



Straight Talk

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

Annual Meeting at the Careington Automobile Museum

We had a great turn out for our 2024 Annual Chapter Meeting on Sat., Nov. 16. There were 37 people present. There were C1 Vettes, C2 Vettes and even some later model Vettes in the parking lot on a beautiful day.

Chapter President Robert Cotner called the meeting to order and talked about the SACC events that we had in North

Texas and Oklahoma this year. We had our first ZOOM meeting in October which went well. He had scheduled another one Wed., Nov. 20 at 10 am. Some working members asked that it be in the evening, so the start time was moved to 7 pm on Wed., Nov. 20 and we had a good group.

Mark Billington invited us to schedule a Tech Session at his garage in Pilot Point and maybe eat at the great BBQ restaurant near his house.

Diane Preston read last year's meeting minutes and treasurer's report. She also mentioned the National SACC Convention will be in Sacramento, CA in 2025. More details on page 14..

Tom Hubbert made a motion that our chapter donate \$400 to the Careington charities in appreciation of our visit. He also said he needed a C1 Vette to display at the Dallas Autorama Feb. 14-16 with the Legends club.



Fleet Manager Jeff Smeltzer (right) and his crew, Chris & Nathan surprised us by displaying a Solid Axle Corvette, belonging to the collection, in front of the Careington Automobile Museum in honor of our visit. Photos by Sharon Conde

Meet us for Lunch In Guthrie. OK

11am, Thursday, Dec. 5 at the Stables Restaurant 223 N. Division Street, Guthrie, OK

If you're in Stillwater, Enid, Newcastle, Mustang, Yukon, Edmond, or even... Pawnee, come have lunch with the Solid Axle members. The ladies can even go Antiquing!

We'll get to know each other better.

We can chat about our cars and how to fix them.

We can tell tall tales and the truth.

MEETING--continued on page 2

Have you renewed your SACC dues?

National and Chapter Memberships

Expire December 31, 2024

(unless you've paid for multiple years)

Red River Chapter collects \$60. We will then forward National SACC dues of \$45. That way we have record that all our members are also National members. Please include a completed application/renewal form on the last page of this newsletter.

Send to: **Diane Preston, Treasurer,**

1124 Lopo Road, Flower Mound, TX 75028

If you have sent in your dues directly to National, please let Diane know, so she can record it. cdiane1957@aol.com

We need a new Vice President to represent Texas, but there were no volunteers

Jeff Smeltzer who is Fleet Manager for Careington told us about the collection. The museum houses part of their classic trucks and automobiles, which is typically open to the general public a couple of times per year. Careington's co-founder and chairman is an avid car collector who has amassed hundreds of vehicles over a lifetime. Founded in 1979, Careington International Corporation is dedicated to providing comprehensive benefits programs that cater to health, wellness and lifestyle needs. Proceeds from the museum tours benefit:

- **CK Family Services** (ckfamilyservices.org): A North Texas nonprofit family services agency that provides behavioral health, foster care, adoption and post-adoption services.

- **Families of World War II Veterans:** Their mission is to create scholarship opportunities for college bound or continuing college students across the United States who demonstrate academic achievement and financial need. We strive to educate future generations about the significance of World War II and honor and preserve the legacies of its heroes.

We enjoyed leisurely walking among the cars in the museum and finding out what some of the unusual ones were. There were a few pre-war cars, lots of 50's and 60's cars, pickups and special interest cars. It was a walk down memory lane. Jeff, Chris and Nathan were full of information for everyone who had questions or just wanted to reminisce about one of the vehicles.

The afternoon was a great chance to get together, visit with each other and enjoy our favorite pastime.



Nate Lanford and Dennis Conte



Tom Entrekin, Tim Bradford, Tom Hubbert, and David Greenbaum



Bill Preston makes sure Mark & Kaye Billington have name tags.



Walter Adams and Fleet Mechanic Chris Sondra



Pat & Ron Cople



Tom Entrekin and Careington Fleet Manager Jeff Smeltzer



Tim & Ethan Morris and Dennis Conte



Shane & Ethan Morris came in this Black Fuel-Injected 1960



It was a beautiful Fall day and the old Corvettes were out for a drive, but they couldn't pass up Careington's shaded parking



John Spencer, Bob Sullivan, Robert Cotner, Bill Preston, and Chris Sondra with a 1953 Corvette Kit car



Tom Hubbert's Red 1962 from nearby Plano, TX



Frank Bibbee with his Red/White 1960 he drove from Bedford, TX



Don & Denise Eckhart's Red/White 1958 that just got back to Texas from a 2,500 mile round trip to Yuma, Arizona, where they encountered SNOW!!!



Nate Lanford's Black 1962 from right there in Frisco.



Kaye Billington, Don & Jeff Sebert, Frank & Terri Bibbee, and John Spencer



Dwayne Marchbanks, Robert Cotner, and Fleet Mechanic Chris Sondra

President's Message

I have enjoyed serving as President of the Red River Chapter of SACC in 2024. It has been a pleasure to meet fellow members, as well as several new members who have joined this year. I am looking forward to continuing as president for 2025.

This year we had a variety of club activities in Texas and Oklahoma. I enjoyed attending the Enid, OK and Newcastle, OK car shows. We had two tech sessions: one in Wylie, TX hosted by John Spencer and his wife Loudene, and one at my home in Blanchard, OK. We have had two cruises to St. Jo, Texas for lunch in town and visits to Blue Ostrich Winery. Several members met for lunch in Moore, OK. Our annual meeting this year was at the Careington Museum and was well-attended. **We have another lunch scheduled at The Stables Restaurant, 223 N. Division**

Street, Guthrie, OK on Thursday, Dec. 5 at 11 AM.

So far we have had two very successful ZOOM meetings, and a **third ZOOM is planned for December 11 at 7 PM.** By consensus, we will be having ZOOM meetings monthly, dates and times to be announced.

Please check your email for a ZOOM invitation from Diane Preston. If you have a specific question or topic, please e-mail me with your ideas. Even if you don't have a specific question, it's a great way to meet and talk with other members. Contact me for help connecting on ZOOM.

I expect 2025 to be a great year for our club, and hope to have more tech sessions, as well as more activities in both Texas and Oklahoma. If you would like to volunteer to be the Texas Vice President, please reach out.

Robert Cotner

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
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Tom Hubbert – Texas Vice President
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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

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 (\$60.00) to:

Chapter Mailing Address: Diane Preston, 1124 Lopo Road, Flower Mound, TX 75028

Our Next

Zoom!

7:00pm Wednesday. December 11 !

We ZOOMed for the second time on Wednesday, November 20 at 7:00 pm. It was in the evening so that working people could participate. We had about eight people again and had a lively discussion about various C1 technical and maintenance issues that each of them had.

Don Eckhart had just returned from a 2,500 mile round trip to Yuma, AZ in his 1958. He is needing to rebuild his wiper switch and asked what to do about road salt he'd picked up in the snow storm there... Where is Bill Huffman when you need him?

John Totter sent this link to the company we spoke of in the zoom meeting for LED headlights, <https://classic.upauto.com/lighting/headlights-accessories/?count=50>

We agreed to ZOOM about once a month. Time and day will probably vary. If you have a time/date preference, let Robert know: rdcotner@yahoo.com or call him at 512-694-7456. We will send an email notice each time one is scheduled. Call Robert for a test run, if you're new to ZOOM.



1962 Corvette

*VIN:20867S105435

*Originally built in mid-Jan 1962

*Recently completed comprehensive frame-on restoration of chassis, underbody & 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

How to Install a Corvette Electronic Ignition

1957-74 Corvette Distributor Electronic Ignition Conversion

How many times would you have liked to convert your 1957-74 Corvette to a solid state electronic ignition, but a few problems always stood in the way? You had to use a non-stock distributor, had wiring so complicated it took an electrical engineering degree to figure it out or you had to mound black boxes on your engine compartment. These were things most Corvette owners just were not interested in doing.

Zip Corvette Parts, 8067 Fast Lane, Mechanicsville, VA 23111, (800) 962-9632, can provide the perfect solution. PerTronix manufactures a complete solid state electronic ignition system, The Ignitor, that uses your original stock Corvette distributor. It has no complicated wiring or any black boxes. As a matter of fact, the whole system fits completely under your Corvette's original distributor cap, allowing you to maintain your Corvette's factory ignition shielding.

This system will install in about one hour and costs less

than \$100. Since this unit is one piece, you do not have to drill any holes or cut any wires. Best of all, you will not have to buy anything else. According to PerTronix, The Ignitor system has an effective rpm range from 0-6000 rpm with a standard coil. If you need to go from 9 to 15000 rpm, all you need to do is change to a stock heavy duty coil. Another nice thing about this system is that you do not have to change the timing or your stock plug gap.

We installed The Ignitor and it took less than one hour and worked flawlessly. So if you want the convenience of a solid state electronic ignition system and still use your original stock distributor, this is the answer. Installation can be performed with the distributor in the Corvette or on the bench. We decided to install on the bench which would allow for better photography and check on our Corvette's distributor end play

Follow along as we install The Ignitor on our Corvette and see just how easy it is.



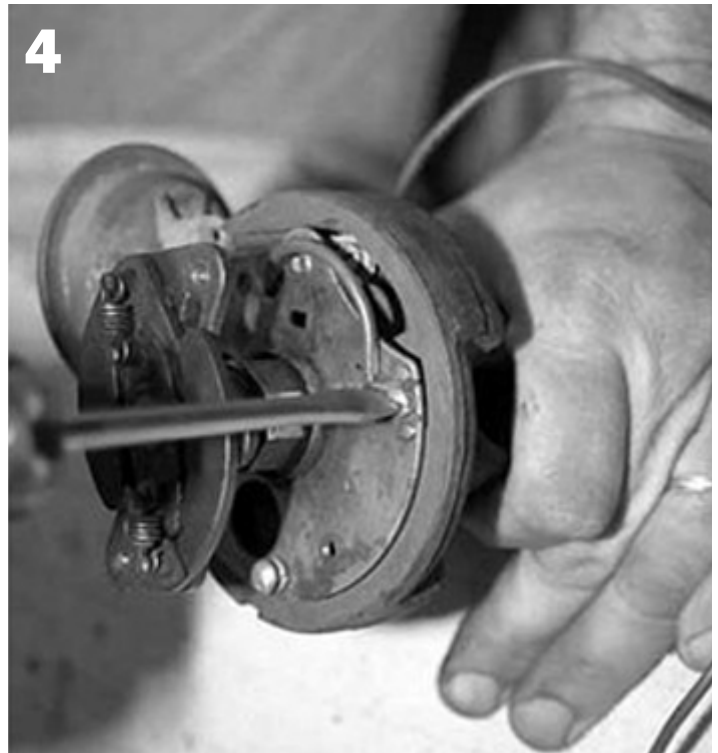
Here is the complete PerTronix Ignitor Electronic System. The only other things you will need are some hand tools, feeler gauge and a timing light.



Start by disconnecting your Corvette's battery. Remove the distributor cap and disconnect the coil wires. Then make a diagram, so that you can remove and replace the distributor in its exact location. Make a drawing of a clock. Then make the location of the rotor and the vacuum advance. Here you can see the rotor is pointing at 6 and the vacuum advance at 8:30.



Remove the rotor, coil wire and condenser wire from the point assembly. Then remove the breaker points assembly. Keep the screws and washers, because you will reuse them.



Secure the coil wire back to the breaker plate with the screw that held the condenser. Make sure the loop in the coil wire does not rub the shaft or rotor.



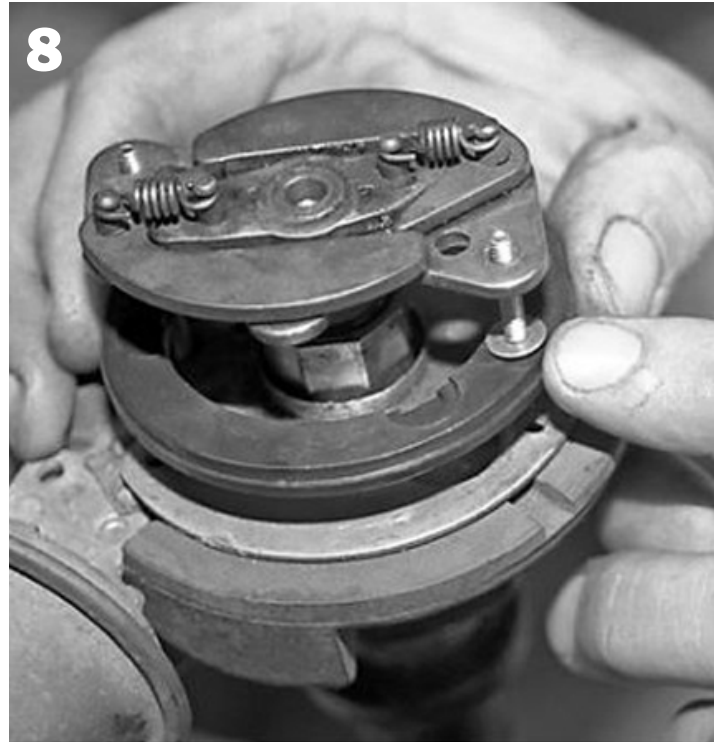
Install the magnet ring with the two threaded 6/32 studs. Keep the nuts and the two thick washers. Now check the air gap between the face of the magnet ring and the face of the Ignitor module. It should be not be less than .010" and not more than .040".



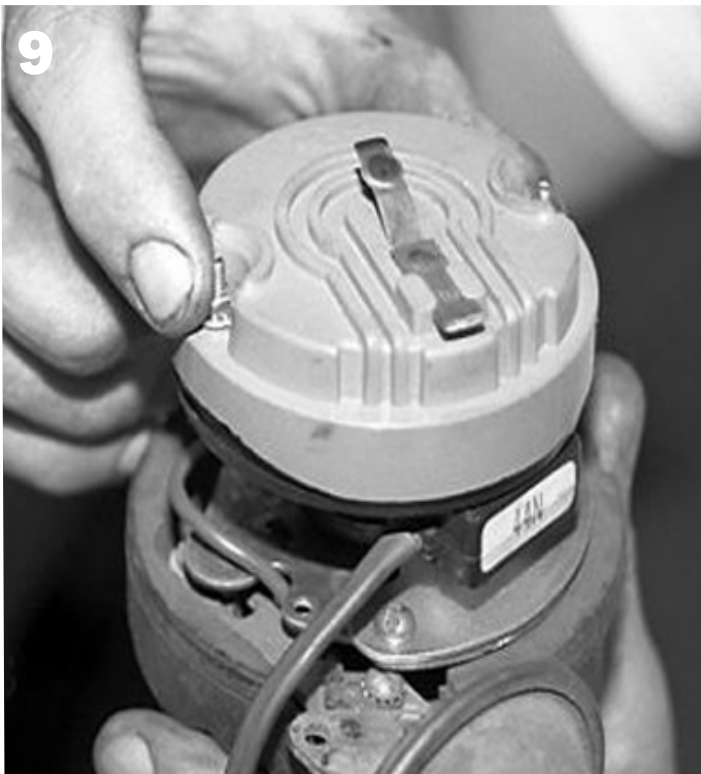
On Delco Corvette distributors, the shaft has a tendency to climb as the car is started and as the engine accelerates. This is due to the bevel of the gear on the distributor shaft and camshaft. If the clearance between the gear and the lower end of the distributor housing is too great, it may allow the clearance between the magnet ring and the module to become more than .100". When this happens, the engine will miss or not fire. Here we are checking the clearance and we found it to be too great.



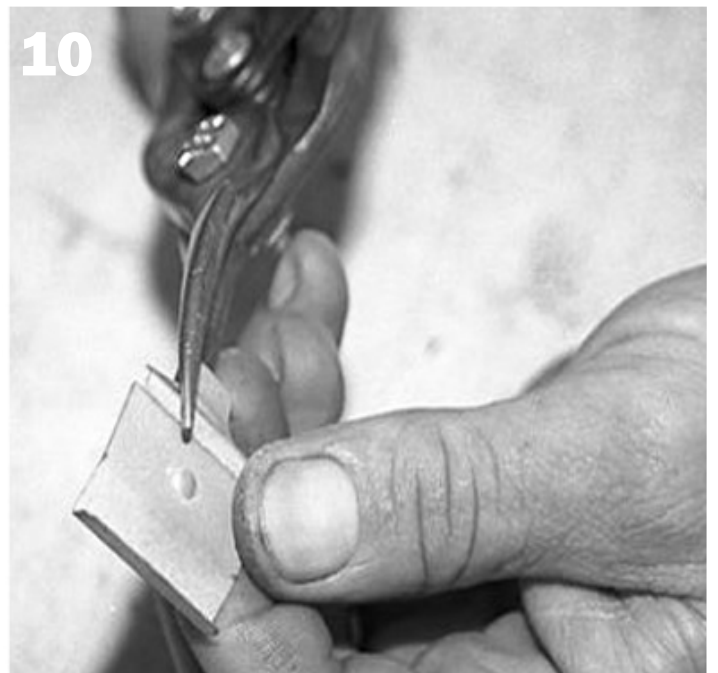
To reduce the clearance at the end of the shaft and prevent the shaft from climbing, we installed the provided shims. We drove out the roll pin and installed the shim provided. Notice that we also marked the gear with a crayon so that we reinstalled it exactly in the same position that it was removed.



After you have installed the gear shims, re-check the magnet ring to Ignitor module gap. Remember, it should be between .010" and .040". Here we installed the .032 washer, which is provided to adjust the gap to fall between the accepted limits.



Now install the rotor with the nuts provided. It's a good idea to install a new rotor.



Remove the cap's sliding door and notch the corner of the door at the bottom lip. This is done so that the insulating sleeve can slip through without binding. When installed, the wire fits between the lip of the cap and the distributor body. Now re-install the door.

Reprinted from SACC Michigan Chapter Newsletter



Re-install the distributor in the Corvette as per your diagram. Install the distributor cap and locate the wiring through the slot in the door. Be sure the wires are not pinched. Make sure they move freely.



Connect the black wire to the (-) negative side of the coil and the red wire to the (+) positive side of the coil. Reconnect your battery terminals to the battery. Start the engine. Let it run for about five minutes and time it to your specs. That's it! Now you have an electronic ignition and your original stock Corvette distributor.

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Four States Museum Fall Classic Auto Show



by Diane Preston



Red 1961 Resto-mod owned by James Gathings, Monticello, AR.

The Four States Auto Museum and the Perot Theater, held 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 show was held Friday and Saturday, October 25-26 in conjunction with Jay Leno's charity performance at the Perot Theater on October 26, 2024.

Bill and I drove from Dallas to Texarkana, Arkansas on Thursday in our 1957 Black and White, Rochester Fuel-Injected, carefully-updated Corvette. We spent Friday and Saturday telling all the visitors about the car and trying to explain how to vote for Best of Show and Class winners digitally by using their phones to scan the QR code on the windshield... Some people could do it, some couldn't. Bill



Red River SACC members, Tony and Reda Salter from Conway, AR brought their 1956 Arctic Blue & Silver Corvette with Beige interior. They invite you to come to Morrilton, AR for their Annual Corvette Show at the Museum of Automobiles, Petit Jean Mountain, AR in May 2025.

now sounds like a cell phone pro.

Car lover, Jay Leno was the "trophy girl" on Saturday afternoon. His comments, while presenting the awards, were just as funny as his Tonight Show monologues. We were thrilled to win the Best of Show Award, which consisted of a beautiful crystal trophy, a bucket full of Jay Leno's Car Care Products and two tickets to his stand-up performance that night at the Perot Theater! There was also a random drawing among the car entries for the BIG PRIZE, show tickets, air fare and hotel to Los Angeles to see Jay Leno's own car collection. We didn't win that.

NCRS Texas Regional Judging

For the third year our Red River Chapter hosted a SACC booth to publicize our organization at the National Corvette Restorers Society's 2024 Lone Star Regional judging event on October 18-19, 2024. It was at the Embassy Suites Dallas/Frisco Hotel & Convention Center,

Tim Wardlaw's White 1962 (right) was on display at our booth to help attract people to learn about the Solid Axle Corvette Club. He had it judged at the NCRS Convention in Hampton Roads, VA, last summer where it scored a 99.6, earning it a Blue Ribbon in the Concours Class. A few years ago NCRS added two new Concours classes that would include Tim's modifications.

Don Brittin, Tom Hubbert, Diane and Bill Preston, and others worked the SACC membership table. Our Chapter members dropped by to talk Solid Axles all weekend.



David Matlock's Red/White Fuel-Injected 1958 from Montgomery, TX was flight judged.



Chris Hampe's Red 1962 Resto-mod from Seguin, TX being judged in the Concours Class



Slade Ellis's Blue/Silver 1957, San Antonio, TX, was judged in Concours Class.



SACC member Paul Wolter's Red 1995 Coupe from Arlington, TX was also being flight judged.



Pat & Danny Doyle of McKinney, TX with her Fawn Beige/White 1961 at Performance Verification before flight judging.

2025 SACC Convention-August 2-4-Sacramento, CA

SACC's 2025 convention will be in Sacramento California on 2-3-4 August just before Hot August Nights in Reno Nevada, only 100 miles away. Check their website for separate arrangements. Details and contracts for the SACC convention are still being worked out, so a registration form will not be available until the February issue. However, you can plan on T-shirts with a 1955 Corvette theme, but **I need pictures of your 1955 Corvette** for the artist to design it. Please send them by the end of November 2024 to Badenhoop@comcast.net and make them a separate file attachment, not imbedded inside the email.

The venue is a jewel of the former Officer's Club and visiting officer's quarters (VOQ) refurbished by the new owner after McClellan Air Force Base was closed around 2000. It has easy highway access but is secluded and very private for our cars (including a security RV for nights). Room rates include a breakfast buffet (one queen \$109 or two queen beds \$129, plus tax & fees). That contract has been signed and reservations can be made now if you send me an email, I'll provide the online link. The schedule may be modified as more contracts are signed, but count on the following activities.

2 Aug Sat 9 AM National Board Meeting in the O'Club

1 PM Chapter Meeting

5 PM Welcome Reception

3 Aug Sun Tech Sessions AND/OR site seeing

9 AM-10:45 AM Tech Session

11AM-12:45 PM Tech Session

Site Seeing in/near Old Sacramento

Tour of Underground Sac

Sutter's Fort

California State Capitol

Crocker Art Museum

California Auto Museum

River front, board walks &
cobble streets

Rail Road Museum

Train Ride

6 PM supper at special venue (Delta King paddle boat, steam train or 1950s diner)

4 Aug Mon 9 AM road tour of Gold Country (Sierra Nevada foothills)

12 noon lunch at an original Pony Express Station

1-4 PM more road tour & site seeing

6 PM Social Hour (no host bar) in the O'Club

7 PM Banquet & Annual Member Meeting in the O'Club



Bring the family for some living history lessons. The Sacramento region is a historical treasure for the "old west" migration about 200 years ago. The city was a major railroad center and a shipping port for the river traffic from San Francisco. The air base venue has an aeronautical museum. Sacramento was also the Western end of the Pony Express Trail that started in St. Joseph Missouri. The distance of 1960 miles was covered in ten days and is re-enacted every June by volunteers carrying real mail with a special stamp. SACC members who register for the SACC convention by 30 April 2025 will receive a letter carried on horseback in the June 2025 re-ride.

The road tour on the last day of the convention will explore the Sierra Nevada foothills that sparked the gold rush and the mountain pass that was a portion of the Pony Express Trail. So, plan the trip now and register early so you can get the best selection on the hotel rooms, the T-shirts and the Pony Express letter.

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 just recently acquired a bare 327 engine block that I am thinking about installing in my 1962 Corvette that the former owner said was produced on 01/23/62 based upon the VIN. It currently has no engine in it. The engine block casting number is 3782870, with a casting date of A152. The block has an assembly code stamped on it of F0I18RJ.

From the casting codes, I suspect that this block can be used to build a reasonably correct motor for my car since the block was cast on 01/15/62. I believe that the stamped assembly code indicates that this block was cast in Flint and that at least a long block was assembled on January 18, 1962, but I don't know what the alphabetical suffix, "RJ" means. BTW – There is no VIN stamped on this block in front of or around the assembly code and no evidence of tampering such as milling off a previous VIN.

My gut is telling me that this may be a factory replacement block that was special ordered by a dealer for a warranty replacement installation or sale by their parts department, but that is just my gut talking to me. What does the RJ suffix mean?

Answer from Noland Adams, Founding Pres. of SACC: You didn't include your '62s serial number, so we'll accept Jan. 23, 1962 as the car's assembly date. 3782870 is the correct block casting number for a 1962 or 1963 327 cid Chevrolet engine. The casting date of A152 identifies the block being cast at the grey iron foundry in Saginaw, Michigan on January 15, 1962. The engine number F0I18 means the engine was assembled at the Flint V8 plant on January 18th. Actually, the two ones in the date should be the capital letters "II". We'll get to the "RJ" suffix later.

A calendar of events would show: engine block cast on January 15, 1962. Engine assembled in Flint V8 plant on

0I18, which means January 18 (1962). Your 1962 Corvette was assembled in St. Louis on January 23, 1962

A time line check shows 3 days between the 15th and the 18th, the minimum time between the foundry in Saginaw and the engine assembly plant in Flint. The time from January 18th to January 23rd is only five days, normally not enough time to send the completed engines from Flint to St. Louis by rail. However, we have documented cases where the St. Louis assembly plant was low on new engine assemblies. In those cases, truckloads of new engines were shipped overnight from Flint to St. Louis. There was even a couple of times where 3 pallet loads (18 engines) were sent by air rather than shut down the Corvette assembly line. So even the short period of five days was enough to get the engines to the assembly line on time.

Now we come to the engine number suffix "RJ". I have several reference books that list engine number suffixes and their combinations of equipment. The suffix "RJ" does not appear in any 1962 or 1963 list. By being assembled on January 18 (0I18), we know the engine was being built for a Chevrolet of some type to be assembled in late January or February. I bought a new long block Chevrolet engine in 1960, and its engine pad was unstamped. I had to go to the nearest Chevrolet dealer to get it stamped, and they wouldn't even let me watch! So I know that new long blocks came from the factory unstamped. But the suffix "RJ" remains an unidentified mystery.

Bottom line: the dates on the engine would work for your '62, but the engine number would be incorrect.

Question: I have a 1961 Corvette. The deck lid needs adjustment. The front part of the lid sets down about 1/4 inch from the body. I do not have the weatherstrip on yet. Is there a way to adjust the lid by the springs? I have the car ready for the paint shop and wanted hood, doors and lid to fit good.

Answer from Larry Richter, Founding Treas. of SACC: First question is: Did the deck lid fit before the restoration? If it did, it was the weather strip that held it up. If this is a different deck lid then you have a different problem. Either way you will need to make some adjustment. You need to shim up the lid between the springs and the lid. It should fit correctly before painting. The weather strip should be soft so that the lid compresses it to make it water tight. Be sure to check the lock to make sure that everything fits before painting.

Question: I have a 58 283-290hp Vette and have been considering replacing the 283 with a 350 to save the motor and to be able to drive the car longer distances and not have to worry about the engine. I know I can reuse the Fuelie unit and distributor, but will I have to install an 097 cam in the 350 so that the unit works properly and how will that affect the 350's performance ? Also will the unit have enough air flow for a stock 350 and will it have to be recalibrated or is it OK as is ?

Answer from Noland Adams, Founding Pres. of SACC:

The 283 is a good engine, so I do not know why you would want to "save" it. If its internal condition is in doubt, have it rebuilt, which would include new rings and pistons, line boring the camshaft and crankshaft bearings, and having it carefully balanced. If any part of the 283 is questionable, then have the 350 rebuilt. You should be able to drive either the 283 or the 350 long distances without concern about engine failure.

If you use the 350, you would want to use a good moderate cam and solid lifters. Unless you intend to do a lot of racing or fast driving at open throttle, you will not need the 097 cam. Either the 283 or the 350 will give you plenty of power for driving on the streets at legal speeds. Since you will not be driving at full throttle on the streets for any length of time, I expect the 290 hp FI unit on the 350 will perform satisfactorily. However, I am not an FI expert, and such a person might recommend a recalibration of the FI unit.

Question: What is the proper way to clean a 1959 Corvette sealed air cleaner?

Answer from Larry Richter, Founding Treas. of SACC:

There is no proper way. This is what I have used. After removal use lacquer thinner and apply a small amount from the inside to the screen then blow out with air pressure. This takes a little time and may take several applications. BE SURE you let the thinner dry over night and blow out again. Do not put back on the car, if you can smell any thinner. Be Careful.

Answer from Noland Adams, Founding Pres. of SACC:

The 1958/59 Corvette air cleaner was sealed, as you noted. There were never any instructions for cleaning the element. The only choice was to replace the entire sealed air cleaner assembly. I can't imagine what Chevrolet's engineers were thinking. Perhaps they would recommend scrapping the car when the air cleaner element became clogged. About all you can do is immerse the entire assembly in solvent, slosh it around, and then try to get the element back in its original position in the housing.

The long term answer is to purchase a 1960 air cleaner assembly and use a replaceable paper element.

Question: I have a 1962 Corvette. These are all the numbers that I can read and they may not be right. 20867s103347, 3782870, 17340. It has a 4-barrel Carter AFB carb. 4-speed manual transmission. I cannot make out the number on the head. What can you tell me about the car. Any information would be greatly appreciated.

Answer from Noland Adams, Founding Pres. of SACC:

You don't give us enough numbers to work with. 20867S103347 is the serial number of the car, stamped on a small metal plate spot welded to the steering column housing under the hood. 3783870 is the casting number of the block. I have no idea what 17340 means.

We need 1) engine block casting date, located on the opposite side of the block from the casting number. It's in small characters. (January 19, 2011, would be shown as A191. 2) The engine number is stamped on a raised pad on the right front of the block, next to the end of the head. 3) Each head has a raised casting number and date hidden under the valve covers, similar to, but smaller than, the block's casting number and date. 4) The generator's part number and assembly date which are stamped in code into the main housing. 5) The distributor's part number and assembly date which are stamped in code on a metal strip around the main housing.

After we get this information, we can try to tell you more about your 1962 Corvette.

Question: I am restoring a 1961 Corvette. The problem I have is, when the body is off the frame, the drive shaft angle is too steep and the universal joint binds on the yoke and will not allow the shaft or rear wheels to turn. The rebound straps are not installed and the engine and transmission are in the frame. Are the rebound straps required to keep the axle high enough to eliminate this, due to not having enough weight on the frame since the body is off, or is there another problem? This is my first Corvette and would hate to have a serious problem after getting it on the road. The car had no engine or tranny, when I bought it, and I installed a '63 Corvette 327 w/4-speed Muncie and drive shaft that came from a running 1957 Vette. Thanks for any help you may give.

Answer from Bill Herron, Treasurer of SACC:

You're absolutely correct about the rebound straps; they are there to keep the rear axle travel from doing just what's happening to your chassis. The drive shaft angle is rather severe from the factory (due to the x-member frame design) and there's not much room before it interferes with something. That's also a reason for the extended length yoke--to allow for the severe angle without coming off the transmission spline. Drop a spare engine block on the rear of the chassis (we all have one lying around in the garage, right?) or better yet, connect the rebound straps.

Question: I have a 62 with the 327/340 HP engine. It is always overheating. Pulled the radiator and had it checked. Replaced the thermostat. Replaced all the hoses. All shrouds are in place. Any thoughts?

Answer from Noland Adams, Founding Pres. of SACC:

There could be many reasons for overheating

- 1) What temperature thermostat is in the cooling system? I like a 180 degree thermostat.
- 2) Check the timing. It may be as simple as a retarded distributor.
- 3) I like Prestone Antifreeze, which I use at a 50 percent ratio; half water, half Prestone. This is the best coolant ratio for the transfer of heat, plus the corrosion inhibitors in the coolant are activated at the 50 percent ratio.
- 4) Make sure your fan is mounted in the right direction. Seriously, I have seen two restored solid axle Corvettes with the

fan blades trying to blow air through the radiator. And they were both overheating!

5) It's obvious, but check the belts for conditions and the correct tension. You may want to remove the water pump and check the pump impeller for unusual wear or missing vanes. Perhaps the coolant is not being pumped fast enough.

Question: I have a 1961 Corvette s/n 10867S110063. I'd like to find out the date of manufacture and how the car came equipped. Some of the reproduction parts I would like to buy for it are listed as "late or early 1961". Would my car be considered late or early, as they don't give any serial number breaks.

I'm also trying to find the VIN stamping on the frame. I've tried cleaning the frame and looking with a mirror but have had no luck. Do you have any tips on doing this short of lifting the body off the frame? I'm looking in the area under the drivers seat.

Answer from Max Brockhouse, President of SACC: Your 1961 was born in St. Louis on September 5, 1960

Answer from Larry Richter, Founding Treas. of SACC: Serial Number 110063 is a very early production 61 (1st week of September 1960)(6th to the 9th). The car could have left-over 1960 parts (GM most always used up the parts from prior years). So any late 60 or early 61 will work on your car. Remember, when you buy the reproduction parts most have slight differences (some very major) from

the original. The fit and function should be OK.

On the frame stamping, even if you pull the body you may not find it. Rust on the top of the frame eats away at the numbers. These numbers generally were not stamped very deep. Look forward and backward from where you are looking and you may or may not see them. I have looked at a bunch of frames with very little rust and most are not readable. Their is no easy way to lift the body a few inches without doing everything that is required for a full body off.

Answer: On your numbers lets put a , in the vin number. They started with 100,000 and your car is 100,063 (first week of Sept. 60) The last number in Sept. is 101,052 Car number 110,160 was made in June.

On the options your car came with it is very difficult to tell. You can tell if it was a fuel-injected, all the rest were carbs. If you have the original engine, the last two letters on the engine build date stamp (front of the pad) will tell you. If the original engine is gone you are out of luck. Whether it was 3 or 4 speed, or if it was changed who knows. With an automatic there will be some special brackets on the frame. On the tops, do you have the back latches on the deck lid? If so are there one or two sets? On power windows, if the door panels are changed, who knows. The more your car has been restored, without the original paper work you will never know.

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Solid Axle Corvette Club Membership Renewal/Application

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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)

We collect the National dues, then forward them on to National to ensure that all our Chapter members are also National members.

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>**

Would you like to have a list of our Red River Chapter members? Yes ___ No ___

Do you want to be included in a list of our Red River Chapter members? Yes ___ No ___

Would you be willing to receive calls or e-mails with Technical Questions about C1 Corvettes from the Red River Members? Yes ___ No ___

If yes, what areas could you give Technical Help?

Engine ___ Stock Trans ___ After-market Trans ___

Carbs ___ Fuel Injection ___ Rear End ___

Add A/C ___ Body Work ___ Paint ___

Brakes ___ Electrical ___ All ___

Add Power Steering ___ Install Soft Top ___

Install Windshield ___ All ___