



August 2024

Straight Talk

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

Charity Car Show

Benefitting Valley View, TX Tornado Victims

Saturday, August 24

10 am-Noon

Huffines Chevrolet, Lewisville, TX

1400 S. Stemmons Freeway (I-35E)



Bring a Donation for the Valley View Residents Household Items, Cash, Personal Items, Clothing, Gift Cards, Water, Diapers, etc. through Love For Kids a 501c-3 charity



Enter a drawing for A Chance To Win A 2024 Malibu with a 75' Corn Hole Pitch!*



*One ticket holder will be drawn to have one chance to sink a 75' corn hole throw to win the car.

Bring your Corvette or Any Classic Car to Huffines Chevrolet in Lewisville to Raise Donations for Valley View, TX Tornado Victims!

A community fundraising event will be held at Huffines Chevrolet in Lewisville to benefit victims of the May 25 Valley View, TX tornado. There were 300 buildings damaged in the severe storm which left hundreds homeless!

You can enter a drawing for **A Chance To Win A 2024 Malibu** in a Corn Hole Pitch. Lots of Prizes and more! Organizers will collect donated items for the affected families. All proceeds will go to the recovery and rebuilding efforts for the Valley View victims.

Join us for a time of entertainment and community spirit as we come together to support our neighbors in Valley View. Your generosity can make a significant difference in the lives of those impacted by the tornado.

For info contact: Diane Preston, cdiane1957@aol.com

President's Message

I hope everyone has had a great summer. I am looking forward to cooler weather and to more **CLUB EVENTS**.

Sept. 7-Coffee and Cars happens on the first Saturday of every month from 8 to 11AM at **Remington Park Racetrack** in Oklahoma City. I plan to attend on September 7, and I hope to see all you Oklahoma Club drivers there. This is a large event, so plan to arrive early. Call me on my cell (512-694-7456) when you arrive so we can get together.

Sept. 11-Lunch-Maggie and I invite you to meet us at **Johnnie's Broiler Burger**, 2305 S. Telephone Road, Moore OK, on Wednesday, September 11 at 11:00 AM. Please bring your cars and join us there.

Sept. 24-Tech ZOOM-Our first **Tech Zoom** meeting will be Tuesday, September 24 at 10 AM. This will be an "Ask the Experts" Question and Answer session. Please contact me at rdcotner@yahoo.com or 512-694-7456 with your questions and/or to be included in the Zoom meeting. (We will send out sign on instructions before the zoom.)

Sept. 28-Tech Session-We are also planning two **Tech Sessions**. The first one will be at my home, 3119 Ridge View Lane, Blanchard, OK at 10 AM on Saturday, September 28. We will do a front disc brake conversion on a '59 Corvette, as well as discussing lessons learned on installing a Tremec 5-speed transmission.

Oct. 5-Tech Session-The second will be in Texas on Saturday, October 5 at John Spencer's home, 404 Carriage Trail, Wylie, TX. We will be covering general topics, such as carburetor tune-ups, ignition timing, brakes, and items of interest.

Oct. 10-Road Trip-Finally, we enjoyed our trip to St. Jo, Texas in May so much that we are planning another trip on Thursday, October 10 for lunch and a visit to **Blue Ostrich Winery**. More details to come.

I know this is a long list, but also plan to attend our annual Solid Axle Chapter meeting in November in North Dallas. More info to come...

Robert Cotner



Oct. 25-26

Fall Classic Auto Show Texarkana, Arkansas

Registration is now open! The Four States Auto Museum, in conjunction with the Perot Theater, is thrilled to announce a special two-day Fall Classic Auto Show with guest appearances of acclaimed TV Tonight Show host, admired stand-up comedian, avid automobile restorer, builder, collector, and philanthropist...**Jay Leno!**

The Four States Auto Museum is proud to host our Annual Fall Classic Auto Show in conjunction with Jay Leno's performance at the Perot Theater on October 26, 2024 at 7:30PM.

It will be a two-day auto show event beginning on Friday morning, 10/25/2024 at 8:00 AM and ending on Saturday afternoon 10/26/2024 at 3:30 PM. Jay Leno is

invited to be the Grand Marshall and award presenter for Best of Classes and Best of Show. He will also draw the Auto Show participant who will **WIN A TRIP FOR TWO TO TOUR JAY LENO'S GARAGE** (including airfare and accommodations). The winners of the Jay Leno's Garage trip and Best of Show will also receive two tickets each to attend Jay Leno's performance at the Perot Theater, and will be acknowledged by him during the show.

The Four States Auto Museum Annual Fall Classic Auto Show will be held at the Four States Auto Museum, 217 Laurel Street, Texarkana, AR 71854.

This is a rain or shine event, in that the drawing for the trip for two to tour Jay Leno's Garage will be made regardless of the weather on October 26, 2024. Be sure to register early, **total entries will be limited to 350.**

See Jay Leno's performance at the Perot Theater on 10/26/2024 at 7:30 PM. Tickets are selling out fast! Jay Leno Perot Theater show tickets can be purchased at: www.perottheatre.org/jay-leno

If you have questions call Mac McLaughlin at 903-293-1595 or Jim Christian at 903-748-0219.

(When registering your vehicle be sure to read the class descriptions to enter the correct one that applies to your vehicle.) We'll look forward to seeing you and yours at both shows! <https://carshowpro.com/events/view/1904>



Newcastle, OK Car Show June 22

Over 300 fantastic cars of all makes and models turned out for the Tri-City Cruisers Show after two rain delay dates! Solid Axle club members were there to show off their Vettes. Chapter President Robert Cotner was there to promote our club and recruit new members. Braum's Ice Cream Store was in the adjoining parking lot... what more could you want!!!



Tom Parsons of Mustang, OK with his Red Fuel-Injected 1956



Joe Loomis' Red/White 1958 of Loomis Automotive in Oklahoma City



Bob Sullivan of Oklahoma City with his Frost Blue/White 1959



Butch Abbott of Tuttle, OK with his white 1962

Not this kind of ZOOM!



Ask your grandkids to show you how to connect up with ZOOM on the computer and we'll solve all our C-1 Corvette dilemmas face to face. Sort of...

Our first session will be Tuesday, Sept. 24 at 10 A.M.

To join the ZOOM and get log-on instructions contact Robert at rdcotner@yahoo.com or 512-694-7456.

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

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

Manufacturing Details:

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

Don Eckhart, 541-740-8293, Little Elm, TX

Specifics:

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

Consider partial trade for 1958 Rochester Fuel Injection



The Small Block Transformed Chevrolet into a Performance Brand



In 2011, General Motors announced they'd be commemorating a defining chapter in their 110-year history. The automotive manufacturer released news that their 100-millionth Small Block Engine would be rolling off the line, which is a feat unlike any other. How many automakers can boast this type of achievement? We'll wait.

Chevrolet was founded in Detroit on November 3rd, 1911 by William Crapo "Billy" Durant, and Swiss race car driver and engineer by the name of Louis Chevrolet, and they produced six classic models in 1912, 1913, and 1914, all of which were almost identical. In 1912, the price for their models was \$2,150, equating to \$62,442 today, adjusted for inflation. Not quite the affordable brand we're all accustomed to today.

The Small Block Redefined the Chevrolet Brand

Between 1929 and 1955, Chevrolet only offered six-cylinder engines, which was a hard sell for some when you had the Ford Flathead V8 as an option. Then chief engineer, Ed Cole, wanted to address the performance market. He set out to design a Chevrolet V8 that was lightweight, powerful, and was affordable to the masses. It had been already done by Ford, but was a tall task for the brand.

Cole came up with an exceptional, yet simple solution. He designed a compact, efficient 90-degree V8 engine that featured a pushrod valvetrain, overhead valves, and 4.4-inch on-center bore spacing.

The original Small Block could produce up to 195 horsepower with the four barrel option. Only a few engines could come close to this power output, and it exceeded almost anything else on the market. Chevrolet jumped into the V8 market and made a splash, but it was only the beginning. Their engineers created new technology at a frenetic pace, increasing horsepower at unprecedented rates in their newest engines.

Only two years after its introduction, their engineers added fuel injection to the engine, increasing horsepower from an already decent 195 horsepower to an excellent 283 horsepower – one horse power for every cubic inch of its 283. Chevrolet had developed a game changer, and the

Small Block is what transformed them into the performance brand they're known for today.

The Small Block had as great of an impact as the Ford Flathead V8, and it soon became the first choice for grassroots racers. Chevrolet racing programs were powered by this engine, leading to wins in stock car, endurance, and the Trans-Am series. The Small Block also spawned the production of legendary cars, including the Camaro, Impala, Corvette, and Chevelle.

The Small Block Spawned Iconic Production Cars

Along with production of more than 100-million Small Blocks, the automaker has fitted them into some pretty iconic models that are still produced today. The 1969 Camaro Z/28 with a 302 ci could be the most fun vehicle with a Small Block in existence. That's a touchy and subjective topic we'll save for another time. The car was built around Mark Donahue's success in the 1968 SCCA Trans Am competition.

Other than the Camaro, what's more legendary than a Corvette? The car is practically royalty in the United States and abroad. The 1955 Corvette with a 265 ci Small Block V8 that produced 195 horsepower was brought into existence to revive sagging interest in the car, which is hard to believe when you think about Corvette today and its popularity. The 195 horsepower output was created to "stir up" excitement for the classic and led to race-car development and Daytona Beach speed trials.

The 1957 Corvette was also no slouch, and it was fitted with Chevrolet's most advanced Small Block at the time. The 283 ci engine produced 283 horsepower, one horsepower per cubic inch. How incredible is that? The Rochester fuel-injected small block delivered its power at 6200 RPM.

The fuel-injected Small Block was the new standard for performance, and the sound was a feature that could not be downplayed. This particular Small Block changed the industry and shifted their focus toward a combination of exhaust sounds, performance.

Small Block Changed the Culture of Performance

The Chevy Small Block boasted impressive power outputs, compact dimensions, and a vast array of aftermarket parts, making it the most popular crate engine in the industry. Even today, the LS Swap has become so widespread, you'll hear complaints about it being overdone. It's a testament to what Chevrolet and General Motors have been able to accomplish, and something that won't change anytime soon.

Engine enthusiasts and hot rodders alike have the option of choosing from a broad range of Chevrolet V8 crate engines. For example, they can pick a classic 350 ci Small Block that produces 290 horsepower, which is easy to modify, and most importantly, affordable for someone looking to start a new project.

Jim Campbell, former vice president of GM Performance Vehicles and Motorsports goes as far as saying that "more people do more things with a Small Block than any other engine, and probably more than all other engine platforms combined. There's a Small Block to fit almost any hot rodder's needs, whether they are building a gold-plated hot rod, a 1,000-horsepower dragster, or an emissions-compliant project car."

The Small Block Continues to Evolve

Despite the brand selling more four-cylinder engines than V8s today, the Small Block lives on. You can find Small Blocks getting swapped into Honda Civics, Toyota Tacomas, and even Ford and Dodge trucks. It's proof of its following and admiration from enthusiasts willing to break traditions. Despite its evolution, it's still based on the components in configuration of the first Small Block. However, the newest iterations are much more efficient at producing horsepower, and according to Green Car Reports, can get over 25 miles per gallon!

The current Small Blocks are descendants of the 1955 Small Block. According to General Motors, these engines retain the 90-degree V-configured eight-cylinder layout, overhead-valve placements, and pushrod valve train. The primary differences between the older and modern iterations are aluminum blocks, Active Fuel Management, titanium connecting rods, and variable valve timing.

The Small Block also has its place in NASCAR as the most winning name in their long history. It has also pushed the Corvette Racing team to eight class victories at the 24 Hours of Le Mans since 2001, further proof of their success on both the road and track.

When the Small Block isn't winning races, it's powering Chevy's line of full-size trucks, including their Silverados and Suburbans. All these years later, they're still powering Camaros and Corvettes, delivering efficiency, durability, and horsepower figures that were inconceivable when it debuted.

Despite many countries' objectives to abandon the internal combustion engine, the Small Block Chevy will live on under the hoods of project and race cars for the foreseeable future. It's given enthusiasts on all budgets the chance to follow their dreams and build a project because of its affordability. Its impact on the auto world should never be understated, and it will forever remain one of the greatest innovations in history.

SPONSORED BY:
PATTERSON TYLER CHRYSLER DODGE JEEP RAM

100% BENEFITING:
 EAST TEXAS CRISIS CENTER

SATURDAY September 28, 2024
Regal Theater at 1250 S. SW Loop 323 Tyler, Tx
\$25 Registration REGISTRATION: 8-10AM AWARDS START AT 2:00 PM



CASH GIVEAWAYS EVERY 15 MINUTES

32 Different Categories
32 BEST OF CLASS
OVER 150 AWARDS

SPONSORS
 C. Cooper CUSTOM HOMES, INC.
 AB Rent-To-Own
 THE BLAZE 102.7 & 106.9

50/50 Raffle **Dunking Booth**
Food Trucks **KID FUN ZONE** **LIVE DJ**
MOBILE BAR WITH ADULT BEVERAGES

DOOR PRIZES **BIG SCREEN GIVEAWAY**

Preregistration can be emailed to Racewaysclub@yahoo.com or texted to Mistie at 903-504-9177
SEND PREREGISTRATION AND DONATIONS HERE
 \$Racewayclub

HOSTED BY:
Raceway CAR CLUB

For more information: Frank 972-965-8945 or Mistie 903-504-9177

HARRAH DAYS CAR SHOW
CHRISTIAN RODS & CUSTOMS
BENEFITS BAPTIST CHILDRENS HOME

September 14 8:00am-2:00pm
No Pre-Registration Cash Donation to Enter
Trophy Presentation at 2:00 pm
or as soon as judging is completed
 Car Show entrance at North End of Park.
 Cars need to be in the Park by 8:30am before parade starts or immediately after parade to be awarded a trophy.

HARRAH HERITAGE PARK, HARRAH, OK
DALE KOSA 405-651-9077

1958 Corvette Found After 60 Years



The owner of this 1958 Corvette never forgot about it, and now, decades after he sold it, a car hunter managed to track it down.

Over the years, we've heard our fair share of stories involving people searching for their old car or their parent's or grandparent's vintage ride, and in many cases, they manage to track down those vehicles after years of diligent hunting. That's also the case with the 1958 Corvette featured in a recent episode of *Lost & Found Muscle Cars*, which tells us the tale of a young man who was gifted the 1958 Corvette nearly 60 years ago, was forced to sell it just two years later, and then spent a very long time trying to track it down.

It all began back in early 1963, when Parma, Ohio resident Virginia Buehner bought the 1958 Corvette for her son, Dick, after inheriting some money from a relative. At the time, this was quite the catch for young Dick, who was a student at Bowling Green State University. As one might imagine, that made him the big man on campus, but this euphoria didn't last long. Just two years later, the Corvette developed an exhaust leak, at which point Dick's father made him sell the car over concerns that it could hurt him.

As one might imagine, the younger Buehner did sell the car, but never forgot about it – rather, he went on to have four kids and frequently told them stories of the many experiences he enjoyed in the C1 during his short ownership stint, and in the back of his mind, also wondered where the car might have wound up. Even after selling the Corvette, he retained its original bill of sale, owner's manual, and license plate, which his son, Brett Buehner, still has.

Unfortunately, Dick didn't exactly have the kind of income needed to hunt down and buy back his beloved 1958 Corvette after spending his life working as a teacher and moonlighting in the Army Reserves. However, upon hearing this story, Wes Eisenschenk of *Lost & Found Muscle Cars* was obviously intrigued, and decided to track down

Dick's 1958 Corvette after having done this a whopping 900 times previously.

During the course of his research, Eisenschenk discovered that this 1958 Corvette was one of 36 given away as part of VH1's contest in the late '80s that were later sold to an artist named Peter Max. Like the rest, Dick's Corvette had been sitting in storage for many years before Max wound up selling them in 2016, a process made famous by the *Lost Corvettes* documentary and sweepstakes. The 1958 Corvette was sold yet again just last year, and now, the new owners have extended an invitation to Brett to drive the car – making for a fascinating story that came full circle, indeed.



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



Bloomington Gold Announces New Dallas Event September 2024

Bloomington Gold Dallas becomes the third Bloomington Gold show event. It builds on their new January Kissimmee, Florida show and the traditional "Granddaddy of Corvette shows" held June 21-22 in Illinois.

SACC will have a booth at the show in Illinois... Let Jack Hollada know, if you're going to Illinois. (jhollada@casscomm.com)

The new Dallas event will take place Wednesday, September 4-Friday, September 6 at the Omni Hotel in downtown Dallas. Owner check-in and setup will occur on Wednesday the 4th. Thursday will feature their traditional Survivor, Gold, and Benchmark judging. The awards ceremony and social hour will wrap up the busy judging day.

On Friday, September 6th attendees will be able to spend the day at Mecum's Dallas auction which will be held at the nearby Kay Bailey Hutchison Convention Center.

Over 30 picks
10-12-2024
7AM-3PM

OKIE NATIONALS
CAR SHOW
\$30 Entry

Chisholm Trail Park
2200 s holly avenue
yukon ok 73099



Boone County Courthouse
101-199 W Rush Ave, Harrison, AR

1st Annual Heart of the Ozarks Corvette Show Hosted by Heart of Oklahoma Corvette Club



Save the Date

- \$40 Pre-Registration**
- Raffle Tickets**
- Class Trophies**
- Specialty Awards**
- 50/50 Raffle**
- Food Trucks**
- Registrant Goody Bags**
- Silent Auction**

Friday Evening Sep 20, 2024 MEET 'n GREET at Woods Motor Group, Harrison AR
 Saturday Event Sep 21, 2024 Boone County Courthouse, Harrison AR
 Questions contact **David Finley** at 405-630-6723 or visit **HOCC.club** for registration form

For Sale



1962 Corvette-two top, restored, 4 speed, Rebuilt 327 correct casting number and date code, VIN 11274. New interior, including carpet, dash pad, seat springs, foam and covers, New Roman Red paint, Red interior, New black softtop. Stock except for Headman headers and flow master mufflers. Runs and sounds great. I bought it in 1990. It was a Texas car. Never raced. After-market AM/FM radio. Passenger seat has never been sat in since interior was redone. Best offer.
 Marc 940-206-0573 Argyle, TX



63 Split-Window Corvette Coupe. I bought it in 2001. Drove it to Corvette 50th Anniversary in Nashville in 2003. Has rebuilt 327, rebuilt suspension, brakes and rear. Coker red line tires on Knockoff wheels. RED/RED, Original radio NOM Marc 940-206-0573 Argyle, TX

2016 Haulmark 20'x 8.5' Enclosed Trailer
 Brake-2 electrical & 1 idler, Electric winch & tongue lift, Tow vehicle controller, Rear camera, New tires, White in color with American & Texas flag wraps, \$12,000.
 Lee Brumit, 214-676-2264, Lbrumit@nuzinc.com



1962 Corvette

- *VIN:20867S105435
- *Originally built in mid-Jan 1962
- *Recently completed comprehensive frame-on restoration of chassis, underbody and rebuilding of its drive train
- *Matching numbers engine block
- *New TKX Silver Sport 5-Speed transmission
- *New Red leather interior
- *Professionally buffed black paint
- *Wilwood front disc brakes
- *EPAS performance electric power steering conversion
- *Service and maintenance records
- *Owners manual
- *Asking Price \$115,000
- *Location : Frisco Texas
- *Contact Dwayne (469)731-6322

Bricktown Corvette Association of OKC
1ST ANNUAL
CAR SHOW
October 25th and 26th, 2024

50/50 RAFFLE / VENDORS / FOOD / FUN / & MORE

FRIDAY 10/25
BBQ COOKOFF & LIGHT SHOW
 HOSTED BY NORMAN SPORTS
 VISIT **NORMAN**

SATURDAY 10/26
CAR SHOW & AWARDS
 HOSTED BY LANDERS CHEVROLET
LANDERS

76+ AWARDS

Show N Shine
 \$30- Entry Fee
 TOP 20 Trophies

Judged Show
 \$40-Friday Registration
 \$45-Day of Show

Trophies Classes
 56 AWARDS

CI-C3 / C4-C7 / C6-C7 WIDEBOY / C8 COUPE
C8 HTC / C4-C7 CONVERTIBLE / C5-C8 CUSTOM CLASS
BEST ENGINE / BEST INTERIOR / LONGEST DISTANCE
BEST HOOD ART / BEST OF SHOW sponsored by **LANDERS**

HOTEL ACCOMMODATIONS

EMBASSY SUITES (HOST HOTEL) HOLIDAY INN AND SUITES (2ND HOST)

2501 CONFERENCE DRIVE **2500 CONFERENCE DRIVE**
NORMAN, OK 73069 **NORMAN, OK 73069**
PHONE: 405-364-8040 **PHONE: 405-928-3380**
ROOM RATE: \$129 per night **ROOM RATE: \$119 per night**
USE GROUP CODE: 82X **USE GROUP CODE: 8CC**

Proceeds Benefit Douglass High School Seniors & The Pet Food Pantry

PRESENTED BY SULPHUR ROTARY CLUB

SATURDAY 14TH SEPTEMBER, 2024
START TIME - 9:00 AM

25th Anniversary

CITY OF SPRINGS CAR SHOW

HOSTED BY THE ARTESIAN HOTEL
 1001 W. 1ST ST.
 SULPHUR, OK 73086

\$25

ALL ENTRY FEES AND DONATIONS WILL BE USED FOR THE REBUILDING OF THE SULPHUR PLAZA

NO JUDGING CLASSES!
AWARDS GIVEN TO FIRST RESPONDER FAVORITES!
FIRST 100 RECEIVE A FREE T-SHIRT!

FOR MORE INFO CONTACT JEFF FLOWERS
 580-672-6387
 FLOWERSAC@BRIGHTOK.NET

OK CLASSICS
 SHAWNEE, OKLAHOMA

Car and Memorabilia
AUCTION
8-23-24 @ 5:00 PM
8-24-24 @ 10:00 AM
FIRELAKE ARENA

Lowest Commission

Like us on facebook

Low Entry Fees

Contact us at
okclassics@yahoo.com for entries
or call:
405-202-4890
or 405-481-9411

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: Robert Cotner – President cell 972-839-8473
 Verle Randolph – Okla. Vice President 918-520-7861
 Tom Hubbert – Texas Vice President cell 972-897-3045
 JoAnn Brumit – Secretary/Treasurer cell 214-676-2265
 Diane Preston -- Editor cell 405-615-3856
 John Spencer -- Technical Advisor cell 972-429-6000

Chapter Web site: www.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 newsletter to you. Send all articles for publication to: Diane Preston, Editor – cdiane1957@aol.com

Newsletter Mailing Address:
 Diane Preston, 1124 Lopo Rd., Flower Mound, TX 75028
Dues: Chapter and National membership year is Jan. 1 to Dec. 31. Chapter dues are suspended until 2025 and national dues are \$45.00 annually. (No matter when you join)
 Please return a chapter application / renewal form, available on our web site, or in this newsletter with a check for national dues (\$45.00) to: JoAnn Brumit, KARLEE KLASSIC AUTOS, 3701 Marquis Dr., #101, Garland, Texas 75042. Make payable to SACC.

2024 Sulphur Springs Corvette Show
Saturday - October 26th, 2024
Corvette Only Show - Celebration Plaza



Sulphur Springs
TEXAS
Just play. Have fun. Celebrate!



Website:
www.visitsulphurspringstx.org

Corvette Show - Saturday, October 26th
Sulphur Springs Downtown Plaza (Rain or Shine)

Friday Night Welcome Reception - October 25th
at Host Hotel - Clarion Pointe Hotel
Beginning at 6 pm (including door prizes)

- Judged Show by Classes C-1 through C-8 (separate awards for Coupes & Conv). Additionally, a Single Wide Body Class of GS's, Z06's & ZR-1's.

Note: Sulphur Springs Corvette Club members will not be eligible for Class Judging, but will be judged by all registered participants

- On-site registration from 8 to 11am
- \$30 entry fee: on-site, no pre-registration
- Enter Plaza from Gilmer St.
- Open parking
- Trophies/Plaques awarded to all winners
- Cash door prizes
- Awards at 2 pm, followed by 50/50 drawing

Host Hotel: Clarion Pointe
411 Industrial Dr E,
Sulphur Springs, TX
(903) 885-6851



Look for updates on
Facebook:
www.facebook.com/sulphurspringscorvetteclub/
or
Tony Hughes
at
athughes@suddenlink.net

2024 Dealer Sponsor



903-437-6925
478 Wildcat Way, SS, TX

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: Can you tell me what rear ends were available on a 62 Vette? My 62 has power windows. How can I tell if they are original or have been added?

Answer from Chip Werstein, SoCal Advisor:

250 and 300hp cars came standard with 3.36 open rear end. 3.08 was available with a 4-speed. 340 and 360hp cars with 3-speed got the 3.36 open rear end as well. 340 and 360 with 4-speed got 3.70 open rear end as standard and optional 3.08, 3.55, 4.11 and 4.56. Positraction was available with any gear choice and 3.55, 4.11 and 4.56 were available in positraction only.

Only 995 1962 Corvettes came equipped with power windows. Original switches have rounded corners and later switches have square corners. Also there should be a metal conduit between the door and the door jam to shield the power window wiring and a 40 amp circuit breaker mounted on the fire wall above the heater, S with 12 gauge red wire coming from the power window harness to one side and a similar wire connected to the other side of the breaker going to the starter motor.

Question: First of all, I have really enjoyed the Corvette Restoration & Technical Guide. Can you please make some comments about the amount of allowable steering wheel play. I am restoring a 59. I have the body off and I'm well on the way, but I do not know what extent to go on the steering box, because when I drove the car the steering was not bad except for the little bit of play. Also I do not know what lube to put in the box?

Answer from Chip Werstein, SoCal Advisor:

Inspect the gears for damage and wear. Minor damage will create steering problems. Both the sector and worm gears should be convex... NOT CONCAVE. Concave indicates

significant wear which you may or may not be able to adjust out. If the gears look OK, I would replace the bearings and seals (I don't replace the upper race because I have never figured out how to remove it) The C-1 Corvette shop manual ST 12 explains the rebuild and adjustments in good detail. I use 680 weight gear oil in my steering boxes.

Question: What can be done to improve the handling on our curvy and hilly highways in Hawaii? I have a '58 with newer leaf springs/2-inch lower block/urethane sway bar bushings/replaced gas shocks, but I hope to keep suspensions stock.

Answer from Chip Werstein, SoCal Advisor:

You could add radial tires, slightly wider wheels, a 60-62 rear sway bar, 59-62 traction bars, a fast steering adaptor, front wheel roller bearings, change the kingpin bushings to roller bearings (a shop here in S. Cal does that) and disc brakes. But you will still have a 53 year old car with 60+ year old suspension technology. In it's day, the 58 was probably the best handling American car built.

Answer from Larry Richter, Founding Treasurer:

If you have the original type tires on the car it will never handle very good. Switch to Radials and a 20575R15 tires. If it still does not handle the way you want it to, go to a 6 inch rim. There are several after-market wheels on the market (watch the back set as it is critical). Just doing this will improve the handling

Question: I'd like to know the birthdate and place of my 58 Vette. Number J585106771. can you help?

Answer from Max Brockhouse, President of SACC:

Your 1958 would have been assembled 7 May 1958 and it was, of course, built in St. Louis.

Question: What is the routing for heater hoses on a 60? Does the 3/4 go under the motor/waterpump mount or can it run along side it without getting into the belt? A picture would be nice. All of the diagrams I've seen are not very clear.

Answer from Larry Richter, Founding Treasurer:

The hose goes in front of the motor mount. What I do is use a black zip tie and tie it to the radio ground strap from the motor mount. This works great as it will get into the belt if not done.

Question: My gas gauge always reads full, so I replaced the sending unit on the gas tank. It is still reads full all the time. I can change the gauge, but I'd like to be sure that I need a gauge and it's not a grounding problem or something else. I thought I read somewhere the fuel gauge had something to do with the turn signals? I changed the turn signal cancelling unit, and it seemed that about this time the gauge started to show full.

Answer from Chip Werstein, SoCal Advisor:

1. Check for power at the gauge... pink wire with ignition

switch on .(note: there is no power going to the sending unit.)

2. Check for loose connections at the gauge.
3. Check brown wire at sending unit to make sure it is not touching the black ground wire,
4. Check for instrument cluster ground wire @ instrument housing... usually attached at the speedometer bezel attaching screw, drivers side.
5. Check for main harness ground wire... black wire, white stripe at left valve cover.

If it still doesn't work, the problem must be the gauge. Valley vettes in San Diego can rebuild it 619-461-1952. Good luck.

Answer from Larry Richter, Founding Treasurer:

First check the fuel gauge in and of itself. You have a hot wire and a ground wire. Determine which is which and remove the ground wire. Then make sure the terminal is clean and run a jumper wire direct to the ground side of the battery. If then the gauge still reads full then either the gauge is bad or a connection is bad from the sending unit. Next activate the turn signals to see if it has a incorrect reading. In your steering column you may have a grounding problem. Grounding is a real problem in these older Corvettes. Check all grounds.

Question: I would like a softer ride for my '62. Is there a shock absorber that you would recommend?

Answer from Chip Werstein, SoCal Advisor:

I use current issue AC Delco gas shocks available from any good auto parts store. They are black and look original and give a very nice ride. However, new shocks will not compensate for damaged or worn out front/rear springs or other suspension parts.

Question: I would like to know if the steering column and steering box can be removed from the car, and how do you get out? I have a 1957 Corvette and my steering box is going bad. Is this something that can be done in the car ?

Answer from Chip Werstein, SoCal Advisor:

I have been attempting to research this question. I am familiar with this job on 58-62, but 53-57 is much more complicated. First of all, the steering box can not be rebuilt in the car. The column and box must be removed as a unit. I always remove the left exhaust manifold and the pitman arm from the box to provide more clearance.

Once the box is loose at the frame, firewall and dash, you must slide it forward enough for the column to clear the dash. This is not as easy as it sounds because there is interference at the inner fender and it still may not come out. I have been told that the radiator and grill must be removed so the box/column can slide out thru the grill opening, but I can't confirm that. Also, be aware of the column opening in the dash as it is VERY easy to crack or break it during removal and installation.

I have done this job on two 57's, but the body was off

the frame both times. It was still a very difficult job and I did not come thru the grill opening. I suggest you contact a couple reputable Corvette repair shops to research the job more before you jump into it.

Question: Recently, I purchased a leaf spring re-build kit, for my '61 Vette. The instructions indicated that a "Signode Banding Tool / SRC-5823" was to be used to crimp the bands around leafs. My research on the SRC-5823 is that it is a 5/8" single reverse notch joint type.

If I could find one of these to rent I would, but I refuse to pay full price for a new one. My questions are: is a single reverse notch joint type correct for the band? Can another type and/or model number of banding tool be used?

Answer from Chip Werstein, SoCal Advisor:

The SRC5823 is the correct crimping tool for C-1 rear springs. Any truck suspension repair shop should have one, or any company who uses 5/8 metal banding for strapping. I bought one from a local construction supply house, not a Signode, but it looks/works just like it. Another friend of mine found an SRC 5823 cheap on ebay.

If you are attempting to restore your springs to NCRS standards with stainless steel bands, the crimping is the easy part. The bands which are sold by the various Corvette parts suppliers are too short... and they know it. Once you wrap it around the spring, there is not enough material remaining for the tensioning tool to grab and pull the strap tight. It takes me, two helpers with homemade tools to tension and crimp the bands.

Question: I was wondering if the 4-speed option for the 1959 Corvette was available from day one, or did they produce only 3-speed cars initially. Mine was built on December 18, 1958. I do not have the original transmission and didn't know if it would/could have come with a 3-speed or 4 speed.

Answer from Bill Herron, Treasurer of SACC:

The 4-speed option for Corvette became available approximately April 15, 1957 (about two weeks after my 57 was built.), so all 59s could have had one.

Answer from Chip Werstein, SoCal Chapter Advisor:

In 59 (and 58 for that matter) 4-speeds were available from day one as an extra cost option.

Question: I am restoring a 1960 Vette and have a couple of questions. Is the steering column painted the same color as the interior in 1960?

How do you repair the license plate lights that are attached to the bumper. There are rivets holding a housing that keeps the lens in position. In order to replace the lens, do I drill out the rivets and replace with new or can they be pried out

Answer from Brad Bean, SACC Vice President:

The interior section of the steering column is interior color while the portion in the engine compartment is semi-gloss

black. The rivets will have to be drilled out and replaced. Make sure you have correct replacement rivets, before drilling out existing ones.

Question: I am looking at purchasing a 1962 Corvette. The info below has been provided:

1962 Corvette VIN # 20867S104263 Correct date coded 327/300 hp engine. Casting number 3782870. Date code K161. December 1961 vehicle build date. 4 speed transmission.

I am interested in it as a driver, but would like to know what all the codes mean. As a driver any suggestions on what fuel to use? 87,89,93?? Any fuel additive needed.

Answer from Chip Werstein, Social Board Member:

1962 Corvette # 4263 was built 12-19-61. The 870 block is the correct casting for a 1962 327ci motor. This block was cast 11-16-61 (K 16 1) which tells me it is most likely the original block. Use the highest octane pump gas available in your area with 1/2 qt. of automatic transmission fluid per full tank. This will prevent corrosion on the carb.

Question: I was referred to your club in trying to get an answer to a C1 Corvette question for my dad. He owns a 1957 Corvette and needs to replace the original tires, but would like to go back with something larger for better handling etc. He (we) can't find anyone who can tell us how large of a new wheel and tire size setup he can put on WITHOUT having to make any modifications to the car. Can you or any of your members possibly help?

Answer from Bruce Fuhrman, Secretary of SACC:

I have just replaced my '54 tires with Diamond Back radial tires and am VERY pleased with them. The original size is the same as the '57, 670X15. I suggest you go on line and google Diamond Back tires. They have all the info you need to select the proper tire.

Answer from Larry Richter, Founding Treasurer:

If you go back with the original bias tires it is not going to handle much better than it does now. Coker tire has them. Better tire is a radial 205-75R15 and not the inexpensive ones. I have them on my 62 and the difference of handling is amazing. The 205-75R15 is engineered for a 6 inch rim. Watch out for aftermarket rims as the back set may be incorrect.

Answer from Bill Herron, Treasurer of SACC:

1957 Corvettes came with 5" wide x 15" wheels as standard equipment; a 5.5" wheel was available with the heavy-duty brake option. That being said, my 57 has been running 6" wide Kelsey-Hayes wire wheels (originally from a 1954 Buick Skylark) since circa 1963. When I purchased the car from the original owner's widow 20 years ago the only change I made was adding 215.65R15 radials with only the occasional rear tire rubbing during hard cornering with a fully loaded trunk and passenger. For your purposes a 205.75R15 radial tire should fit the original wheels and wheel wells with room to spare. (Note: radials make the car

so much more enjoyable to drive!) If you're looking for newer rims be careful of two things: the offset (where the bolt holes are in relation to the rim) and especially the fact that non-Corvette 4.75" bolt pattern rims most likely do not have the bumps or dimples on the outer part to hold the stock wheel covers on - you might be watching a familiar hubcap roll by you!

Question: Included with my 62 was a radiator that hopefully is the original. the numbers in the cast inlet and outlet are: inlet is 3150896 and 01030 (looks like a date code) and outlet is 31560897 and 01031. What is it for?

Answer from Larry Richter, Founding Treasurer:

The 62 Radiator is an aluminum cross flow and part number 3150916 the supply tank is number 3151016. If it is an early car (before S.N. 5,000) the number will be stamped into the top of the Radiator to the left of center. Characters were about 1/4 inch high. From that point forward to the end of 62's they used foil label with the date of manufacture also on the foil. Go back and check your numbers because you should have a 7 digit number (last one has a 8 digit number.). I have no idea what the numbers are from.

Answer from Bruce Fuhrman, Secretary of SACC:

The 62 radiator is an aluminum cross flow style. Early cars had a blue & silver aluminum Harrison tag screwed to the top right hand side of the radiator with part # and date. Later cars used a foil tag glued in the same location. The cast inlet # 3150896 was used on both 61 & 62 radiators, however they differed in that the 61 inlet had a square boss on the top. The NCRS 61-62 judging manual shows this very clearly.

Question: I've recently had my 58 Vette tuned (283ci and 245hp with dual 4bbl Carters and dual point distributor). New points, plugs, wires, condenser, rotor, dual points, all timed. In first gear I'm OK, but when I get into second gear and hit 2500 rpm or 3rd gear at 3000 rpm or higher, the car chokes or hesitates.

I've been told by a local mechanic to replace the distributor and the carbs. I've done some additional research and I've been told it could be the vacuum advance that needs to be replaced in the distributor.

Answer from Larry Richter, Founding Treasurer:

First go to a shop that understands carburetors and vacuum advances. (Not your average shop). It could be any of the three or parts of the three. You need to have a scope analysis first.

Question: A while back you helped me with my birthday, I am ready to stencil my car and Quanta recommends my build date at 6-18-58. I consider your date as correct, can you confirm.

Answer from Max Brockhouse, President of SACC:

Go for it, my notes say the last car built June 18, 1958 was #7963. The last car built June 19, 1958 was #7991. The last car built June 17, 1958 was #7934.

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 _____

City _____ State _____

Zip _____ Country _____

Phone #1 _____ Home ___ Cell ___ Work ___

Phone #2 _____ Home ___ Cell ___ Work ___

E-Mail _____

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 _____



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

SACC Annual dues are: \$45.00 one year

Red River Chapter dues are: 15.00 per year

\$60.00 total

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

Please return this application/renewal form with a check for chapter and national dues (\$60.) to:

**Diane Preston, Treasurer
1124 Lopo Road
Flower Mound, TX 75028**

**Check out the SACC website at
<http://www.solidaxle.org>**

Red River Chapter Member Interests:

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.
