April 2022

Straight Talk

Publication of the Red River Chapter of the Solid Axle Corvette Club

Come to our **C-1 Solid Axle Cruise-In**

Saturday, April 30th, 11am-1pm at Hula Hut

210 E Eldorado Pkwy, Little Elm, TX

Bring your Solid Axle. Park for a while. Eat lunch, if you want and Visit with other 53-62 Corvette owners.

Come on out, even if you don't bring your C-1.

Our Visit to with SACC

Our Red River Chapter's first activity of 2022 was a road cruise to Nocona, Texas to visit the Horton Classic Car Museum Saturday, March 5. Our new president, Dennis Conte, made all the arrangements for the event.

Many of us met at Cracker Barrel north of Denton. Dennis and his brother, Kenneth, were in Dennis' 1961. Don Eckhart and Denise Iverson drove their 1958. Tom Hubbert came in his 1962. Bill and Diane Preston and Tom and Mary Jean Entrekin showed up in their late model Corvettes.

Mary Jean Entrekin, Don Eckhart, Denise Iverson and Tom Hubbert at the museum.

The day was a little misty on the way to our meeting place, but the rest of the trip was as perfect as a March day can be. Dennis had planned a pleasant drive out to Nocona on the back roads of far north Texas.

When we arrived at the Museum the guys from Oklahoma were waiting for us. Robert Cotner had driven down from Blanchard and Don Brittin came from Davis. Pretty soon Jim Field joined us, too.

The Horton Museum has a huge collection of Corvettes in the main room that used to be a dealership. We spent most of our time there looking at the 13 Solid Axle Corvettes that were on display. The huge new back addition had a broad range of collectible cars ranging from a 1934 Packard to the Speed Racer from the '90s TV series. The smaller display room has some great muscle cars. If you've never been to the Horton Museum, you should make the short trip to Nocona to see it. Nocona has lots of events to attend including their annual Mardi Gras parade.

We toured back to Muenster, Texas to have lunch at Rohmer's German Restaurant. As always their German food was great!

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Lunch at Rohmer's German Restaurant in Muenster, Texas: Dennis Conte, Don Brittin, Tom & Mary Jean Entrekin, Tom Hubbert, Diane & Bill Preston, Denise Iverson, Don Eckhart, Jim Field and Kenneth Conte.

Tom Entrekin, Robert Cotner and Bill Preston.

Denise Iverson, Don Eckhart, Don Brittin and Dennis Conte out front of the Horton Automobile Museum in Nocona, Texas

Mary Jean Entrekin, Dennis Conte, Bill Preston and Tom Entrekin at Cracker Barrel when Dennis arrives in his Blue/White 1961.

One-of-a-kind 1955 station wagon styled with a 53-55 Corvette body similar to the Waldorf Nomad concept shown at the 1954 General Motors Motorama in New York City.

Black on Black 1962 Fuel-Injected Corvette

HORTON--Continued on page 3

President's Message

I want to thank everyone who attended the trip to Nocona and Munster last month. I hope all enjoyed the day. Hope to have more trips planned this year.

Also want to welcome the new members from Keller who joined our club. I look forward to meeting you at one of our events.

As a close and easy gathering, let's plan on bringing our Solid Axle Corvettes and meet up Saturday, April 30th at the Hula Hut in Little Elm. We can meet at 11am till 2pm and just hang out in the parking lot. It will be up to each person whether to bring lunch or have lunch at the Hula Hut.

Sincerely,

Dennis Conte

President, SACC, Red River Chapter

New Members

Alan & Dottie Hofeling
Keller, TX
Red/White 1961

Back issues of "Straight Talk" available on line at: www.VetteLegends.com

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Robert Cotner, Bill Preston and Jim Field among the classic car collection at Horton Car Museum in Nocona.

Tom Hubbert's red 1962 and Don Eckhart's red Fuel Injected 1958 ready to leave for Nocona. Tom Entrekin visits with Don Eckhart.

If you need to renew or join

National and Chapter Memberships
Expired December 31, 2021
(unless you've paid for multiple years)

Red River Chapter collects National SACC dues of $45. We then forward all National dues and have record that all our members are also National members.

Please include a completed application form that is included on the last page of this newsletter.

Send to: **JoAnn Brumit, SACC Treasurer**
KARLEE KLASSIC AUTOS,
3701 Marquis Dr., Suite 101, Garland, Texas 75042

If you have sent in your dues directly to National, please let JoAnn know, so she can record it.
JABrumit@nuzink.com

Our Members' Cars

Zora Argus Duntov with Preston's Corvette in 1980 at a Corvette Show in Oklahoma City.

Our First Corvette

Black & White 1957 FI

Bill & Diane Preston
Flower Mound, TX

Bill Preston bought this 1957 Corvette in 1969 as their first "second car". He got it for $1,000 from a college student, who wanted money to get married. The Vette had a well-worn medium blue paint job, with a carbureted 283 engine, Muncie 4-speed transmission and both tops.

Acquisition of this first Corvette started Bill and Diane on an automotive adventure that continues over 50 years later. Immediately, they became involved with the Oklahoma City Corvette Club to learn about the old car and enjoy the social and auto-related activities. Weekly activities were road rallies, poker runs, parking lot solo autocrosses, road trips to other Corvette clubs' events, and an endless array of parties… it was the 70's.

Within a year, Bill began "working on" the '57 and eventually did a complete frame-on restoration in his one-car garage. He'd always done mechanics, but learned to do the fiberglass body work from the local Corvette guru, Jimmy Jorski. He also picked up everything there was to know about Corvettes from the local club members. By then the "late models" (now called C3) were what everyone wanted. The '57 was considered old, but many parts were still available from GM. One by one as the budget allowed, Bill bought new pieces--tail light housings for $18 each, chrome grill ring for $40 and replacement convertible top for $40. Bad grill teeth were replaced one by one as he found good used ones.

Please submit an article about your Corvette or your Corvette adventures for use in our newsletter.

Bill was at work 12 hours a day 6 or 7 days a week, then came home to work on the Corvette. Diane became involved with the renovation, so they could spend some time together. Her dad had been a mechanic, so it she wasn't new to a garage. Bill once commented that she did a much better job detailing her first engine compartment, than she had done ironing her first shirt!

One Corvette somehow spawns another. Over the next 10 years Bill and Diane bought, renovated and sold 20 or 30 1956-66 Corvettes. The first was a 1961 bought for $300. That was the first car Bill painted and he had to get lessons over the phone from a friend in Tulsa. Soon they added a three-car garage/paint shop to the house in Oklahoma City for their expanding hobby.

The second restoration of this first 1957 Corvette was a frame-off and was done in six months in 1975. Bill and friend, Tom Parsons, did extensive polishing and chrome work at night on the '57 parts. Bill also did paint and body work to restore Tom's '56 that same year.

The big change during this restoration was replacing the carburetor with a stock fuel injection system. The Prestons bought a '56 Corvette for $1,200 that came with a '58 Corvette fuel injection system. The injector had been stored in a chicken house in Manitou, Oklahoma, with all the car's exterior chrome parts. At that time a fuel injection

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unit cost $500, but only a couple of years earlier they had only been $100. The donor ’56 proved to be a reliable daily driver for many years and was eventually sold unrestored.

Over the years the ‘57 won a lot of car shows. They drove it to out-of-state Corvette events and it was the center of the whole family’s interest. Their boys grew up in the garage and are car buffs themselves.

Preston’s 1957 Fuel Injected Corvette did not change much in the next 30 years. It had hail damage from a storm at a Corvette Club event in Kansas City in 1978. It had a damaged right front fender from a steel radial tire separating in 1989. The old lacquer paint was still shiny, but showed the fiberglass age cracks. J.C. Penny’s was still replacing the Lifetime Battery every few years that Bill bought in 1975.

The Third Restoration

In 2004 the Preston’s retired and moved to Texas. They added a garage/paint shop to this house and were enjoying Corvette trips and activities again. After years of considering what upgrades Bill wanted to do to the ‘57, he researched the many possible ways to make it more comfortable to drive and enjoy. Bill and Diane made many trips to the swap meets at the Florida NCRS Regional in Kissimmee, to Bloomington Gold and similar events to visit with vendors and buy parts.

Bill made all of the major engineering changes to the car in the summer of 2011, to make sure it operated like he wanted it to, before tearing the car down for restoration. These included installing a Jim Myer independent front suspension with rack and pinion power steering using a generator-mounted 55-59 Chevy power steering pump, a shortened steering column, power front disc brakes. He installed a remote hood actuator, Rain Gear windshield wipers and Classic Auto Air. Some of these required extensive modification of the firewall, hood, dash and other areas.

By February 2012 the car was apart and ready to have the paint stripped off the body. A mobile soda blasting machine was brought to the garage. Unfortunately we found that this is not a good way to strip Corvette fiberglass produced prior to 1959, because it is not pressure molded. The soda blasting eroded the resin in the original 1957 body panels. The doors, hood trunk, etc. were not damaged, because they were later pressure-molded glass.

Bill does all his own fiberglass body work and made the hood, trunk, doors and deck lid fit properly. He used the Corvette’s own frame for mounting onto the rotisserie, but used 4” spacers between it and the body to allow access to do fiberglass repair on body mounts and finishing the bottom of the car.

There was too much damage to the fiberglass on the hood surround to repair. The old glass was cut away from the bonding strips all the way from the dash to the grill. The old bonding strips and braces were carefully salvaged to put on the new fiberglass piece manufactured by Corvette Image, using the original Corvette molds they have

acquired from Chevrolet. The braces salvaged from the old skin are added to the new part. Fitting the new fiberglass hood surround took three months. Then the body was taken off the rotisserie and put on a cart to adjust the grill opening to fit the grill ring.

June 2012, 14 friends from the Dallas Classic Chevy Club and Corvette Legends of Texas met to do the final installation of the hood surround. Everyone had a special job: mixing epoxy, applying epoxy with pastry bags, spreading it, putting in the screws to hold the piece in position until the epoxy set, timing the procedures, etc. The pre-measured epoxy and hardener had to be mixed exactly one minute. Then, by turning the garage air conditioner down to 65 degrees, they had 25 minutes to get everything done. Placing the new panel was done in 14 minutes!

Several more months of body work were done, while on the cart. Then guys returned to put it back on the rotisserie. Why do the guys keep coming back? For Bill’s great beans and corn bread, of course!

Months of spraying gray primer. Then sanding it off. Then spraying gray primer. Then sanding it off... The garage is gray. The house is gray. Bill is gray! February 2013 it’s finally in black primer! Then sanding it off... you know the drill!

April 2013: Real Paint! Single-stage black for the wheel wells and undercarriage. Two-stage black for the engine compartment. The dash has it’s final paint, three-stage white with gold pearl over.

Off the rotisserie again, to separate the body from the frame. The frame is free from its duties as part of the rotisserie and back on the rotisserie for its own repairs and a new cross member. The body is on the cart and finish work is done on the front compartment that was inaccessible on the rotisserie.

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PRESTON--Continued from page 5

Back from being powder coated, the frame and suspension parts were assembled. The 283 ci small block engine had been bored 0.40 over in 1975. Now it was refreshed, balanced and blue printed and painted red. Brake lines are added to the frame and Tremec 5-speed (600 series) transmission and engine installed. Lower fan shroud, fan, generator, oil cooler, exhaust, intake manifold and much more are installed. The finished chassis is wrapped in plastic to keep it clean while finishing the body work and painting the body. Here come the guys again to put the body back on the chassis!!! More beans!

The doors, hood and trunk are fitted again. Dynamat is applied to inside of both exterior and interior door skins as well as the floor, firewall, gas tank area, and under the dash for insulation and sound deadening. The side coves are painted White with Gold Pearl over. Bill had to do them five times due to operator errors and unusually cold temperatures in December 2013.

Black sealer is the first coat sprayed on final paint day. Then two coats of DBC 9700 Black Base Paint by PPG. Then two coats of DCU 2002 Clear by PPG. A very long day of painting. The body is all painted and unwrapped. What a Christmas present on December 21st!

A local windshield shop had dented the top and bottom stainless pieces trying to put the new glass in. The bottom piece had to be replaced and the top piece had to be sent to Glassworks in Pennsylvania to be repaired. Three months later all the repaired windshield stainless is back from Pennsylvania. It took four guys and lots of tie-down straps eight hours to gently put the windshield in the frame.

The dash has original-type gauges, which were rebuilt by Clocks by Roger. The tachometer was changed to electrical and the ammeter was changed to a volt meter. The air conditioner vents are in the center of the dash pad and on each side. The A/C takes up all the space of the old radio. The back up camera replaces the radio face and retractable cup holders are below the dash.

Bill had cleaned, chromed, painted and or replaced every part of the 4900 series fuel injection unit for 1957-58 before installing it.

New headlights are Truck-Lite LED lights developed for use in military vehicles. They draw only three amps, which was needed to offset the electrical draw on the gen-

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erator that the air conditioner pulls. The light they provide is a GREAT improvement over the stock T-3 headlamps!

Everyone was on hand to see it start on May 12, 2014. It didn't happen. They found lots of small problems with wiring, grounds and injector adjustments. They tried a lot of things. But 109 octane leaded fuel did the trick!

The first drive was 27 miles to Headliners Customs in North Richland Hills, where it got trunk and interior carpet. The next trip was 27 miles across DFW to Richardson to have the top put on. Jason at Motorcars Made Mint repaired and adjusted the old top frame. Then Bill sandblasted and painted the frame before Jason did the final top installation.

The remote-controlled hood raiser had to be re-engineered for the third time after tearing the hinges out of the hood. The grill had to go in last because all of the electrical connections for the hood raiser are there.

Bill took the car to a few nearby car shows. Then he and Diane set out to drive from Dallas to the Last Run Car Show in Arkansas City, Kansas on September 27, 2014. Taking the Corvette to this favorite show had been the goal, since January. The car made the trip with no problems, but one of the new Coker American Classic tires separated outside Blackwell, Oklahoma and they rode the last 40 miles into Arkansas City on a AAA rollback. The car won Best Corvette among the 750 cars there. It's been to many shows around North Texas, Arkansas and Oklahoma, winning Best of Show in several. The Prestons always have a great time talking to people about the car.

Bill built this car to drive and enjoy! Bill and Diane drove the '57 to Effingham, Illinois for the 2016 SACC Convention and Mid-America Fun Fest. They were on the road for 17 days after adding stops in Missouri, Arkansas and Oklahoma on the way home. It's also been driven to the Chevy Tri-Five Nationals in Bowling Green, Kentucky. They've been a lot of places in it since then.

Home-Built Heaven Winner at 2015 Good-Guys Lone Star Nationals, Fort Worth

Drove to the Tri-Five Nationals in Bowling Green, Kentucky

Drove to Funfest at Mid-America Corvettes in Effingham, Illinois

Come celebrate the upcoming anniversary of Route 66

by participating in the first ever

June 18-19
9am to 6pm
OKC Fairgrounds
Bennett Event Center
Oklahoma City

June 25-26
9am to 6pm
Tulsa Fairgrounds
SageNet Center at Expo Square
Tulsa

Route 66 has been cruised by the finest automobiles. It only makes sense that the Route 66 Road Fest would gather them together for a spectacular juried car show. With 14 classes of automobiles entered from car clubs around the country, you are sure to be thrilled whether you attend OKC, Tulsa or both weekends! Top Three of Class will be awarded as well as Best in Show.

The Classic Car Show will be an amazing display of automobiles that cruised the Mother Road during its heyday. This special juried car show will feature 14 classes of cars from years 1926-1986 and can only be experienced by purchasing a ticket to attend this spectacular Road Fest or entering your classic car at Route66RoadFest.com.

Car Show Judging Details

All Cars will be judged for workmanship, cleanliness and condition only.
Cars will NOT be judged on authenticity. Judging will start 10 AM.
Doors should be closed but unlocked. Convertible tops must be up.
Hoods, Trunks or hatches open.
Car must stay in its assigned parking place during show hours.
Award Ceremony will be on Sunday at the end of the Show.

Or put your car in our casual display-Cars & Coffee...

AAA Route 66 Road Fest Cars & Coffee!
Here is your chance to gather at the Road Fest while enjoying the camaraderie of other car enthusiasts. This more casual event will take place outside of the gates, so be sure to purchase your event ticket to experience all that the Road Fest has to offer. Space is limited, so claim your spot.

Want to show your car?

Registration is still open to exhibit and enter vehicles in both Tulsa and Oklahoma City for all makes, models and decades from 1926 – 1986.

Full Info at: Route66RoadFest.com

SATURDAY APRIL 30TH 2022

1100 BEAR CREEK PARKWAY, KELLER TX

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ConnorsCarShow.com

$20 ENTRY FEE
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11:00 AM - 4:00 PM

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*SILENT & LIVE AUCTIONS
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City of Jefferson Tourism Dept.
www.visitjeffersontexas.com
and click on PLACES TO STAY
located at the top, right of the page.

Schedule of Events

WEDNESDAY, JUNE 1

10 am-Mystery Cruise
6-9 pm-Meet & Greet for Early Arrivals

THURSDAY, JUNE 2

3 pm-Cruise to the Ponder Collection of Automobiles in Marshall, TX

FRIDAY, JUNE 3

8-10 am-Registration
8 am-5 pm- Vendors
10 am-Noon-Scenic Historic Cruise
2:30 pm-Cruise to Mid-America Flight Museum/Photo Op
6-10 pm-Live Music at the Beer Gardens & Vendors Open

SATURDAY, JUNE 4

8-10 am-Registration Resumes
8 am-2 pm- Show & Shine, Vendors
Noon-Lunch Included for 2 people per entry
2 pm-Awards Presentation

Out and About Searching for Old Vettes & their Owners

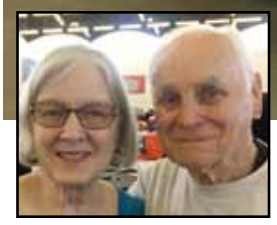
Dallas Autorama--February 18-20,2022

Dennis Conte's Jewel Blue/White 1961 from Savannah, TX

Gordon & Pamela Moore's Black/Silver 1961 from Dallas, TX

Greg Hurlburt's White/Silver 1959 from Plano, TX

Jeremy Wellborn's Red/White 1961 from Lawton, OK



Albert & Carolyn Turner's Red/White 1961 from Dallas, TX

Gordon Koterba's Red/White 1960 from Paradise, TX

A Look Inside Popular Oil Filter Models

There are all sorts of engine oil filters out there. In fact, a trip to your favorite auto parts website will reveal thousands of oil filters available for any number of engine applications. That's probably no surprise to anyone here.

The catch is, most spin-on filters look pretty much the same on the outside. There's the occasional difference sure, like the 1-inch hex nut K&N includes on the bottom. But the major differences are all found on the inside.

So, let's slice a few open and see what's in there.

How Oil Filters Work

But before we look inside some popular oil filters, let's examine how the oil is directed in and out of the filter. We'll use a common small (and big) block Chevy as the example:

Oil is pumped from the engine oil gallery through a series of holes located in the filter baseplate (sometimes called a "tapping plate"). From here, oil is forced between the wall of the metal canister and the pleated filter element. Each end of the internal filter medium is fitted with metal support caps (AKA discs).

The center of the canister is equipped with an inner support tube. That inner support tube is perforated, either with holes or with louvers. Oil pressure forces the lubricant through the filter medium where it exits through the support tube. Filtered oil is then routed through the center hole in the support tube (or "pipe"), back into the engine.

If the filter is equipped with a bypass valve, that's often located in the lower end cap of the element, although there are some applications where the bypass valve is located at the end cap closest to the baseplate. The bypass valve "engages" if the filter becomes plugged. This allows non-filtered oil to circulate through the engine, however it prevents the filter from being blown off, if plugged.

Most filters are equipped with a spring between the canister support cap and the end of the canister. This spring can be used for two jobs: In some applications, it sets the pressure relief (however this isn't used in all filters). The main job of this spring is to securely hold the pieces of the filter together while under pressure.

At the top end of the filter (at the support cap), you'll sometimes find a rubber one-way valve that covers the series of holes in the baseplate. This is an anti-drainback valve. It prevents oil from migrating out of the filter following shut down. As a result, the engine always has oil in the filter during a fresh start up.

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Our Test Filters

Most filters use a mix of the above in order to function. But what we still don't know is what the filters are like inside. For our purposes, we selected five different (but popular) filters for a really common Chevy engine application:

Summit Racing Extended Life oil filter (SUM-127004)
Wix replacement filter (WIX-51061)
K&N Performance Gold oil filter (KNN-HP-3002)
Wix Race oil filter (WIX-51794R)
Moroso Racing oil filter (MOR-22460)

We should point out that we're not going to rate any of the filters or declare any "winners." The idea here is to show you what's inside and, from that, you can draw your own conclusions.

We'll give you a brief description of each filter and some key specs

Summit Racing Extended Life Oil Filter (SUM-127004)

The canister is steel and measures 0.022-inch thick. The canister is texture powder-coated, so it's easier to grip with oil-covered hands. Threads in the baseplate are rolled. The baseplate is fitted with seven 9/32-inch holes. The anti-drainback valve is a silicone material. The filter is equipped with a bypass relief valve in the end cap of the element and it is equipped with an internal relief spring. The pleated filter element measures 4.105 by 3.265-inches, including both end caps. There are 68 pleats and they measure approximately 0.600-inch deep. It has a maximum flow rate of 9-10 gallons per minute.

Thread: 13/16-16 in.	Height: 5.120 in.	O.D.: 3.660 in.	Bypass Relief Valve: Yes
Anti-Drainback Valve: Yes	Filtration: 25 microns	Burst Pressure: 241 psi	Gasket O. D.: 3.550 in.
Gasket I. D.: 3.170 in.	Gasket Thickness: 0.270 in.		

Here's the Summit Racing filter both complete and stripped down to the bare elements. The Summit Racing filter makes use of a center post with drilled holes. Check out the next photo to see what we mean.

Here's the anti-drainback valve incorporated in the Summit Racing oil filter located beneath the baseplate or "Tapping Plate." This ensures oil remains in the filter following engine shutdown.

This is the bypass valve used in the Summit Racing filter. Should the filter element become plugged, oil is allowed to enter the center post and get back into the engine.

WIX Oil Filter (WIX-51061)

The canister is steel and it measures 0.022-inch thick. Threads in the baseplate are rolled. The baseplate is fitted with eight 15/64-inch holes. There is no anti-drainback valve and there is no bypass relief valve. The pleated filter element measures 4.315 by 3.225-inches, including both end caps. There are 59 pleats and they measure approximately 0.6375-inch. It has a flow rate of 9 to 11 gallons per minute.

Thread: 13/16-16 in.	Height: 5.178 in.	O.D.: 3.660 in.	Bypass Relief Valve: No
Anti-Drainback Valve: No	Filtration: 21 microns	Burst Pressure: 285 psi	Gasket O.D.: 3.444 in.
Gasket I.D.: 3.100 in.	Gasket Thickness: 0.260 in.		

Here's the Wix replacement (conventional Chevy) filter stripped down. The center post incorporates drilled holes.

The Wix replacement filter doesn't have a bypass valve or an anti-drainback device.

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K&N Performance Gold Oil Filter (KNN-HP-3002)

The canister is steel and it measures 0.022-inch thick. Threads in the baseplate are rolled. The baseplate is fitted with eight 1/4-inch holes. The anti-drainback valve is a silicone material. The filter is equipped with a separate bypass relief valve that's located in the end cap of the element and it is equipped with an internal relief spring. The pleated filter element measures 4.185 by 3.2-inches, including both end caps. There are 54 pleats and they measure approximately 0.700-inch.

Thread: 13/16-16 in.	Height: 5.52 in.	O.D.: 3.770 in.	Bypass Relief Valve: Yes
Anti-Drainback Valve: Yes	Filtration: 10 microns	Burst Pressure: 550 psi	Gasket O.D.: 3.330 in.
Gasket I.D.: 3.115 in.	Gasket Thickness: 0.285 in.		

This is the K&N filter stripped down to the basics, where you can see the filter's louvered center post.

K&N makes use of a drainback valve made from a silicone material. Get another look in the next photo.

The K&N filter uses this bypass relief valve situated within the end cap of the element. It's equipped with an internal relief spring.

WIX Racing Oil Filter (WIX-51794R)

The canister is steel and it measures 0.022-inch thick. Threads in the baseplate are rolled. The baseplate is fitted with six 1/4-inch holes. There is no anti-drainback valve and there is no bypass relief valve. The pleated filter element measures 6.50 by 3.215-inches, including both end caps. There are 44 pleats and they measure approximately 0.675-inch. It has a flow rate of 28 gallons per minute.

Thread: 13/16-16 in.	Height: 7.820 in.	O.D.: 3.674 in.	Bypass Relief Valve: No
Anti-Drainback Valve: No	Filtration: 21 microns	Burst Pressure: 285 psi	Gasket O.D.: 3.444 in.
Gasket I.D.: 3.100 in.	Gasket Thickness: 0.260 in.		

Here's the long Wix race filter broken down into separate pieces. It incorporates a drilled center post.

The Wix race filter does not include an anti-drainback valve in the assembly, nor does it make use of a bypass valve.

Moroso Race Oil Filter (MOR-22460)

The canister is steel and it measures 0.022-inch thick. Threads in the baseplate are rolled. The baseplate is fitted with five 17/64-inch holes. There is a two-piece anti-drainback valve, but there is no bypass relief valve. The pleated filter element measures 4.145 by 3.40-inches, including both end caps. There are 69 pleats and they measure approximately 0.800-inch.

Thread: 13/16-16 in.	Height): 5.250 in.	O.D.: 3.660 in.	Bypass Relief Valve: No
Anti-Drainback Valve: No	Filtration: 27 microns	Burst Pressure: 350 psi	Gasket O.D.: 3.420 in.
Gasket I.D.: 3.110 in.	Gasket Thickness: 0.211 in.		

This is the Moroso race filter broken down. It incorporates a louvered center post assembly.

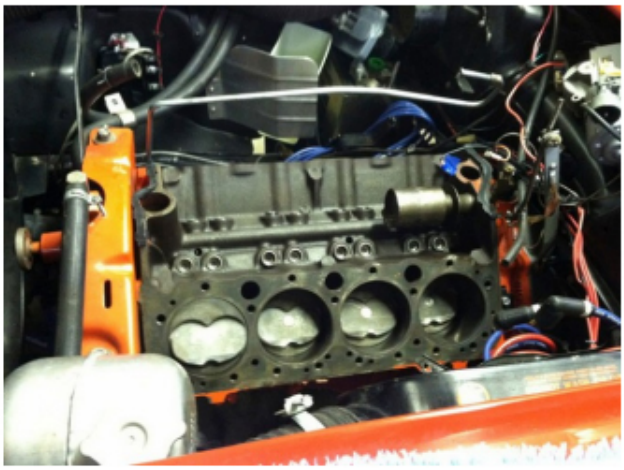
The Moroso race filter does not incorporate a by-pass valve, however the anti-drainback arrangement consists of two pieces. The smaller piece locates the valve within the element

OL' SMOKEY, MY POOR CORVETTE--
The Need for Valve Seals

By James Gibson, Reprinted from the Mid-Atlantic SACC newsletter

I've been bringing my 61 FI corvette to the spring and fall outings for about three years. Throughout that time Maureen has been joking about someone in the pack producing a smoke screen. I knew it was coming from my Corvette, but only when I was accelerating, so I thought it was the fuel injection unit allowing too much fuel to the engine. I tried adjusting the fuel/air mixture ratio but never could eliminate the puff of smoke. The last outing at Smithville NJ brought the issue to a head. Al and Marsha Schraml were following me in their 54 Corvette as I decided to step on the accelerator, and when I looked in the rear view mirror I could barely see Al and Marsha for the smoke. They said the smoke wasn't too bad, although they were coughing, but I decided that I could no longer live with a 283 that smoked. So, as soon as the driving season ended, I immediately disassembled the engine looking for the culprit.

My problem was that I only had approximately 1,000 miles on the 283 since I rebuilt it. The piston rings should be good as well as the valve guides, so what was causing the smoking issue? When I rebuilt the engine, I sent the heads to a company in California that specialized in welding heads. The combustion chambers of the heads were fine but the lower tabs where the heads bolt onto the block had a couple of small cracks that I decided to get fixed while the engine was apart. I had replaced the piston rings, honed the cylinders and replaced the valve guides and valves. Nothing could possible be leaking oil. I did however notice that I had lost a significant amount of oil and could not see evidence of an oil leak on the garage floor.



When I took the heads off the top of the pistons had an oily gum on them. I was certainty sucking in oil from somewhere. When I took out the spark plugs the spark gap was almost closed due to the accumulation of burnt oil. Did I have a broken piston ring or was the wear between the valve and valve guide really bad for some reason. Whose fault was it, certainty not mine. The above picture was taken after I cleaned the pistons of all that oily residue.

The heads looked fine to me as did the piston rings. I took the heads to a local shop in Richmond VA to have new valve guides installed even though they felt fine to me. I dropped off the heads and was talking to the mechanic about my problem. He was describing their process for grinding valve seats and he decided to take a valve out of the head to demonstrate their technique to me. As he took out the first valve he said under his breath "wow, that's odd". I immediately asked him to explain what was odd. He said that these heads didn't have any oil seals installed. In an instant I remembered a conversation I had over the phone with the guy's in California. They had heated up the head in an oven and then repair the crack by welding. They installed new valve guides and re-ground the seats. They did not have any oil seals on hand and told me over the phone that they would ship the heads back to me assembled and all I had to do was install new oil seals. Of course, I said I would, but this conversation would lay dormant in my mind until this instant. For all this time I was running without any oil seals. The oil in the valve train area of the head was running down the valve shaft and being sucked into the combustion chamber, and of course when I rebuilt the engine, I installed a high volume oil pump so the engine would get plenty of oil

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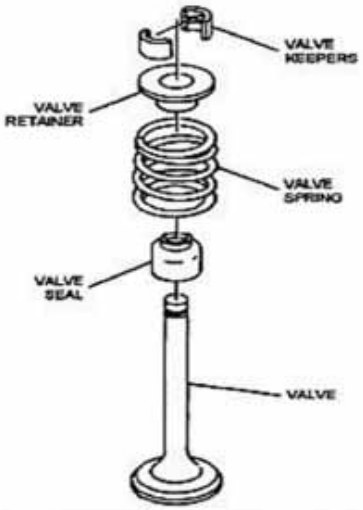
SMOKEY--Continued from page 14



In my defense you cannot really see the oil seals inside the valve springs unless you really look hard.

After installing new oil seals I do not have any smoking issues so if you were following me at the MASACC trip to Assateague Island you no longer needed your smoke/gas mask. It is also easier to adjust the fuel/air ratio as I do not have to account for oil burning in the combustion chamber as well as the fuel. Since most of us do not drive our corvettes all that much I wonder how long the oil seals last before degradation due to age and require replacement to prevent increased oil leakage?

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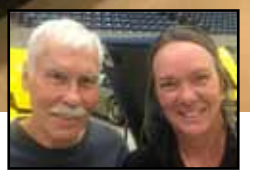
Enid, Oklahoma Corvette Expo, April 2, 2022

Photos by Jan Richards



Blue/White 1960 shown by Mark & Trina Bauer of Wichita, KS

Blue 1960 owned by Curtis Crain of Wichita, KS

Red/White 1961 owned by Kathy Eck of Enid, OK shown with her daughter Deborah

Blue/Silver Fuel-Injected 1958 owned by SACC members Gary & Cathy Hobbs of Oklahoma City, OK

Black on Black 1960 owned by Stan Schield of Montezuma, KS

Blue/White 1959 owned by SACC members Bob & Mary Sullivan of Oklahoma City, OK

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Out and About Searching for Old Vettes & their Owners

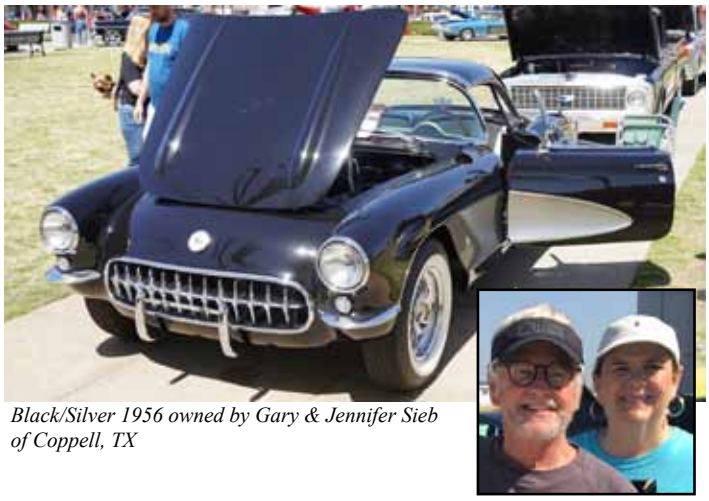
ENID--Continued from page 16

Enid, Oklahoma Corvette Expo, April 2, 2022

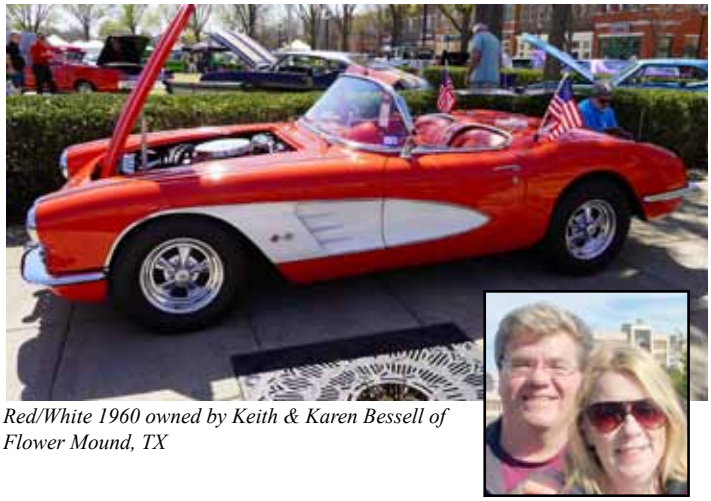
White 1955 owned by Jerry Holding of Enid, OK

White 1962 owned by Jerry Holding of Enid, OK

Parker Square Car Show, Flower Mound, Texas March 27, 2022



Black/Silver 1956 owned by Gary & Jennifer Sieb of Coppell, TX



Red/White 1960 owned by Keith & Karen Bessell of Flower Mound, TX

Dallas Area Classic Chevy 50's Display, Irving, Texas March 19, 2022

Turquoise/White 1956 owned by David & Marlene Graves of Scurry, TX

Red River Chapter is recognized by the Solid Axle Corvette Club. SACC is a non-profit organization and membership is open to anyone who has an interest in 1953-1962 Corvettes. The Editor and Officers of Red River Chapter have made every effort to ensure that *Straight Talk* contains no inaccuracies, omissions or errors and is non-offensive and non-political and disclaim liability for any that may occur. Technical articles are many times based on personal experiences and preferences and are intended only as guidelines or helpful information for club members.

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Technical Help from the Solid Axle Corvette Club

These and other questions and answers available at: solidaxle.org under Technical Help.

To submit a technical question regarding a 1953 to 1962 Corvette, simply e-mail sacctech@solidaxle.org. In the subject box you need to put "sacctech/ (your SACC membership number)". Example: sacctech/1234

Question: I would appreciate your help with an issue I am having in converting from the road draft tube. I have looked in the Adams restoration book and also found that NCRS concludes that the correct PVC valve for the 62 via the AIM is 5649561. The problem is that the part listed is not identified other than the number listed. A search on that number is that the valve is discontinued. There is no history or superseded number. There is also no CV-xxx identifier. My car is a fairly late build (12916/14531) and the valve for 63 is cv-590. I would appreciate any information concerning the correct valve for my car.

Answer from Doug Prince, SoCal Chapter Advisor: AC Delco no longer services the CV-590 PV valve. It is available from Paragon Reproduction Parts as their part number 14824 and is stamped correctly and is black oxide in color like the originals were. You will also need their part number 4318 which is a road draft tube adaptor and their part number 542K adaptor bolt and gasket kit. These parts were all part of RPO 242 California Emissions.

Answer from Bill Preston, Red River Chapter Advisor: If the issue is just getting the car converted to a PCV valve system here's the solution: Get an adapter from Paragon (part #4318) or salvage from an early model Chevy (64-66) that goes where the draft tube went. You can then use rubber hose from that up to the manifold with a PCV valve (Part # 8560) in the hose. If you need to meet NCRS criteria this is not the answer.

Question: I recently purchased a 1961 Corvette and just realized when I pull the hood release, the hood passenger side will not pop up. I've looked online for solutions without any success. Does anyone have any suggestions? I think the barrel lock on the cable slipped and now cannot pull the release arm.

Answer from Brad Bean, SACC Vice President: This seemingly insignificant part and it's failure causes much distress and to C-1 owners annually. Those who have had this problem (or have heard the horror stories from those who have), take a pair of pliers and bend a small "L" in the wire, so if the barrel screw comes loose, the bend will catch the barrel and still open the hood. But, this is a preventive measure, not a solution to your current problem. Unfortunately, the solution to your problem is more tedious and time consuming.

Not recommended, but most simple... I've heard of some owners, who had a poor quality hood, and didn't mind damaging it... so, they drilled a hole in the hood and pushed down on the release with a screwdriver, through the hole, then repaired and painted the hood.

However, a more painless method is to jack up the front end of your car and place it on sturdy jack stands, allowing you to access the engine bay from underneath. First, remove the right front wheel and tire. Then remove the clutch head screws holding the wheel well splash shield and remove the splash shield. This will give you access to the battery box from underneath. You must then remove the battery box, disconnect the battery and remove it, by lowering it through the splash shield opening.

Because you will doing this by feel, knowing where screws/bolts are located is important, so consulting an assembly manual or looking at another '61 will help.

You should then be able to work your hand up through the opening and pull down on the release. If your arms are not long enough, some sort of long shaft tool, with a hook or an "L" on the end (such as a upholstery tool) will help.

Question: We have a 59 frame that the "L" brackets (both top and bottom) that mount the engine supports bolt to, have been destroyed and we would like to find the exact location for placement of the new "L" bracket. We have been unable to this point to find reference material with specifications & measurements. Can someone help with some direction to acquire these specifications or patterns that will position the brackets properly. Eye balling of the location from another built frame has proven difficult in being precise.

Answer from Bill Huffman, Michigan Chapter Pres.: I had the same problem in restoring a 1960 that had been "modified" into a straight front axle dragster. I also had no luck in finding correct dimensions for locating the "L" brackets.

Since the transmission cross member and trans support were intact, and the transmission / bell housing / engine block / front motor mount support bracket are one structural member, my solution was to literally bolt the components up to the frame.

I used a floor jack to raise the front of the block, with the transmission support acting as a fulcrum.

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With the all the front motor mount components finger tight, the "L" brackets will pretty much locate themselves..Since my frame was sand blasted, I found grind marks where the previous brackets were ground off confirming the location. Make sure the your components are centered in the frame and the vertical brackets are perpendicular to the frame horns before clamping the "L" brackets for welding.

Question: I have a '56 that the rear wiring harness was stripped out. I need to know the path of the new harness through the body work into the rear. I don't find any appropriate holes.

Answer from Max Brockhouse, SACC President: Order a reproduction factory assembly manual for your '56 from either Corvette Central or Mid America Motorworks. It will show you how the wiring harness is routed.

Question: I have a 1962 that had the wrong OS mirror and I'm putting on the Y-50, but holes don't match. I need to know the correct placement before drilling new holes and sending to paint. I would appreciate any help on this matter.

Answer from Larry Pearson, SoCal Chapter Advisor: Except for the first few 1953 Corvettes produced, all 53-62 Corvettes came from the factory with Y-50 mirrors installed on the driver's door. This was not true for Chevrolet sedans and trucks, which came without mirrors, and the selling dealer would sell and install one of several mirror designs available if the customer wanted an outside mirror. Therefore detailed installation information is available on where to drill the holes on sedans and trucks, but not for Corvette. The Corvette Assembly Instruction Manual (AIM) shows how the factory installed the mirror on page B28. It says this: "Drill two .219 dia. holes in inner panel to match outer panel after bonding". So, evidently the outer door skin came pre drilled with the two mounting holes, and after it was bonded to the inner panel, the assembly line drilled the two holes through the inner panel. After the car was painted, the Y-50 mirror got mounted using the mounting bracket and a paper gasket and two machine screws with a lock washer and nut.

You indicate that you are having your 62 painted. I recommend that you sand down to bare fiberglass in the area where the original Y-50 mirror was mounted and you should be able to locate the original holes that have probably been filled in. Re-drill the original holes using a .219 inch drill and make sure that they line up with the mirror mounting bracket before having the car painted.

Question: I'm finding conflicting answers to the question, "Is the windshield wiper mounting plate supposed to be the bare metal finish, or painted semi gloss black"? I plan to have the car judged so need a NCRS correct response.

Answer from Larry Pearson, SoCal Chapter Advisor: The wiper transmission plate was installed prior to engine compartment black out. So it should be semi gloss black. Consult your NCRS judging manual for conformation.

Question: We have problem with our fuel injection on 1962 won't run at stop lights. We have had the fuel injection system rebuilt. We are looking for someone in California who can really work on this system. We have heard about a specialist in Hesperia California. I cannot find anything on the web. Do you know any specialists in fuel injections in California?

Answer from Chip Werstein, SoCal Chapter Advisor: Fuel cars hate today's gas. I don't drive mine unless it's a cool day. There is no fix for the problem except 100 plus octane leaded gas. The southern California expert is in Canoga park .....Doug Prince.....818 425 0679

Answer from Doug Prince, SoCal Chapter Advisor: Your fuel injection problem is not unique to anybody in SoCal where our summer temperatures reach 90 degrees or more. The problem is California gas is just terrible and our summer blend makes everything worse. The fuel injection "spider lines" are only 40 thousands ID and are made from copper which is an excellent transfer of heat which causes the gasoline in them to boil and percolate. Fuel injection cars with ambient under hood temperatures over 180 degrees will not idle or restart after engine shutoff. I have been involved with rebuilding and restoring fuel injection units for over 35 years and I am currently on the technical list for the SoCal Chapter of Solid Axle Corvettes from our beginning. Feel free to call me at 818-425-0679 for any suggestions that might help you but there is no easy fix for the problem of poor or no idle at stop lights. Rebuilding of your fuel injection unit will not solve your problem.

Answer from Larry Pearson, SoCal Chapter Advisor: Your brief description of the problem you are having raises a lot of questions that need answers. It won't run at stop lights. Does this mean that the engine won't idle? Not cold, not hot, not over 180 degrees, not ever? With the correct aluminum radiator, 170 degree thermostat, fan clutch, fan shroud, fan, and timing, the engine should not run over 180 degrees. A hot engine will cause all the problems with California's gasoline that have been described by the others. Does it run just fine off idle? The unit has been rebuilt, but did anyone properly adjust the idle fuel and idle speed screws on the Air Meter? Was the proper idle speed set? On FI engines it must be set around 850 rpm. If it was adjusted much below 800 rpm, the engine will die, because the high pressure pump located at the rear of the Fuel Meter cannot deliver sufficient fuel pressure for the engine to idle at low engine speeds. If the pump is badly worn, the idle speed may have to be set higher than 900rpm. There could be problems with clogged passageways in the Air Meter idle circuit. This happened to me. Is the unit a true 1962 unit, or is it a collection of parts from various units? The Rochester part numbers for the 1962 Corvette were 7017355 (very early), and 7017360 (most of the 62's). The 1962 unit was the first unit to have a true choke on the air meter, and for

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that reason is considered to be, possibly, the best unit of all of them, including 63-65 units. By 1962, Rochester had most of the bugs worked out of their Ramjet Fuel Injection system. The 1962 Ramjet units usually work very well, even with the bad gas. Mine does.

To learn more about your fuel injection unit, you need to read pages 6M-1 through 6M-33 in Chevrolet's official shop manual for the solid axle Corvettes, Corvette Servicing Guide, publication ST-12. This book is available as a reprint from all the Corvette parts suppliers. The Fuel Injection section in 6M deals mostly with your 1962 unit. Compare the pictures with what you have.

Question: How do I replace a 1961 Corvette speedometer housing? Is there a bulkhead under the dash? I try and it wont come out.

Answer from Bill Huffman, Michigan Chapter Pres.: The speedometer housing is attached on the interior area of the Instrument Cluster by two Phillips head machine screws. To get access to those, the instrument cluster has to be disassembled from the dashboard which is held in by five 5/16 bolts. The "bulkhead" is the cluster support bracket which does NOT require removal. Just make sure you have located all five attachment bolts. The two on the outside (closest to the driver) are hidden under dash pad.

Keep in mind that you are playing in some expensive/intensive effort territory, if you tear the pad or break the cluster casting. Use masking tape to tag any wiring you disconnect to remove the cluster housing. Take digital pictures BEFORE you tear into this area. Trust me. You WILL forget exactly how to reassemble. All this information (and more) is available in the assembly manual for your car.

Question: I've purchased a 1954 all original Corvette. It runs great but I noticed something. When I start the car the oil pressure gauge does not want to kick in until I hit the accelerator a little bit. Almost like the rpms need to hit a certain point for it to work. While sitting idle after starting it will climb to 30-35 psi and stays that way while driving. But once the engine is hot and a few miles on it when I come to a red light or stop the oil pressure drops to 15-20 psi. I cannot find anywhere the specs for what it should be. Any help would be most appreciated.

Answer from Bruce Fuhrman,SACC Secretary: There are two different oil pumps used on the 235 engine in '54. Until about May of 1954 they used a 1/2" gear pump. They then switched to a 3/4" gear to provide more pressure to the rod bearings. Assuming you have an early VIN (below 3000) you still have the smaller pump, the pressures you are reading seem about normal for an engine that is 62 years old. As far as the low pressure at start up it could be several things. The oil gear pump is rpm sensitive and the pressure should rise with engine rpm. If the car sits for several days the copper tube to the gage does drain down and will take some time to refill and reflect pressure on the gage. The gage is old school and a direct pressure, not electric via a pressure diaphragm. There may be some old sludge in the copper line to the gage and you may want to remove it and clean it out with solvent and air pressure.

Question: My 59 Corvette has the word ivory written in the trunk could you please tell me what that means?

Answer from Brad Bean, SACC Vice President: Before these cars were painted, workers wrote the primary exterior color name inside the trunk, on the fiberglass wall separating the passenger compartment and trunk with a grease pencil. This writing would have been painted over, but sometime the outline is still visible (if not removed during a restoration).

Answer from Larry Pearson, SoCal Chapter Advisor: Eighty-nine Corvettes were painted "Classic Cream" for 1959 and only five were painted "special" colors. Although a layman might mistake the color name, it's doubtful an assembly workers would have made that error when writing the car's color name.

This is a long shot, but if written in the afore mentioned manner and location, it may merit some additional research and documentation. If your car is one of the five "special color" Corvettes and was originally painted "Ivory" at the St. Louis, assembly plant, you may have a rare car.

Answer from Chip Werstein, SoCal Chapter Advisor: Noland Adams documented this subject quite well many years ago. Note that during the C-1 years there were three different "whites" used. 53-57 was polo white, 58-60 was snowcrest white and 61-62 was ermine white. Starting in 1958 the primary body color was written in green grease pencil on the right side of the fiberglass trunk divider. Although I can't recall ever checking a white 59 trunk, I have seen several 60 white cars with the color indicated as ivory... never white. I have also seen black, turq, maroon, ,red, and charq. I can assume that all 58- 60 Corvettes painted white will have ivory written in the trunk.

Why did the St. Louis factory call the Corvette color Ivory rather than white? My guess, and it is only a guess, is that there were other cars and trucks built in St. Louis that may have used different white paints. Perhaps each "white" was given a nickname so it wouldn't get accidently used on the wrong vehicle. Ivory my have been a Corvette only color or maybe stated better, ivory was the only white that was to be used on a Corvette. With all that said, ivory written in the trunk of your 59 tells us your car was painted snowcrest white at the factory.

Answer from Max Brockhouse, SACC President: Actually, Ivory is a 1959 color. I have seen one other Corvette with ivory, a parts car. If Larry Richter were still with us, he could fill in the blanks. I believe it was a late production color, changed from Classic Cream. Most likely a very "low" production number.

Please include completed application with your dues renewal

Solid Axle Corvette Club Membership Renewal/Application

Renewing Member Number_____ New Member ☐
If you don't know, we can look it up.

Applicant Name _____

Co-Applicant Name_____

Mailing Address_____

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Phone #2 _____ Home____ Cell____ Work____

E-Mail_____

New members please send photos of all your C-1 Corvettes and a face shot of you (and your spouse, together, if you have one) to: cdiane1957@aol.com

Solid Axle VIN # 1_____Yr____ Color_____

Solid Axle VIN # 2_____Yr____ Color_____

Solid Axle VIN # 3_____Yr____ Color_____

Solid Axle VIN # 4_____Yr____ Color_____

Solid Axle VIN # 5_____Yr____ Color_____

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If you **do not** want your name listed in the roster initial here: _____

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FAILURE TO INITIAL ABOVE INDICATES YOUR PERMISSION TO BE LISTED IN THE ROSTER.

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Just pay National Dues ~~**$60.00 total**~~

(Make payable to SACC in U.S. funds only)

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Would you like to serve our chapter as an officer, coordinator, writer, event volunteer, etc?

_____

What events would you like our chapter to host? (Car Shows, Driving Tours, Tech Clinics, etc.)

_____

How far are you willing to travel for a local chapter function?_____

Do you prefer overnight or single day events?_____

Indicate original, modified, race car or unusual options, etc.

_____