



August 2021

Straight Talk

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

2021 Solid Axle Corvette Club Convention August 24-29, 2021

Mechanicsburg, Carlisle & Gettysburg, PA

Held in conjunction with
Corvettes @ Carlisle

**Red River Members
can drive together again...**

**They led the tour to the
Detroit SACC Convention in 2019.**

Now Don Eckhart and Denise Iverson will be driving their 1958 Vette to Carlisle with Dennis Conte and Don Brittin. Anyone is welcome, who wants to make the road trip with them. They will go thru Bowling Green and will include driving "Tail of the Dragon" in the route. They plan to leave Dallas Sun 8/22 arriving in Mechanicsburg Wed 8/25. Leaving there Sun. 8/29 and return to Dallas Wed 9/1.

Contact Don & Denise at dndoasis@gmail.com



Drive. Trailer or Fly... Just Go!

Full Convention Schedule on Page 2

Convention Registration on Page 4

Host Hotel: Fairfield Inn & Suites

(717) 795-1918

**503 Winding Creek Blvd,
Mechanicsburg, PA**

"SACC Car Club 2021" rate of \$120 + tax
available now thru Aug 11.

Make reservations soon! All hotels fill up
fast during Corvettes at Carlisle.

Hey all! Are you getting excited? We are!

Here's the current route plan. Shout out to Bobby Brown from California for planning most of it. But we felt like we couldn't do much better.

We will leave on Sunday, Aug. 22, meet up with the San Diego crew the evening of Aug. 23 and run with them until it's time to part ways in Arkansas on the way home to Texas. We will have a minimum of 6 cars when we meet up, 5 of them C1s!

Feel free to book whatever hotels you want, but we have booked the ones listed for ourselves. In Pennsylvania, of course, we are at the Fairfield Inn host hotel (*book by Aug 11*).

We have **purchased the 2-day SACC pass to Corvettes at Carlisle with the parade option.** We opted for everything SACC is offering for the "convention" except the Chip Miller banquet.

We can't wait to get on the road! Let us know if you have any questions.

ROUTE TO PENNSYLVANIA

Sun, Aug 22: Little Elm, TX to Searcy, AR (~385 miles)

Stay at Quality Inn, 3204 E Race Ave

Mon, Aug 23: Searcy, AR to Vandalia, IL (~375 miles)

Meet the San Diego crew in Vandalia, IL.

Stay at the Quality Inn, 1920 N Kennedy Blvd.

Tues, Aug 24: Vandalia, IL to St. Clairesville, OH (~475 miles)

Visit Mid-America Corvettes and Indianapolis Track &

Museum. Stay at Best Western, 51654 National Rd E.

Wed, Aug 25: St. Clairesville, OH to Mechanicsburg, PA

Convention begins. Stay at Fairfield, Inn (**book by Aug 11**)

RETURN TRIP TO TEXAS

Sun, Aug 29: Mechanicsburg, PA to Newport, TN (~520 miles)

Stay at Quality Inn, 1010 Cosby Highway

Mon, Aug 30: Newport, TN to Bowling Green, TN (~344 miles)

By way of the "Tail of the Dragon". Stay at Super 8,

110 Willamette Lane (across from Corvette Museum)

Tues, Aug 31: Bowling Green, TN to Brownsville, TN (~220 mi)

Visit Corvette Museum before leaving Bowling Green.

Stay at Quality Inn, 2600 Anderson Ave., Brownsville

Wed, Sep 1: Brownsville, TN to Alma, AR (~350 miles)

Visit Graceland and Clinton Memorial Library.

Stay at Quality Inn, 439 US Highway 71 N.

Thurs, Sep 2: Alma, AR to Little Elm, TX (~275 miles)

2021 SACC Convention Agenda

August 25-28

Mechanicsburg, Carlisle, and Gettysburg, Pennsylvania

This year's SACC National Convention will be held in conjunction with Corvettes at Carlisle. If you've never attended a SACC convention or have never attended a Corvettes at Carlisle event, then this is indeed your year! We have scheduled the events so that they coincide with one another. Normally each event would be busy within itself. But just for our members, we have arranged the convention schedule to allow us to attend both the SACC National Convention and/or with Corvettes at Carlisle, without the pressure of having to select one over the other or being rushed from one to another.



At Corvettes at Carlisle the Solid Axles have a primo parking area right inside the main gate. When entering the main gate, the first thing that a visitor sees...is us!. As you can see in the picture on the cover, our club dresses up the parking area big time. More of a showcase, actually.



Our host hotel is the Fairfield Inn and Suites, in Mechanicsburg, PA. The hotel is situated just off of Highway 81 at exit 57, 10 miles from downtown Carlisle and Carlisle Events fairgrounds where Corvettes at Carlisle is held.

We have reserved a block of rooms at a special rate. Consult the club's quarterly magazine *On Solid Ground* (Spring 2021 edition, page 15) for instructions on reserving your room. The special rate is offered through August 11. But hurry, we are talking Corvettes at Carlisle and hotel rooms get very hard to find.

Overnight security for the four days of the Convention will be provided at the Marriott Fairfield Inn parking area that is dedicated just for us.

IMPORTANT NOTE: If you plan on attending Corvettes at Carlisle, you must register for that separately. We suggest pre-registering for the "Fun Field" (\$75), which enables you to drive onto the show field each day, admitting one vehicle and two occupants. The advantage of pre-registering is you drive through, whereas to register on-site requires stopping, parking, and going inside to get a pass. If you wait until you arrive at Carlisle to register, the gate price is higher. **On your advance registration, make sure to list the Solid Axle Corvette Club on the pre-registration form, so you can park with us.** Carlisle Productions sets aside parking at the SACC Tent inside Gate 3 based on the number of SACC pre-registrations received. Pre-register online at CarlisleEvents.com or call 717-243-7855. If you are not arriving in a Corvette, you can pay to park outside the fence, walk in and pay entry at the gate.

Convention Schedule

WEDNESDAY, AUGUST 25

- ★ Board of Directors Meeting 9:00 AM
- ★ Chapter Reps Meeting with Board 3:00 PM
- ★ Registration will begin in the afternoon in the meeting room near the main entrance at the Fairfield.
- ★ Evening Reception Buffet in the meeting room



THURSDAY, AUGUST 26

- ★ Breakfast at the Fairfield
- ★ Gettysburg Battlefield Tour attendees will board a chartered bus to Gettysburg, followed by a private guided bus tour of the Gettysburg Civil War Battlefield.

Years ago at our convention in Harrisburg, we had a very similar excursion. It was informative, it caused you to contemplate on the past, and it was enjoyable. Don't overlook this excursion, it is well worth it.

- ★ Annual SACC Banquet, Silent Auction, and Membership Meeting at the Carlisle Country Club, near downtown Carlisle and Corvettes at Carlisle. Due to its location, it will be easy for a number of special guests (who are associated with C-1's) to attend.

More on page 3



FRIDAY, AUGUST 27

- ★ Breakfast at the Fairfield
- ★ Caravan to Carlisle Fairgrounds
- ★ SACC hosts Tech Sessions 10 AM-Noon - Carlisle Fairgrounds, Building "R". Dignitaries will abound, so the club strongly encourages you to attend.

Project Trends in Early Corvettes,

Steven Childs, Paragon Corvette Reproductions and Wade Kawasaki, Legendary Companies

Resto-Mod Projects, Tony Avedisian, Tony's Corvette Shop

Hardtop Restoration for Early Corvettes,

Matthew Kokolis, Glassworks - The HardTop Shop

Value Trends of Early Corvettes,

Evan Watson, Hagerty and The Hagerty Price Guide

- ★ **Optional Charity Dinner** for the Chip Miller Amyloidosis Foundation. This is strictly voluntary and separate tickets are required. SACC members have been offered a discount price of \$50. Registration instructions on page 14 of the Spring 2021 issue of On Solid Ground. If you don't attend the Charity Dinner, there are plenty of local dining options to choose from.

Chip Miller was a founding partner of Carlisle Events. He was a long time member and friend of SACC as well as a leader in the Corvette Community. We lost Chip in March 2004, after he contracted Amyloidosis. Later that year the Chip Miller Amyloidosis Foundation was founded. Just good food and drink and also enjoy an evening with other Corvette enthusiasts, while also raising funds to fight a terrible disease and honor a great man and good friend.

SATURDAY, AUGUST 28

- ★ Breakfast at the Fairfield
- ★ Caravan to Carlisle fairgrounds
- ★ Shopping trip for the ladies is planned.
- ★ Light buffet dinner at the Fairfield.
- ★ Corvette Parade to downtown Carlisle. Registration with Carlisle Events is required for the parade.



President's Message

On our way to Corvettes at Carlisle

Diane and I are looking forward to flying to the National SACC Convention again this month. I'm not up to driving that far and have flown to many conventions, having a great time. Seeing friends we've made at previous conventions is the best. We love going on the tours and attending the Tech Sessions the convention planners have arranged for us in each area of the country. They always do a great job.



The club has rooms blocked for SACC members in Mechanicsburg, PA which is near Carlisle. Finding rooms during Corvettes at Carlisle is really hard otherwise. Diane and I are also planning to see the Rolls Royce museum there in Mechanisburg and go to the Antique Automobile Club of America Museum in Hershey again. Seven years ago, when we were there for the convention, they were constructing their Tucker exhibit... and now we want to see it!

American Airlines has one direct flight into Harrisburg, PA from DFW and some other flights too. We are flying Southwest into Baltimore and driving up to Mechanicsburg on Tuesday, August 24, then flying home on Moday, August 30. Let us know, if you would like to fly and share a rental car.

Don Eckhart, Denise Iverson, Dennis Conte and Don Brittin are driving their Solid Axles together, like they did two years ago to the convention in Detroit. If you want to drive with them in ANY car, please contact Don Eckhart.

We'd love to have you go to the convention with us. "Save the Wave",

Bill Preston

*President, SACC, Red River Chapter
405-412-0502*

New Members

Gail & Richard Gore
Rockwall, TX
Red 1962



2021 SACC National Convention Registration Form

August 25 - 28, 2021 - Carlisle, PA

Name _____ Family Member(s) _____
Address _____ Non-SACC Guest of Member _____
City _____ Home Phone# _____
State/Prov. _____ Zip _____ Cell Phone# _____
SACC Membership # _____ E-Mail _____
Chapter _____ Arrival & Departure Dates _____

The host hotel is the Fairfield Inn & Suites, in Mechanicsburg, PA. The hotel address is 503 Winding Creek Blvd, Mechanicsburg, PA 17055. We recommend you make your reservations well in advance of the August cutoff date. The special Club rate, \$120 per night plus 9% taxes, is available now through August 11. Make reservations on line by contacting: <https://www.marriott.com/events/start.mi?id=1606246924033&key=GRP>, or by calling Marriott reservations 1-888-236-2427 and tell them you are making reservations at the Fairfield Inn & Suites, 503 Winding Creek Blvd, Mechanicsburg, PA, and are with the "SACC Car Club 2021".

If you plan to attend Corvettes at Carlisle, you must register for that separately. We suggest pre-registering for the "Fun Field" (\$75), which enables you to drive your C1 onto the show field each day & admits one vehicle and two occupants. If you wait until you arrive in Carlisle to register, the gate price is higher. On the advance registration, make sure to list the Solid Axle Corvette Club on the pre-registration form. Carlisle Productions sets aside parking at the SACC Tent inside Gate 3 based on the number of SACC pre-registrations received. Pre-register on-line at: CarlisleEvents.com or call (717) 243-7855. If registering a non-C1 Corvette you can park on the show field, but not in the SACC display. If driving a non-Corvette, you can park off-site (in a private lot) for \$10 to \$20 per day and pay the \$10 or \$20 daily admission rate (per person), at gate #3. Please indicate all functions you plan to attend and the number of people attending each.

Convention registration, before 6/30/21. Registration includes SACC member & one family member/guest. \$ 150.00
Please add \$50 for each additional family member/guest. \$ _____
Please add \$25 for registrations submitted after July 1, 2021. \$ _____
Wed, 8/25 Evening Reception Buffet at the Fairfield Inn _____ persons
Thurs, 8/26 Breakfast at The Fairfield Inn _____ persons.
Thurs, 8/26 Gettysburg tour, (includes: bus, tour guide, lunch & Cyclorama) _____ persons @ 100.00 each. \$ _____
Thurs, 8/26 Banquet & Reception, Carlisle Country Club _____ persons @ \$50.00 each. \$ _____
Fri, 8/27, Breakfast at the Fairfield Inn _____ persons.
Fri, 8/27, Caravan to Carlisle Fairgrounds _____ C1 Corvettes _____ Other cars & Corvettes
Fri 8/27 Optional Chip Miller Amyloidosis Foundation Charity Dinner. Call Jodi Morrison at Carlisle Events: 717 243-7855 ext. 113
Sat, 8/28, Breakfast at the Fairfield Inn _____ persons.
Sat, 8/28, Caravan to Carlisle Fairgrounds _____ C1 Corvettes _____ Other cars & Corvettes
Sat, 8/28 Alternate event (for those not wishing to attend the events at the fairgrounds) _____ persons @ \$25.00 ea. \$ _____
Sat, 8/28 Evening Buffet at the Fairfield Inn for those staying over. _____ persons
Convention T-Shirts _____ SM _____ MD _____ LG _____ XLG _____ XXLG @ \$25.00 each. \$ _____
Convention T-shirts may be ordered, if unable to attend. If so, please add \$5.00 for shipping & handling. \$ _____
Total enclosed \$ _____

Sorry, but due to our having to pay in advance for many events, no refunds will be made for cancellations occurring after 8/1/21.

Hold Harmless Agreement: I agree to insure my vehicle(s) and property against loss, damage and liability and to provide proof of insurance to SACC. I assume the risk of any and all damages or acts or omissions which may result in the theft, damage or destruction of my property or injury to me or to others occurring during or as a consequence of this convention. I agree to send proof of vehicle insurance covering the convention dates.

Year _____ Vin # _____ License tag # _____ State _____
Exterior color(s) _____ Interior color _____ Trailer: Yes _____ No _____
Insurance Company _____ Policy # _____ Expires _____
Signature _____ Date _____

Please mail completed form with check (payable to SACC) to: Mary Rae Brockhouse 215 Cedar Drive Chapin, Illinois 62628
Convention contacts: Mary Rae Brockhouse 217-473-5758 or Larry Spilman 202-262-8344

Our Members' Cars

Black 1962
Jim & Lisa Biggerstaff
Denton, TX



My 1962 Corvette: A Gift from the Lord

When I was a much younger man, my dream car was a black on black 1962 Corvette. In March of 1994, I stopped by the original Corvette World in Dallas and asked about a black on black 1962 Corvette. I knew that most black 1962 Corvettes were manufactured with a red interior. The nice sales lady told me if they ever got in a black 1962 it would sell quickly (3-4 days) and she took my name and phone number.

On the cold, dark and rainy morning of December 1, 1994 my boss walked into my office at 9:00 AM and handed me an envelope with a bonus check. He thanked me for my work during the fiscal year of the corporation. About two hours later (11:00 AM) I received a call from Corvette World to inform me they had just acquired a black on black 1962 Corvette with a removable hard top. The nice sales lady told me the car was not "show quality" but it would be a "good everyday driver."

I asked about the price of the car. When she told me the price, my chin nearly hit my desk (figuratively). The price was within about 100 dollars of the net amount of the bonus check I had just received two hours earlier. I don't think the ink on my check was even dry yet (grin). I told the sales lady I would come by the dealership right after work. Long story short, I bought the car that night. It was still cold, dark and raining so there was no way could I take it home. I wrote a hot check as my good faith payment to hold the car until I could deposit my bonus check in the bank on the next day to fund the purchase.

The Vette did not have seat belts, so I paid to have them installed before picking it up a few days later. I lived in North Dallas at the time and was driving the car home going down Beltline Road. While I was stopped in a left

turn lane, a gentleman driving his car on my immediate right looked over and gave me a big thumbs up. I waved, he smiled and then he immediately rear-ended the car ahead of him. That was a bitter-sweet moment. I really felt bad for him, but I was happy that I had acquired my dream car and that it turned heads.

As you all know and experience in the Solid Axle Club, our classic C-1 Corvettes attract a lot of attention and turn heads wherever we go in them. I still own my 1962 Corvette today. I have had it stripped to the fiberglass, spider cracks repaired, repainted and re-chromed up to show-quality standards.

Fully believing the Lord gave me this car, I now use it at car shows to attract attention and to hand out tracts I have written to share the Gospel of Jesus plus my personal testimony, which is pretty rough to read. My tracts do have car-themed analogies.

Since 1994, the Lord has blessed me richly and I now have a collection of nice classic cars that I use in my ministry to serve Him. "Since He died for me, I now live for Him." If you need prayer for yourself, family or friends, please e-mail or call me at jimbiggestaff@verizon.net or 972-898-4258 cell. Be prepared to tell me how to contact you and what your specific prayer needs are. I will be glad to pray with you over the phone for those needs to be met. I will also be happy to share some of my car-themed writings and personal testimony of God's saving hand in my life.

*Editor's Note: I would like to run an article about your Solid Axle Corvette in this space. Contact Diane Preston
cdiane1957@aol.com.*

C1 Front Disc Brake Conversion Tech Session



John Spencer (center) chats with Rocky Rainbolt, John McIlvoy, Don Eckhart, Sam Deneault and Carl Johanson

John and Loudeen Spencer hosted our June Tech Session at their home in Wylie, Texas. John prepared a detailed demonstration of how to change C1 front drum brakes to disc brakes. John had wanted to do this upgrade on his 1954 for a long time. We had planned this session for before the Covid pandemic and had to postpone it. We thank him for delaying making this change to his car, so he could share it with our Solid Axle chapter.

He had already changed the passenger side before we arrived to prepare for our quick and informative session... and to work out all the bugs that might be encountered.

John took us through all the steps of removing the drum brake parts and installing the kit for the disc brakes on his 1954. We will run an article in a future issue with all the steps that John went through to do the change over.

There were seventeen people attending: John & Loudeen Spencer, Denise Iverson, Don Eckhart, Robert Cotner, Paul Wolter, Randy Harding, John McIlvoy, Sam Deneault, Carl Johanson, Bill & Diane Preston, Craig Conde, Gail & Richard Gore, Tom Hubbert and Rocky Rainbolt.



Members Maggie & Robert Cotner drove down from Blanchard, Oklahoma for the seminar

BRAKES---continued on page 7



Bill Preston, Randy Harding, host John Spencer and Craig Conde



John McIlvoy, Denise Iverson and our host, Loudeen Spencer.



John Spencer removing the old drum brake parts from his 55.



Rocky Rainbolt, Don Eckhart, John Spencer and Paul Wolter.



Tom Hubbert, Richard & Gail Gore, Carl Johanson, Paul Wolter, Gary Harding, Robert Cotmeer, Sam Deeaault and Bill Preston



Gail Gore takes careful notes on the seminar and Carl Johanson peeks.

**Sulphur Springs
Corvette Show**
Saturday, September 25, 2021
on the Downtown Square

Participant Judged
Registration from 8-10 am
\$20 Entry Fee
Top 20 Awards
No Class Judging-Open Parking
Awards at 2pm-Show ends at 3pm
Door Prizes-50/50 Pot

Hotels:
 Clarion Inn 903-885-6851
 LaQuinta Inn 903-885-8181
 Hampton Inn 903-439-4646
 Some may have special rates for the Show

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.

Officers: Bill Preston – President cell 405-412-0502
 Verle Randolph – Vice President 918-520-7861
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Chapter Web site: [www.http://vettelegends.com/newsletters](http://vettelegends.com/newsletters)
Newsletter: Published as appropriate in PDF format, e-mailed to members and posted on club web site. If you do not have e-mail, please ask Diane Preston to mail one to you. Send all articles for publication to: Diane Preston, Editor – cdiane1957@aol.com
Chapter Mailing Address:
 Bill Preston, 1124 Lopo Rd., Flower Mound, TX 75028
Dues: Chapter and National membership year is Jan. 1 to Dec. 31. ~~Chapter dues are \$15.00~~ and national dues are \$45.00 annually. (No matter when you join)
 Please return a chapter application / renewal form, available on our web site, with a check for ~~chapter and~~ national dues (\$45.00) to: JoAnn Brumit, KARLEE KLASSIC AUTOS, 3701 Marquis Dr., #101, Garland, Texas 75042. Make payable to SACC.

Chapter dues are suspended for 2021 due to inactivity during the Pandemic.

OUT AND ABOUT SEARCHING FOR OLD VETTES & THEIR OWNERS

Lone Star Corvette Classic
Texas Motor Speedway
May 15, 2021



Andy Applegate's Blue/White, Fuel-Injected 1957

Flower Mound Independence Fest
Car Show
July 4, 2021



Bill Preston's Black/White Fuel-Injected 1957



Danny Barboza's Red/White 1961



Bruce Jarrett's Blue/White 1961 Autocross Racer



Bruce Jarrett's Blue/White 1961 Autocross Racer



Bill Preston's Black/White Fuel-Injected 1957

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 have a 1959 Corvette with a single Carter 4-barrel WCFB on the 283. I have the passenger side exhaust manifold casting # 3750556 that has the hole for the inner choke tube, but no choke tube. The casting does not have an exit hole bored through at the base opposing to top hole. I am confused, I see there is a lower choke tube that can be purchased, but if I press it in and attach the upper tube to it, then the Carter choke would be directly connected to the heat and pressure of the exhaust gasses - this doesn't seem correct to me. Am I missing something? Is the choke tube that is pressed into the manifold open at the other end in the exhaust allowing the pressurized gas to flow to the choke body?

Any description or diagrams would help. I've searched on the internet and read vague discussions, but I am perplexed by this.

Answer from Larry Pearson, SoCal Chapter Advisor: All Chevrolet V-8 engines starting in 1955 with a carburetor had what is known as a heat stove in the passenger exhaust manifold. The purpose of the heat stove is to heat up the ambient air being drawn into the automatic choke housing by a manifold vacuum passage inside the carburetor. This heated air causes a bi-metallic coil inside the choke housing to heat up and twist open the automatic choke valve inside the carburetor air horn and, through linkage, turn a fast idle cam on the base of the carburetor to slow the cold fast idle.

Starting in 1957 the heat stove consists of an approximately 6-inch stainless steel hollow tube that is pressed into this exhaust manifold through holes bored in the top and bottom side of the manifold at an angle and in perfect alignment. Your exhaust manifold must have both of these holes. They never made an exhaust manifold with just the

top hole, as you seem to be telling us. If your manifold is defective, you will have to buy a replacement manifold with a good tube in it. Or try your luck in drilling the lower hole in alignment with the upper hole. Or plug the holes and use an after market electric choke housing. The solid axle fuel-injected engines had manifolds without the heat stove. These manifolds without the heat stove are very rare and valuable. The cast-in part numbers are the same for both manifolds.

Sometimes the tube burns through and the tube must be replaced. You don't want hot exhaust gasses being drawn into the choke housing. Replacement tubes are available through Corvette Central. Be careful, if you are drilling out the remains of a burned out tube that you do not enlarge the holes in the cast iron manifold or the replacement tube will not stay in place. Use a pin punch to drive out the old tube remains. The upper end of heat stove connects to the carburetor choke housing with a length of 1/4 brake line and a compression ferrule and special brass hex nut. The lower end of the stove tube is open to ambient air. In 1962 a special lower tube assembly connected into the lower end and came up and transitioned to a rubber hose that pushed over a brass tube in the side of the carburetor air horn, thereby causing filtered air to enter the choke housing.

Question: I am rebuilding 1960 and cannot find the castle nut that holds pinion yoke onto the pinion shaft. Tried buying a 7/8" fine thread nut at machine shop, but the threads seemed too coarse. Anybody know what the nut size is (thread count) and where I can get one?

Answer from Larry Pearson, SoCal Chapter Advisor: Corvette Central has this nut under catalog number 582107 and comes with a new washer. It actually is a locking nut and you are supposed to use a new nut and washer every time you remove it. The nut is pinched to make it resistant to coming loose. According to the ST-12 shop manual, page 4-10, the nut is to be torqued to 150-190 foot-pounds. I suggest that you use a large pipe wrench to hold the "pinion yoke" from turning while torquing the nut. Originally they had a special tool to hold it and this tool is shown on page 4-10. It would be easiest if you tightened the nut with the differential installed in the rear axle housing. The pipe wrench can then rest against the garage floor. I suggest that you install a new pinion seal, because it can leak, and then you can do the whole job over again.

Question: My factory hubcaps seem to be turning on the rims and starting to pinch the air stems. The rims have four bump-outs to hold the hubcaps, but they still try to rotate for some reason.

I currently have an old AM/FM with cassette player (Wonderbar in storage) but this radio is shot. I am looking for a replacement and there seem to be many out there. However, most are high-tech with electronic presets, etc.

I disconnect my battery every time and don't want to deal with flashing lights and having to re-set radio stations, etc. Do you know of a unit that could work or me?

Answer from Chip Werstein, SoCal Chapter Advisor:

I don't know what the problem could be with your hub-caps, unless they are reproductions and not originals. I have heard that repros can fall off.

I have two reproduction AM/FM stereo wonderbar with radios with inputs. They work great and keep their settings when the battery is disconnected. Contact Len Marino 626-358-1466 to purchase one.

Question: I have ready to install in my (late off the line) 1954 Corvette, a battery tray with two diagonal bars extending out. The worn out battery tray in the car is the flat type. How is this new tray best installed? Are both types of trays acceptable for a '54?

Also, have you found an acceptable tie-down for an Optima Red Top battery?

Answer from Bruce Fuhrman, SACC Secretary:

To my knowledge there was only one type battery tray used in the '54. The two diagonal bars straddle the frame and are attached with bolts to the frame.

I do not have any info on the Optima Red battery installation, but be creative!

Question: Should my power glide transmission on my 1960 Corvette start in "both" neutral and park or in "either" neutral or park? It presently will only start in park.

Answer from Joe LeMay, SoCal Chapter:

The Performance Verification for C-1 says the car starts in both park and neutral.

Question: I have a 1962. My question is about the tach gauge. There is a Low RPM and a High RPM gauge. Are these tach gauges related to the HP? What determines if a low or high is correct for my car?

Answer from Doug Prince, SoCal Chapter Advisor:

RPM red line is directly related to engine horsepower. The 250 and 300 horsepower cars are equipped with a hydraulic camshafts and use the low RPM red line tachometer. The 340 and 360 horsepower engines had solid lifter camshafts and came with the high RPM red line tachometer.

Question: I recently saw a C1 Vette with cove moldings and inserts like a 61 but the driver told me it was a 62 Vette. Was the trim an option or could it have been added to the 62 by the owner?

Answer from Brad Bean, SACC Vice President:

Stainless cove separation trim was not available, from the factory on a 62 Corvette. Of course, once it left the factory, the owner could have done what they wanted...

Answer from Doug Prince, SoCal Chapter Advisor:

Only added to the car by an owner as GM did very few COPO cars in the day as only the very high ups in the

corporate ladder could get a one off special Corvette from St. Louis. Maybe the owner was clueless as to what year he had!

Answer from Larry Pearson, SoCal Chapter Advisor:

The 1962 had a raised bead instead of stainless steel moldings like 1956-1961 Corvettes had. It would be very hard to mount the 1961 moldings over this raised bead and have the result look good. The raised bead cannot be ground smooth without the certainty of going completely through the fiberglass in the areas of the raised bead. If this car really was a 1962, I suspect that the front fiberglass and door fiberglass was replaced with 1961 panels.

Question: I am trying to install antenna cable that runs inside the rocker panel, what is the best way to get the cable from the trunk to the dash?

Answer from Bruce Fuhrman, SACC Secretary:

The method of placing the cable is not available in any books I have. However is easy to place under the carpet and behind the seat.

Answer from Larry Pearson, SoCal Chapter Advisor:

There is a 1953-1955 Corvette Assembly Instruction Manual (AIM) that is available through NCRS or the major Corvette parts suppliers, and you should obtain a copy if you have one of these cars. This publication was prepared by Chevrolet engineering to instruct the assembly line in how to build the car. This publication is all drawn by freehand, and there are no page numbers, but I think that you will find it to be very helpful. The antenna lead was run through the rocker panel on the passenger side, along with the main wiring harness. Apparently when the body was being constructed a pull wire was included to assist in the installation of the main wiring harness and the radio antenna cable. Running the cable under the carpet would be the easiest approach, but this is not how the factory did it, as you will see when you get your AIM.

Question: I would like to know detail specifications on the 1958 convertible top weather stripping, fastening for it, screw type and size of all retainers, and procedures for adjusting the top to the body and the windshield.

Answer from Larry Pearson, SoCal Chapter Advisor:

For help understanding the 1958 Corvette convertible top mechanism and installation, you need to refer to the official Chevrolet Shop Manual for all C1 Corvettes, Corvette Servicing Guide, Publication ST-12. This publication can be obtained from most of the Corvette Parts Suppliers, and is a "must have" for C1 owners. The information you need is found in Section 1, BODY, pages 1-31 through 1-34. It is not complete, and I do not know any source to go to for all the small details. These tops are not easy to install and I suggest that you go to an experienced upholstery shop to have the work done. It is virtually impossible using words to explain how to install one of these tops. Al Knoch sells videos that teach you how to install these tops. He also

offers a top installation service at Corvette Meets he attends. Corvette Central sells all the weatherstripping and hardware you will need, and their catalog illustrations will help you figure out what you need and where it goes.

The original weather stripping used on the 1956 through 1958 Corvettes was cloth covered with molded in mounting studs and steel reinforcements, and has been discontinued since 1959. You have to use the 1959 through 1962 style weather stripping and attaching hardware illustrated in figure 79 on page 1-74. Each of the six rubber weather strips on the side frames are attached using black-painted steel retainer strips and #8-32 round-head Phillips screws and special weld nuts as shown in figure 79. There is also a header weather stripping that installs with its own metal retainer and special screws and the rear deck bow weather strip, which is not illustrated. The header and rear deck bow weatherstrips don't get installed until after the top fabric is installed to them. The rear deck bow weather strip attaches with screws and staples. There are also two (left and right) short weatherstrips that bridge the gap between the top frame and the rear deck bow. These attach with screws and 3M weatherstrip adhesive, and are installed after the top fabric is in place.

Before attempting to install the top frame, every part of it must be painted and properly shaped (not bent). The frame parts are painted semigloss black and the header is gloss black. There are tacking strips (also called trim sticks) in the header, rear window bow and deck lid bow which must be in serviceable condition before the top fabric can be installed. Tacking strips are petroleum impregnated (to make them waterproof) heavy cardboard strips that accept staples or tacks to hold the top fabric to these bows. They usually need replacing or repair. All pivot points must be lubricated with grease or 30w oil so they move freely.

To install the top frame to the car body, first install the side weatherstrips to the top frame using the metal retainers and special weld nuts on the inside, as shown in Figure 79. Install the top frame to the car body using the hardware shown in Figure 71 and adjust the frame up and down and back and forth until it fits the side windows perfectly when the windows are all the way up. The side frames attach to the front header using slotted holes to assist in making the adjustments. The door window stops must be properly adjusted so that the side windows go up the proper amount. Not too high or too low. If you have a hard top, use that to adjust the window stops so that the side windows go up the proper amount. The linkage that goes up to the center pivot point on the side frames is used to raise the pivot point so it follows the shape of the side window frames. That is all it does. Do not proceed with the top fabric installation until the top frame fits the side windows as perfectly as possible. Things will only get worse once the top fabric is installed.

I hope this information gets you moving in the right direction. Get the Al Knoch video if you want to attempt to do the top installation yourself.

Answer from Bill Preston, Red River Chapter Pres.:

I have installed fabric tops and weather strip several times. I've never been happy with what I ended up with. If you live anywhere near Dallas, Texas, I recommend "Motor Cars Made Mint" for installation. He knows how to properly adjust the frame, which always gets bent out of shape through years of use. Installing a top on an improperly adjusted frame is futile.

Question: I am replacing both 1960 Vette, rear leaf springs. Is that large bolt in the front shackles pressed in? It's threaded on one end only. How do you get that out of the schackle? With a hammer??

Answer from Chip Werstein, SoCal Chapter Advsor:

The head of the shackle bolt is serrated so it won't spin in the bracket when you tighten the nut. In many cases it is rusted into the bracket. You probably can remove it with heat but the bracket and bolt may not be reusable. Worst case scenario... use a cutting torch to cut the bolt out of the bracket. Both parts are available new from Paragon or Corvette Central. Note, I suspect it goes without saying that the spring assembly with front bracket attached must be removed from the chassis in order to drive the bolt out.

Question: I have a new press-molded, jig-built front end for a 62 Corvette. Corvette Image says they do not drill some of the holes because not everyone wants them. The holes for the top fender stainless were not drilled, which has not been to hard to do. But the hard part has been the CORVETTE script and the emblem above it. Is there a Reliable template out there?

Answer from Bill Huffman, Michigan Chapter Pres.:

This is a common problem when replacing original body panels. Make your own template using stiff paper to locate the holes on original panels, then transfer to the new panel.

Question: I need to know the tan paint color/code for the top bows on my 55 Vette. I'm closing in on finishing the restoration and this is one of the few items left to do.

Answer from Bruce Bruce Fuhrman, SACC Secretary:

There are no codes available in any of my books for the '53-'55 metal bows for the top. I was able to match the color perfectly by selecting several Beige spray cans from my local hardware store and checking the lids to the existing bow.

Question: I just rebuilt the steering box on my '62. That was easy enough with the Joe Calcagno instructions. The question is, the spring in the drag link suggests it should be tighter than just zero clearance. What is the correct "tightness"?

Answer from Chip Werstein, SoCal Chapter Advsor:

Consult your ST 12 Corvette shop manual, page 9-3. "Tighten plugs snugly to remove all end play of ball. Back off plugs 1/4 to 1/2 turn plus amount necessary to insert cotter pin."

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Solid Axle Corvette Club Membership Renewal/Application



Renewing Member Number _____ New Member
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