len Woodruff: Lenwoodruff@gmail.com or (972) 979-5722**

Membership Information:

**Coordinated by Dennis Conte (see above)
\$40 for annual membership
Dues are paid annually at a meeting or mailed to:**

Club Mailing Address:

**Corvette Legends of Texas
P.O. Box 260316, Plano, TX 75026-0316**





Legends at Pate Swap Meet

We had a great turn out at the Pate Swap meet April 24-27 at Texas Motor Speedway. We sold a lot of the stuff the club owned to benefit the club treasury. Members sold their automotive treasures. They managed not to buy too many new treasures. We got a little sunburned. It rained some. The wind blew a lot. A couple of shade/rain canopies were destroyed by the storm Thursday night. Jeff Clevenger did a fantastic job of managing the whole event through several months of preparations. Everyone needs to thank him personally for all his great work!



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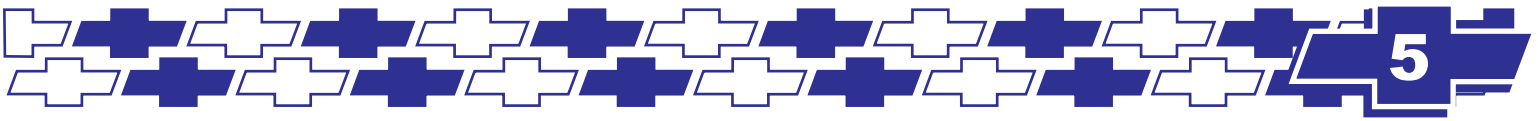


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CORVETTE LEGENDS OF TEXAS

GENERAL MEETING--May 11, 2024

BJ's Brewhouse & Restaurant, Addison

The members of Corvette Legends were called to order by President, Sam Deneault, at 12:13 pm. Minutes of the previous meeting were approved. Attendance was recorded as 68.

Guests: Robert and Barbara Rohde

Lady Legends Winner: Denise Eckhart

50/50 Pot Winner: Bob Rockett (\$93)

MEETINGS: June 8--Spring Creek BBQ, Richardson.

July 13--Prairie House Restaurant, Lewisville. There are tentative plans for a guest speaker at this meeting, David Hume of WindRestrictor.

Tom Hubbert reminded us that The Network of Community Ministries in Richardson will be holding their Father's Day celebration event on Thursday, June 13. This is a senior assisted living center located at 1500 International Pkwy., Richardson. No sign up is needed, just please arrive about 10:30. This is a casual and enjoyable event for all, with plenty of good stories. Lunch will not be served to us at the center, but our group is planning to go to Spring Creek BBQ in Richardson after the event. Please contact Tom Hubbert if more info is needed.

Planning continues for the Corvette Caravan and NCM Bowling Green event next Labor Day weekend. Bill Tichy is coordinating the plans for our club and says there's still time to register, but you should register within the next 30 days. The caravan to Bowling Green and the event at the museum is one part and Bill does a great job of planning a post event tour for our club participants. In the past, the post tour has included other parts of Kentucky, Indiana, Michigan and Wisconsin. You do not have to do both, but it will be an exciting event and promises great memories. Please contact Bill or Larry Dyer for all the details.

The Pate Swap Meet at Texas Motor Speedway was a big success, and the club made some money. Though Jeff Clevenger was not at this meeting, Sam thanked him for all his work in coordinating everything for the club. The efforts of Jeff and all those helping him was truly appreciated!!

The NCRS National Convention, 50th anniversary will be Sunday, August 4 thru Thursday, August 8 in Hampton Roads, VA. Registration is open thru June 1. The Texas NCRS Flight Judging will be Fri-Sat, Oct 18-19 at Embassy Suites, 7600 John Q Hammons Dr, Frisco. Judging will be for 1953-2007 cars. Newer cars will also be on display.

Phil Schilt talked of an issue with some C6 and newer automatics. They won't shift out of park due to two micro switches that control the safety of starting and shifting. It's about \$500-600 to correct. Phil has the details on the issue, please contact him as needed.(see page 10)

Finally, Sam wished a Happy Mother's Day to all the moms in the group!! Meeting was adjourned at 12:29 pm.

Submitted by Sharon Conde, Secretary



Don Sebert, Steve & Jan Parry and Jeff Sebert



Dan Jacobs wants to sell his 1999 Red Convertible--972-824-9139!



Tom Entrekin, Bob Rocket, Leslie & Ron Spurlock



Millie & Bob VanGuilder, Kurtis & Sandy Allen and Kathleen & Jim Pagana.

MEETING--continued on page 7





Mark Peterson, Don & Denise Edkhardt and Mike Kmita



Cheryl & Gary Williams with Tom Atchison



Jan & Joe Koester with Lisa Shedden



Mack Rogers, Rare Member Sighting... Sherri & Pete Snider with guests Bob & Barbara Rohde.



Pam & Bill Neubauer leaving the meeting in their 2004 Blue Convertible



Zachary Shuster chats with Robert Rocket after the meeting.



Dennis Conte, Rocky Rainbolt, Brad Sammis and John Cantleberry.



Bob & Millie VanGuilder, Bill Preston and Pete Snider with VanGuilder's 65 Coupe



Members visiting before the meeting among a sea of Red Corvettes of all years... then the other colors of Vettes showed up



1958 Corvette Borg Warner T-10 4-speed transmission-\$4800

FOR SALE is a T-10 4-speed transmission for a 1958 Chevrolet Corvette or passenger car. It was professionally rebuilt (June 2016, ~10K trouble free miles), using the highest quality available parts. Included in the rebuild was replacement of the main cluster and two new gears (2nd and 3rd) – receipt available post sale.

Manufacturing Details:

The Borg Warner main case was cast 2/20, tail housing cast 2/28, side cover cast 2/13, and assembled on 4/4/58. The side cover is the (rare) first generation cast aluminum, without support gussets and shows a common stress crack repair (noticeable from the inside only).

Don Eckhart 541-740-8293

Specifics:

Component	Cast	Build Date (Stamp)
Main Case	T10-I W.G. Div Q1 2-19	WD48-2 Translated: • April 4 th , 1958 • Second shift
Side Cover	T10-148 2-13-58	
Tail Shaft	T10-7A W.G. Div 2-28-58 SPAC	
Bearing Retainer	T89B-6	

Consider partial trade for 1958 Rochester Fuel Injection



Birthdays for June



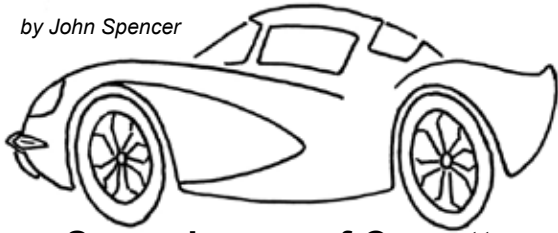
- 6-06 Ken McAlister
- 6-06 Nella Wardlaw
- 6-10 Caroline Franklin
- 6-11 Mark Peterson
- 6-11 Bryan Liptoi
- 6-12 John Heimsath
- 6-12 Dianne Haley

- 6-17 Janie Humphrey
- 6-19 Pat Cople
- 6-22 Janice Smith
- 6-23 Rocky Rainbolt
- 6-23 Tom Entrekin
- 6-24 Barb Macdonald
- 6-24 Kevin Shedden

- 6-26 Diane O'Brien
- 6-26 John McIlvoy
- 6-26 Linda Boren
- 6-26 Phil Schilt
- 6-27 Jerilyn Sebert
- 6-27 Roger Berry
- 6-29 Katie Weaver

WHAT YEAR AM I

by John Spencer



Several years of Corvettes are distinguished by a single feature. Do you know what years have one or more unique features?

1. The Chevrolet script on my front quarter panel has a Gold Capital "V" in its spelling.
2. The traditional Corvette Cross Flag emblem is underscored by a Red-White-Blue bar.
3. The Rear Bumper is a chrome metal bumper but the front is a Body Colored Molded Bumper.
4. The front quarter panel vent is a Five Slot Gill design.
5. One of the two rear tail lights is replaced by the Back-up Lights.
6. The rear glass on the Coupe is a Two Piece design.
7. The rear bumper is a Two Piece body colored molded Bumper.
8. The rear trunk lid is adorned with Two Distinctive Chrome Rails running from the deck lid to the rear bumper.
9. The Sting Ray emblem on the rear of the Corvette is also present on the nose of the car.

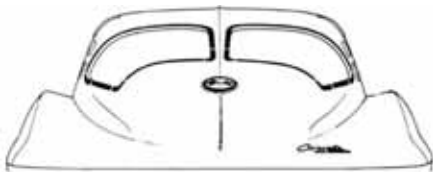
Answers below.

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- Long Sleeve Twill Dress
- Long Sleeve Heavy Denim

Hats

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- 6-panel, self-fabric closure

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1. The Gold V indicating the presence (introduction) of the V-8 is only on the 1955 Corvette.
2. The Corvette Cross Flag emblem has a Red-White-Blue bar under the flags on the 1962 Corvette.
3. The 1973 Corvette saw the disappearance of the chrome front bumper. The chrome rear bumper stayed until the next year.
4. The Vent designs on the Mid-Year Corvettes help define the specific years but only the 1967 had the unique Five Gill design.
5. The traditional two tail light design prevalent from 1961 through today was changed to one tail light and one back-up light in 1966.
6. Probably the one most known One Year Feature was the 1963 Split Window.
7. 1974 saw the conversion of the Corvette to the molded body bumpers. The chrome bumper would never be seen again. But the first rear bumper (on the 74) was a two piece bumper. In 75 it became a one piece design.
8. Similar to the 63 Split Window Coupe, the 1958 Corvette is one of the most easily recognized years with its massive trunk spears. Although there are other unique features on the 58 the Spears are most easily seen.
9. All the Mid-Year Corvettes (63 thru 67) carry the Sting Ray badge on the right rear deck. But only the 1966 has the emblem on the left front hood also. The original GM design spelled Stingray as one word. No one knows how it was separated in two in production.

ANSWERS:



C6 Shift from Park Issue

by Phil Schilt

The following information is an attempt to address the issue of Corvette C6 automatics not being able to shift out of park. I have this issue and have been tracking it for over 8 years. The following is the best explanation thus far. I talked to Dave at DMS, a Corvette Legends Newsletter advertiser. Dave has done what so many others have done – replace the shifter mechanism. The problem with this method is you are replacing an item with the same inferior microswitches. My opinion is the problem will return later with the shifter replacement fix.

What I find puzzling is the problem rears its ugly head for a couple of days and then disappears for some time. I have always been able to shift by straightening the wheel; shut the car off, and then restart. After the first or second attempt, the car will come out of park.

This is the Corvette Forum thread started by [CSixDude](https://www.corvetteforum.com/forums/c6-corvette-general-discussion/4000696-A6-won-t-shift-out-of-park-root-cause-found.html) and is the source for all of the information in this article. <https://www.corvetteforum.com/forums/c6-corvette-general-discussion/4000696-A6-won-t-shift-out-of-park-root-cause-found.html>

The problem many folks are having with the A6 not shifting out of park is usually solved by employing some method to “tie back” the shift lock controller arm. This works, but it has issues of its own, as it defeats the theft deterrent of the transmission lock and may also allow the car to be started in gear by accident.

Upon closer examination, the problem is not with the solenoid at all, but is instead with the tiny switch that

senses when the car is in park. If this switch isn't “made” or closed, then it won't allow the solenoid to release when you apply the brake. If you have an A6 and you don't hear your shift lock release solenoid make a distinct CLICK when you apply the brakes, then this is most likely your problem.

The fix is simple. Just apply a little self-adhesive foam to the gear shift lever where it contacts the microswitch as shown in the photo. This is all you need to make sure the switch gets pushed far enough forward to make contact, thus allowing your solenoid to work like it should.

Also, make note that there are TWO microswitches in the gear shift assembly right next to each other. The one you need the foam shim on is circled in the photo.

I decided to remove the switches and bench test them and found that the switch(es) are not out of adjustment or alignment but actually going bad. Microswitches are supposed to be either open or closed and nothing in between but an ohm meter verified that the switch (in certain positions) has resistance and therefore would not actuate the solenoid that pulls the release.

I think the foam fix will work for a while (I even contemplated something similar) until the microswitch goes completely bad. So, I elected to replace the microswitches and after I did, the shifter worked like new. I used some \$3 micro switches and simply soldered them onto the existing wires and snapped them in (they are standard size). The original switches are cheap pieces of junk!

This was really a test for me to see if the switch was causing the issue. Time will tell how long these cheap replacement switches last. If they begin to fail, I will order some higher quality switches for a more permanent fix but so far it has been flawless for 6 months.

Next time it sticks, try this:

1. Release foot off brake.
2. Push shift lever FORWARD as far as it will go, without pushing on the button
3. Now apply brake, you should hear a click.
4. Now with brake applied, push the release button and shift out of park.

What seems to be happening, is that the release solenoid gets jammed and won't release the gear shifter/brake pedal signal. When it sticks, you have to first release the brake pedal, and then push the gears. Note: I tried this and it did work to take the car out of park.

Some have tried putting the car in Accessory mode and then push the handle forward, depress release lever; shift out of Park, and start in Neutral.

The following information was posted by other members on the Corvette Forum using the preceding thread:

Posted by PFLOOR: Since you are a professional, I would like your opinion. The switches that GM used are the lowest end available and not the same switch. GM used different contact material. The switch that is used for the “Place your car in park” warning is “Gold alloy on silver palladium cross-

SHIFTER--Continued on page 11



point" and the one used for the "Park Lockout" is "Plain Silver" and neither are rated except for "Automotive Standard" (whatever that means). There are much better (albeit more expensive) switches that should have been used and I am trying to source some better ones. Which type of contact would be better for this purpose? 1) Fine silver, 2) Gold plate on silver, 3) Gold alloy on silver palladium cross-point?

Answer to previous question: When selecting a replacement microswitch, I'd think silver on silver contacts should be avoided. Silver easily tarnishes. The tarnish layer might not be such a problem for 110 volts AC, but 12 volts DC makes the contacts very sensitive to corrosion. Gold is best.

I just ordered this switch "SS-5GL13" from Amazon, \$11 for a pack of four switches and free shipping with Prime. The switches that I ordered can operate either NO (normally open) or NC (normally closed) depending on which pin you wire up (note there are three pins on the SS-5GL15). For this application I am pretty sure we need a normally open switch which only completes the circuit when the shifter is in park. I will test the old switch when I remove it.

Got the switches this morning, installed one and the shifter is working like a champ. I did test the old and the new switch with an ohm meter and saw the same issue with the old switch that [CSixDude](#) originally posted. Basically, the old switch didn't always make a good connection and I could measure a lot of resistance when the switch was closed. I have a few pics and videos that I can upload later with a little more detail. I did have to bend the lever on the new switch to make proper contact with the shifter, no big deal and it was easy. There is probably a better model of the switch like [CSixDude](#) showed with a roller that would not need to be bent. I will look for the part number in the brand I listed above, since it was rated for 5 amps @ 250vac, I think that is much better than the Radio Shack switch or the one originally from Chevy.

I have not had any trouble with the new switch installed. Original Micro switch testing with a Fluke OHM meter. A test of the original automatic shifter microswitch indicated that the switch is defective. When the switch is not depressed, there should be infinite resistance (like a disconnected wire). When the switch is depressed, there should be almost zero resistance (two wires connected). The ohm meter showed that the switch had significant resistance when it is lightly and moderately depressed past the detent point - Not good! The result is that the software thinks the car is not in park. Therefore, the software will not release the shift lock when the brake pedal is pressed.

To make the repair, I ordered the following switch from Amazon: Omron SS-5GL13/SL-1W3 Switch, Subminiature, SS-5GL13, Single Pole, Double Throw, 5 125 Volt, 0.78"

L x 0.25" W x 0.40" H (Pack of 4) for \$9.00. I did have to bend the level on the switch up to match the throw distance of the level on the OEM switch, no big deal. Just compare the old switch to the new switch and gently bend the new switch lever up. You might be able to find a similar switch with a roller or simulated roller. Make sure to buy a switch rated in the 120 VAC / 5 amp operating range so the switch will never go bad again.

Your new switch will have three terminals, C = Common, NO = Normally Open and NC = Normally Closed; it can work in either mode. NO = normally open when the switch is not pressed (like a door bell), NC = normally closed when the switch is not pressed. You want to wire up C and NO terminals, Normally Open mode.

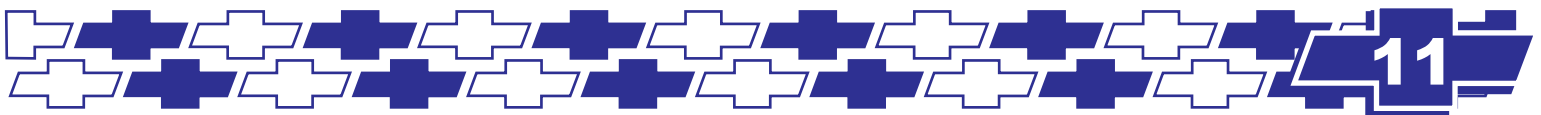
Snip the two switch wires close to the old switch. You will find the wires are a little short to strip and then solder to the new switch. I soldered a two-inch piece of stranded wire (like the harness) to the "C" and "NO" terminals on the switch and then soldered the switch with the two-inch wire to the car's wires. Use heat shrink tube on the switch connectors and slip a piece on each of the wires before you solder it all together. It's much better than tape, especially with all the heat near the transmission tunnel.

If you are not comfortable soldering wires practice on old "stuff", I wouldn't consider making this repair without soldering the wires to the switch and the wiring harness. Steel wool is good for cleaning the hot tip of your soldering iron and then apply new solder to "tin" the tip, you are ready to go!

The thread ended at this point. I did a search on amazon and found the following microswitches met the specifications for the those installed by the other two responders.

1. With the roller: https://www.amazon.com/Switch-Action-SS-5GL2-Single-Double/dp/B07122FTZB/ref=sr_1_4?crd=1VFMX0AE9PWW0&dib=eyJ2IjoiMSJ9.2u-w2vdDIGXtdxZ7Z4bx5ZAAGAqWeesAuhlfHmCCJkgLh r4P2yMJlQfXK7ZZQXrcM.xByYJ4IiTb2GAMgUHFzPd-K4lnOw4vyEfZMjw_LW9eAk&dib_tag=se&keywords=SS-5GL15&qid=1715170068&sprefix=ss-5gl15%2Caps%2C144&sr=8-4 This switch should eliminate the need to bend the lever of the switch in number 2.

2. Without Roller: https://www.amazon.com/Switch-SS-5GL13-Curved-125VAC-SS5GL13/dp/B0CJBN-FWTV/ref=sr_1_17_sspa?crd=82885K4Y8YDH&dib=eyJ2IjoiMSJ9.bklnNPBoihPo9WuRIIDZu9NSEhql_3l-u1kwyK6qLkyj9CndlyUsi7f5EP44y-DtyraPYvdlecW vjfBDb1IArczr4fQ-FCbuRptLSdRRTMI6T8yQbMso FvHpjuntX7npFMSqZgN4y4unA-cT6dUqbPwHszK-DvPeTE3m1JG4mJi8OYDXoZ9Hz7apfv-iYc_raHZ-RfAK_ROrCs9BMW03vOSkGrhBKHLK-5F9h3pY-WdY.VRq24HjacfnqZiZPiFqRmDiHWAnQvptDatzF kmAvq94&dib_tag=se&keywords=omron+ss-5gl13+switch&qid=1715170296&sprefix=omron+ss-5gl13+switch%2Caps%2C156&sr=8-17-spons&sp_csd=d2lkZ2V0TmFtZT1zcF9tdGY&psc=1





June 8 Meeting
Spring Creek BBQ
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See page 3

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