February 2023

Straight Talk

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

Cruise the Talimena Drive

Saturday, March 4

Texans
Leave IHOP at 8 am
IHOP--380 & 75
1960 N Central Expy N, McKinney, TX

Oklahomans
Meet for lunch at 11:30 am
at Pam's Hateful Hussy Diner
304 Dallas St., Talihina, OK

We will start up the mountain at 1 pm

Talimena Drive winds within the Ouachita National Forest along the highest peaks of the Winding Stair Mountains, part of the Ouachita Mountain chain. It goes between Talihina, Oklahoma and Mena, Arkansas.

The Texas group will **leave promptly** at 8:00 am from IHOP, 1960 N. Central Expy. N (US 75), McKinney, TX.

We will meet the Oklahomans and have lunch around 11:30 am at Pam's Hateful Hussy Diner, 304 Dallas St. in Talihina, OK. We will leave Talihina about 1:00 pm and start our drive going east on the Talimena Scenic Drive.

Please let Dennis Conte know, if you're planning to attend so we can give the restaurant a heads up. *Call 972-839-8473 or E-Mail: Dennis.Conte@att.net*

President's Message

I look forward to having some good events for us to enjoy together in 2023. I hope you will try to attend and enjoy visiting with other members, whenever you can. It's a great opportunity enjoy your really special Corvettes.

Come enjoy our events, even if you can't bring your C-1. We love to trade stories and get to know our members better.

Any thoughts on what you would like to see from the club are welcomed.

Dennis Conte
President, SACC, Red River Chapter

Have you renewed your SACC dues?

National and Chapter Memberships
Expired December 31, 2022
(unless you've paid for multiple years)

Red River Chapter collects National SACC dues of $45. We then forward all National dues and have record that all our members are also National members. Please include a completed application/renewal form that is on page 2 of this newsletter.

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

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

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_____

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

Solid Axle VIN # 1_____Yr____ Color_____

Solid Axle VIN # 2_____Yr____ Color_____

Solid Axle VIN # 3_____Yr____ Color_____

Solid Axle VIN # 4_____Yr____ Color_____

Solid Axle VIN # 5_____Yr____ Color_____

SACC publishes an annual membership & roadside assistance roster, which does not include your address. The roster does contain names, phone numbers, city & state. It also has a field to indicate that you are willing to help if a traveling SACC member needs roadside assistance in your area.

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

If you **do not** want to participate in the roadside assistance program initial here: _____

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

SACC Annual dues are: $45.00 one year

~~**Red River Chapter dues are: 15.00 per year**~~

Red River Chapter Dues Suspended for 2023. Just pay National Dues **$45.00** ~~**$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.)~~ $45 to:

JoAnn Brumit, Treasurer
KARLEE KLASSIC AUTOS
3701 Marquis Dr., Suite 101
Garland, Texas 75042

Check out the SACC website at http:/www.solid axle.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.)

_____

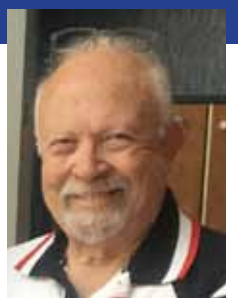
How far are you willing to travel for a local chapter function?_____

Do you prefer overnight or single day events?_____

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

_____

Central Region Notes



Greetings All,

Chiristmas is over and all the headaches associated with the holidays are now behind us. Now we have to look forward to spring and driving weather. I have been advised by reliable sources that that favorite season is coming for sure.

Many groups are now doing their planning for the year. The annual SACC National Convention is going to be hosted by the Great Rivers Chapter this year in Normal, IL and is being held in conjunction with The Bloomington Gold annual Corvette gathering. That is a very exciting prospect for us to be able to be in the presence of some of the finest Corvettes in the world. Festivities commence on May 31. Be sure to get your registration in to Mary Rae Brockhouse ASAP. We have a block of rooms allocated and time is of the essence to secure those dates. We expect that all your SACC friends will attend this singular event.

Following the Bloomington Gold event, Many members are planning to go on down to Bowling Green for the celebration of the 70th anniversary of the Corvette. Special events are planned at the National Corvette Museum to celebrate the anniversary over the next nine months. In the Dome at the Museum from May to September will be the NCRS Best of the Best representative cars from all their judging categories. An outstanding assemblage.

Many Chapters are planning special touring opportunities this year. Michigan is well into a plan to visit all the spectacular lighthouses around the great lakes, for example. As more groups firm up their plans, we will note those. As usual, events always welcome brother chapter members to join them for fun. So all in all, there are lots of opportunities to get out and drive that Corvette.

Central Region SACC Rep
Donald J Brittin
580-369-0756 (Cell)

New Members

John Totter - Murphy, TX
Black/Silver 1959

Dave Meinzinger -
Fort Worth, TX
Cascade Green 1956

Jonathan Cichocki - Aledo, TX

Dwayne Marchbanks - Frisco, TX

Save the Date!!! **Saturday, April 22nd**

Tour John Neas' Corvette Collection

SACC Red River Chapter member, John Neas is a Corvette collector in Tulsa. He has invited us to tour his whole collection of fantastic cars. Verl Randolph has arranged for us to meet at Schlotzsky's, 2343 E. 71st St., Tulsa, OK, (918) 496-4663 at 12:30 pm, Saturday, April 22. Then we will go to Neas' collection nearby, where the tour begins at 1:30 pm. If you want to stay overnight, we'll be at the DoubleTree, 6110 S Yale Ave, Tulsa, SW corner of South 61st St and S. Yale Ave., (918) 495-1000

Among his many cars, John Neas has four racers that are noteworthy for their place in the annals of Corvette road racing. One is the 1956 Sebring Corvette that he bought in 1994. Ed Cole, general manager of Chevrolet, turned to sports car racing in an effort to improve sagging sales by promoting the Corvette's performance capabilities. This car, the ninth built, was purchased by Chevrolet engineering on Feb. 1, 1956, and modified for the 12 Hours of Sebring in Florida. It received a larger fuel tank, heavy duty springs, Halibrand magnesium wheels, Bendix finned brake drums with cerametallic linings, special intakes scoops for the rear brakes, a plexiglass windscreen and a cover over the passenger seat.

John thinks this is the only 1956 factory production car in the race. The other Corvettes had 1955 frames with prototype or production bodies. After Sebring, Chevrolet used the car as a test vehicle. It was raced in 1956 at Road America near Elkhart Lake, WI, and at Cumberland, MD. The car also set a record in the Haven Hill Climb near Detroit.

Neas owns one of six 1956 Corvette SR-1s built to satisfy Sebring's race requirements as a production car. Only two are known to exist today. Neas' car is Aztec Copper. It was equipped with eleven special racing options such as heavy duty suspension, cerametallic brakes, Duntov camshaft, Halibrand magnesium wheels and Firestone Super Sport 170 tires. This car won 25 consecutive drag races in 1957 and was driven to a speed record of 126.93 miles per hour at El Mirage Dry Lake in California by Bruce Geisler.

There is also a 1957 Corvette equipped with RPO684 (racing brakes and suspension). It was the national runner-up in B Production category of the Sports Car Club of America.

Neas' fourth racer is a metallic blue 1956 SR-2 with a finned headrest, originally owned by Bob McLean, head of experimental styling and responsible for the first Corvette, the 1959 Stingray and several special show cars. With GM Styling Shop Order 90179, it was configured with an extended nose, louvered hood, special dash with Stewart Warner rally gauges, special headlight rims, SR-2 seats and 1958-style taillights.

We will also see many Duntov Corvettes, a Heavy Duty Brake 58, a 90 ZR1 and a 69 Corvette that John bought new plus several other non-Corvettes that are of interest. Such as a 1962 Biscayne 409, 4 speed that he drag raced in 62 & 63, the 1966 NHRA Top Street Eliminator, five Historic Top Fuel Dragsters and more.

This car was the first 1957 to be equipped with racing brakes and suspension. It was runner-up to the national champion in the B Production class of the Sports Car Club of America.

It is thought that this is the only 1956 factory Corvette at the 12 Hours of Sebring. It was campaigned by Max Goldman.

This is one of two existing 1956 SR-1 Corvettes. It was built with racing components to satisfy production requirements for the 12 Hours of Sebring.

This 1956 SR-2 is unusual because it has an extended nose, headrest with fin and louvers in the hood.

Solid Axle Corvette Club

Convention 2023

-- Welcome back to Bloomington Gold! --

May 31 - June 3, 2023

As you may know, Bloomington Gold returned to Bloomington, Illinois for their 50th anniversary in 2022. Bloomington Gold is the "Grandaddy of all Corvette shows". It is famous for the beautiful Corvettes that gather for the Special Collection, Gold Certification, Seminar's and the good times with friends from all the Corvette clubs. Several of our officers and local SACC members attended in 2022, so we know it is fun.

Because of the contacts, and renewed friendships with owner, Guy Larsen, the Solid Axle Corvette Club has been given a special invitation to attend Bloomington Gold 2023. For us the invitation includes a special discount for their VIP GOLD MEMBERSHIP, which includes your daily admission, special parking, admission to the opening of the Special Collection reception, VIP Lounge daily with light breakfast and soft drinks, banquet dinner at a nice restaurant, lunch on one day, goody bag, Corvette University, road tour, (subject to Bloomington Gold changes).

Plus a special Bloomington Gold polo shirt is included.

Your personal CODE will be given to you after registration for the convention. The code is for the Gold Membership and to use for your hotel room registration. Hotel reservations are at a premium price in Bloomington-Normal for Bloomington Gold. Booking for our hotel must be done before April 30, 2023. Our room block charge is $109. Plus tax, per night, for all room suites! Our hotel is very close to ISU campus (Bloomington Gold), but out of the major traffic. After your registration for the convention, information will be emailed with instructions on where to make your hotel reservation and registration with Bloomington Gold. We do this because unregistered convention attendees often take advantage of our hotel block and special perks without supporting our convention. If you do not register as a VIP Gold Member, you will be totally on your own for tickets and activities.

Our Board will meet with the representatives of all Chapters at 2 PM on Wednesday, May 31, the Welcome Party will kick off at 6 PM, with registration for the convention and a catered meal, followed by our annual membership meeting at 8:00 PM at our hotel. Thursday, June 1, those interested will tour a local mansion and have lunch before returning to the hotel. Others will be treated to either a special tour or Corvette workshops. For Questions, Call Mary Rae Brockhouse 217-473-5758.

You must be a SACC member to get special rates. Application on page 2.
Convention registration form on page 6.

2023 SACC National Convention

May 31 - June 3, 2023 The Bloomington Gold Experience!

Your SACC Registration entitles registrant to a Bloomington Gold VIP discount at Bloomington Gold and to make your reservation at our host hotel for $109.00 plus Tax.

1. Name _____ Spouse or guest _____
2. Address _____
3. Chapter _____ SACC Membership # _____
4. Cell Phone # _____ Arrival date _____
5. Email address _____

All activities for this convention except for Wednesday, 5/31 and part of Thursday, 6/1 will be with Bloomington Gold. If you wish to participate at this convention, you will need to register with Bloomington Gold. A website and code will be given to you by email by maryraebrockhouse@hotmail.com after your convention registration has been received. You will also receive instructions on where to make your room reservation after your registration has been received.

Make your checks payable to SACC Convention and send to:
Mary Rae Brockhouse • 215 Cedar Drive • Chapin, Illinois 62628 217-473-5758

Convention Registration: Covers Welcome Party Meal, Security Parking and other costs --------- $100.00

Wednesday, May 31: Chapter Rep meeting at 2:00

Wednesday, May 31: 6:00 Welcome Party, registration and meal, followed by SACC Annual Membership Meeting at 8:00 PM

Thursday, June 1: Tour of local mansion and lunch on your own.
Thursday, June 1: Tour of automotive interest or Corvette Workshop

Thursday evening starts Bloomington Gold activities with the Special Collection Reception. You will receive emails from Bloomington Gold with times, activities and places after you register with them. ***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 of 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. I will abide by Federal, State and local guidelines to prevent contagious diseases and virus spread and that SACC is not responsible for any transmission of these diseases.***

Year _____ License tag# _____ State _____

Exterior color _____ Interior Color _____ Trailer ❑ YES or ❑ NO

Insurance Company _____ Policy # _____ Expires _____

Signature _____

Mail completed form to: Mary Rae Brockhouse • 215 Cedar Drive • Chapin, Illinois 62628

2022 Convention Report

by Don Brittin, Central Region Rep

The Solid Axle Corvette Club held their 2022 National Convention in Carson City, Nevada, July 30-August 1. It was just prior to Hot August Nights being held near by, so we could take in two events in one trip. Accommodations were at the semi-world famous Golden West Casino and Convention Center. Members came from many chapters across the US. Most attendees drove their cars despite the hot weather across the Heartland and the Great American Desert.

Our Red River Chapter was heroically represented by Denise Iverson and Don Eckhart. They had the fortitude to drive across the scenic I-40 corridor in their '58 and up the exceedingly scenic US 95 all the way to Carson City. Yours truly took the coward's route and flew to Las Vegas and rented a nice air-conditioned sedan up to Carson City. Texans Doc and Gerry Hollada went first to Illinois and drove with Mary Rae Brockhouse out to the festivities.

There were several items of note coming out of the Chapter Meeting. National membership numbers about 1100. The National Board revised the by-laws to authorize the concept of Pre or Start-up Chapters of three or more SACC members located within reasonable driving distance of each other to encourage chapter and/or membership growth. As Central Region Rep, I was put in charge of spearheading development of the project. This may have application in areas where there are members, but we seldom see them because of their distance from the main group. We can see that need in our chapter for members in Oklahoma City and Tulsa.

The 2023 Convention will be held in conjunction with Bloomington Gold in Illinois in late May 2023. The 2024 Convention is scheduled for the Atlantic Coastal area.

We had good technical sessions during the convention. Joe Calcagno of RareCorvettes.com did a comprehensive analysis and walk through of steering column and worm gear problems in the C-1 cars. He did demonstrate that removal of the steering is possible without removing all of the parts. He brought in a cut-away C-1 front suspension to demonstrate rebuild and alignment. Be sure to take a copy of the **Mystery Alignment** with you to the alignment rack. *For Mystery Alignment (Caster & Camber) see pages 9-12.*

A second great session was on Fuel Injection by the Pollock Pines wizard of Rochester, Jim Lockwood. He has been a SACC member since 1997 from California, who continues to do Corvette Fuel Injection service, rebuild and performance research. He brought two 1960-1962 290 HP

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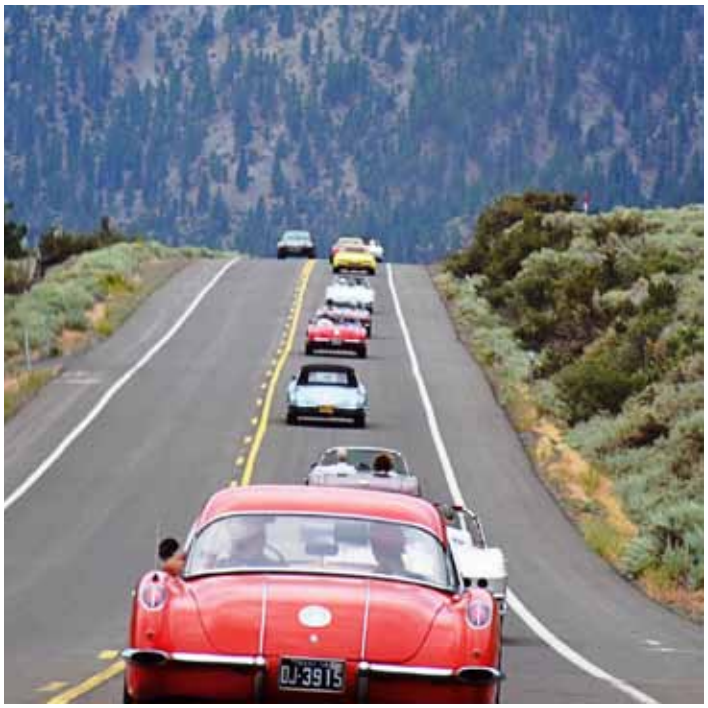
CONVENTION--continued from page 7

style FI units; 1 stock, 1 his "mule". His tips were: use a 160-degree thermostat, and leave the hood unlatched to facilitate engine cooling. There is no advantage to using racing fuel or aviation fuel over summer blend premium even with 10% ethanol. Keeping the fuel below its vaporizing temperature is the secret to drivability issues.



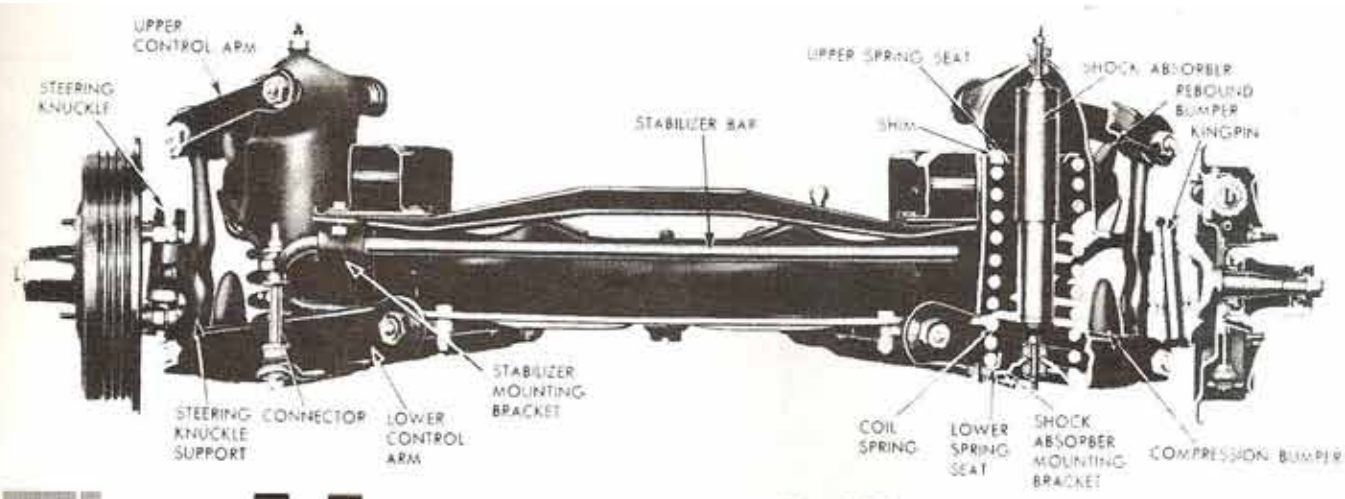
The spectacular 2022 scenic road tour route took us first to the town of Genoa, Nevada, Established in 1852 as a Mormon trading post for the California Trail. It is well preserved with interesting buildings and shops. The road tour went over the steep Kingsbury Grade to the top and down into the eastern shore of Lake Tahoe. Lunch was enjoyed overlooking the lake at 7,300 feet. The tour proceeded back down some twisty mountain roads back to Carson City. It was a beautiful day for the scenic drive and enjoyed by everyone. You can see the road tour start, it is available at: https://youtube.com/watch?v=9TjOhExQP2w&feature=share

Another activity many enjoyed was the steam train excursion on the V&T Railroad to Virginia City. The trip is about 24 miles and offers a great views of the Eastern slope of the Sierra Nevada and a chance to visit the richest square mile on earth, the Virginia City Mining District. Lots of shops and places to eat and great exercise excuse for attendees who like hiking up and down.

At the banquet Joe Calcagno received the Noland Adams Achievement Award for his contribution to the Corvette world in general. Ken Amrick and Ron Dill both received the first annual Max Brockhouse Award for their contributions to SACC.

Denise Iverson and Don Eckhart from our Red River Chapter received the award for Longest Distance Driving a C1 to the SACC Convention. Tom and Leslie Barnes received the award for Longest Distance Driving to the SACC Convention in some other vehicle

We saw many old friends and made some new ones. C-1 Corvette people are just fun to be around. Don't miss the next one!!! I won't!



The Mystery Alignment

How to Align Your Solid-Axle Corvette

By Richard F. Newton

Nobody gets their old solid-axle Corvette aligned. Hey, we don't even drive them that often. If we align them once a decade, it's a big deal. I decided to get four wheels on my '58 pointed in the proper direction for the first time in 20 years—no sense in ripping up all that BFG radial rubber I just installed. This was a major Corvette decision for me.

Then came the task of finding a guy who remembers how to align these cars. When my '58 left the St. Louis plant the average alignment mechanic was about 30 years old. They retired those guys about 15 years ago. No one has taken their place—at least no one with the knowledge of early-'50s Chevrolets.

This is no problem. I still have my contacts at one of the largest technical training schools in the United States, Lincoln Technical Institute. I know these people. I've worked with the people. The result? No one had a clue about how to set the camber and caster on my car. Six different highly-skilled people looked at my old Corvette and arrived at six different answers.

Some even resorted to the standard automotive repair shop cliché, "These were never made for caster and camber adjustment. People just didn't do it in those days." So much for state-of-the-art equipment and the latest technology.

Then someone remembered Fred. Fred was retiring in a few months, which meant there was a chance he'd remember cars that were built before the '60s. With 10 seconds of reflection he said, "Remove the grease fitting at the rear of the upper control arm and put a hex wrench into the void. There's an eccentric bolt inside there."

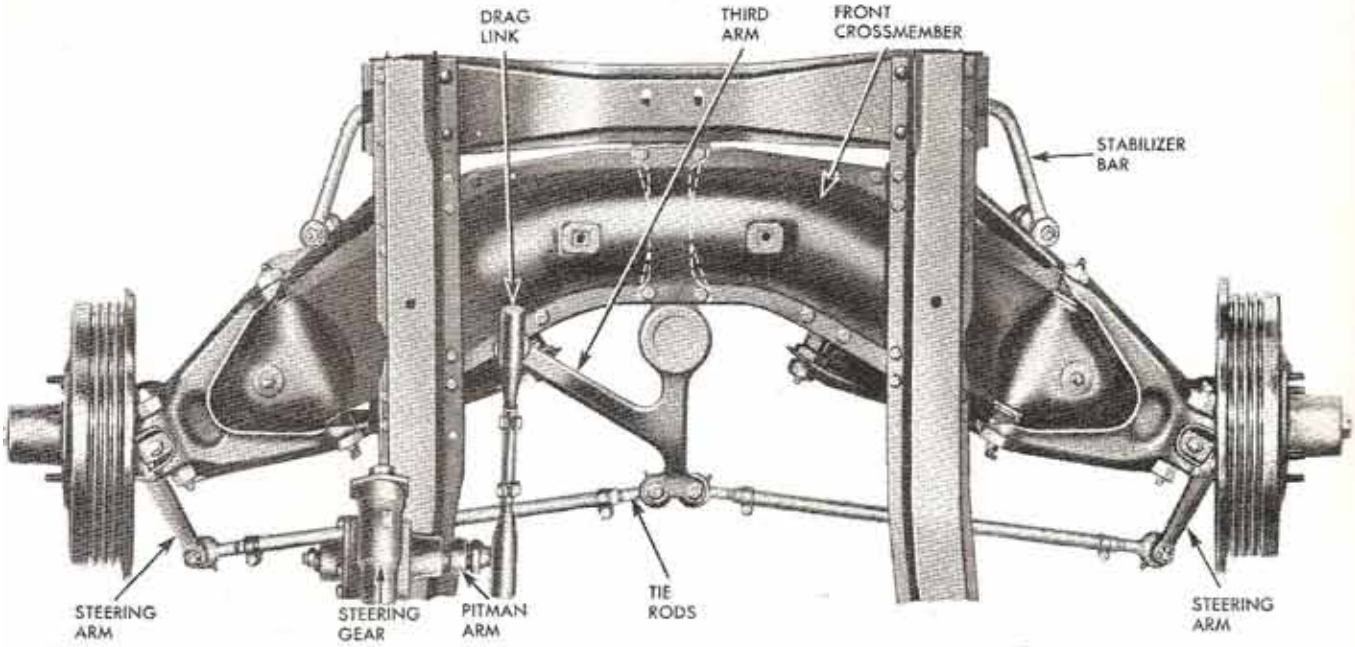
This caused a series of incredulous looks on

You're really looking at late-'40s technology here. This Corvette front suspension was taken right off a '53 Chevrolet sedan. These early Corvettes were designed before Chevrolet began using ball joints. The Corvette got ball joints 7 years after the sedans. We just kept going on with the old kingpin suspension.

ALIGNMENT--continued on page 10

ALIGNMENT--continued from page 9

THE MYSTERY ALIGNMENT

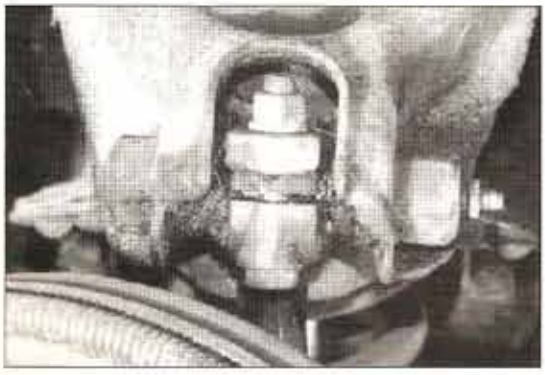


This is the tie rod end and is used for setting the toe on these early Corvettes. The tie rod end itself is a ball socket arrangement that should be checked for wear by having a friend turn the steering wheel while you watch for play in the joint. In order to adjust the toe on the car loosen the nut on the sleeve clamp and then turn the tie rod. Make sure you loosen the inner clamp as well when you do this. That one is a little harder to reach since it's actually under the middle of the car.

SOME SUGGESTED SETTINGS

STANDARD	TOURING	PERFORMANCE
Toe (total)	1/8 - 1/4 toe-in	0 - 1/8 toe-in0 - 1/8 toe-out
Caster	3/4 - 11/4 positive	11/4 11/2 positive
Camber	1/4 - 1/2 positive	0- 3/4 positive1/4 - 1/2 negative

Here we can see how the upper control arm works. It's a stamped steel pressing which is attached to the frame at the inboard side, while the outboard side attaches to the kingpin. Someday I intend to actually count the number of grease fittings on this car. Right now I just keep looking since there seem to be dozens of them. Hopefully, they've all been used, since we want everything well lubed and moving properly.



Here we can see both the clamping bolt that has to be loosened, or removed, as well as the grease fitting that must be removed. It might not be a bad idea to make sure all these bolts can be loosened before you go to the alignment shop. If anything needs replacement, it's a good idea to know well before your alignment appointment, that way you can order the necessary parts. Chances are the shop won't have parts for a '53 Chevy front suspension.

the faces of all those assembled. It also worked. In fact, the actual alignment took less time than it took to find Fred. The truth of the matter was that this alignment was really one of the easiest I've seen done in a long time—once we figured out how to actually perform it.

The C1 Corvette, or the Corvettes that have non-independent straight axles in the rear, use the front suspension from the '53 Chevrolet sedans. Remember, the first Corvette was really constructed from the parts bins of the standard Chevrolet. In 1955, Chevrolet changed everything in the product line except the Corvette. Hey, the C2, or the Sting Ray as we used to call

ALIGNMENT--continued on page 11

ALIGNMENT--continued from page 10

them, was on the way so why make unnecessary changes to the Corvette? GM also wasn't sure that this Corvette thing was going to work out real well and they didn't want to spend money putting ball joints on a car that might not make it.

This early-'50s or really-late-'40s technology, means you have to find an alignment guy that's worked on pre-'55 Chevrolets. Since there's not much chance of that you might have to take this article to the alignment shop with you. The actual alignment is easier than finding a guy who knows how to do it.

THE ALIGNMENT

The first step to a proper alignment is to make sure that your tires have the proper inflation and the wheel bearings are properly adjusted. If you fail to do this, no alignment technician in the world is going to get your Corvette properly aligned.

Since the average alignment shop works on a production basis, it's best that you check all of this yourself. The correct inflation pressure for these early Corvettes is 24 pounds at all corners. The shop manual also states that 36 pounds is appropriate for high-speed driving. The important thing is that it be even all around the car.

You can check the wheel bearings by jacking up the front of the car and checking for play in the wheel by wobbling it back and forth. Just make sure that you do it by having one hand on the top of the wheel and your other hand on the bottom of the wheel.

SETTING TOE

Setting the toe on these early Corvettes is simply a matter of adjusting the tire rod sleeve just like any regular car. You loosen the two clamps at either end of the tie rod and turn the sleeve to lengthen the distance between the two rod ends and you've got the toe setting down pat. In reality this part is just like the '63-82 Corvette. The only problems you might encounter is a rusted clamp. Most of these old Corvettes have either been restored, or had enough grease and oil covering them over the years, that they're easy to break loose. If you have any problems here be very careful and don't break anything.

Remember the rod and the clamps don't wear out, so severe rust is the only reason you might consider replacing them. You should have the alignment shop check the tie rod ends for wear. These are readily available since they're nothing more than early Chevrolet parts. Just make sure that you check both the inner and outer tie rod ends.

THE MYSTERY ALIGNMENT

SETTING CASTER

The caster and camber adjustments are unique. The upper control arm has an eccentric that moves 3/32 of an inch. First, you need to loosen the clamping bolt at the upper end of the steering knuckle. Then, remove the grease fitting that only Fred knew about. If you have trouble seeing all this, simply remove the front wheels. It's harder to visualize some of this than it is to actually do.

The next step is to loosen, or completely remove, the clamping bolt at the top of the king pin. Lastly, put your Allen wrench through the hole where the grease fitting previously lived. When you turn the pin with your Allen wrench you can watch the caster and camber turn on the computer screen. You are paying for a computerized alignment, aren't you? The eccentric bolt should move easily.

This turning of the eccentric will have a greater effect on the caster than it will on the camber, even though they'll both change together. The eccentric allows for a slight change in caster and a full range of camber adjustment.

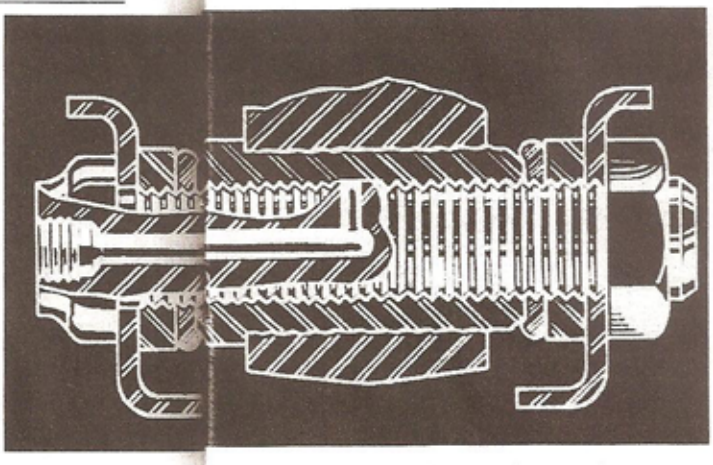
The idea is to turn the pivot pin until you get the proper caster setting, then move it less than a half turn to get the camber correct. Which direction will depend on the position of the eccentric.

It should come within specification after a couple of trial attempts. The real trick is to get the caster correct while also getting the correct camber. It only took us two or three turns on each side to get it correct.

THE SPECIFICATIONS

There's very little reason to deviate from the original factory settings. You generally don't drive these old Corvettes fast enough to have any effect. Just in case you want some suggestions, I've spent some time over the years talking to Dick Guldstrand about possible variations.

This is a drawing of the eccentric bolt.



Guldstrand believes the original settings are fine if you do very little high-speed driving. He's also offered some suggestions should your driving become a little more aggressive. Keep in mind that these alternate settings will help you go faster, but they may shorten the life of your tires—for most of us that means that we might have to buy tires once every 5 years rather than once a decade.

These performance setting may be a little difficult to achieve for the normal alignment shop, as they often involve heating the spindles. If you're that serious, simply ship your car to Guldstrand's shop. For the rest of us, it's a big improvement if our Corvette simply goes down the road in a straight line.

Once you've removed the grease fitting, you can insert the hex wrench, or Allen wrench if you prefer, into the void and begin to turn the wrench. It'll take a little practice, and a few movements back and forth to get everything correct but this is no big deal. Actually, it's a lot easier to turn the eccentric than it is to add all the shims that we're accustomed to. It sort of makes you wonder if the system introduced in 1963 was a real improvement.

ALIGNMENT--continued on page 12

ALIGNMENT--continued from page 11

This fourth page of the Mystery Alignment is Bill Huffman's addition. An average of all the different specs he found, translated to decimal numbers instead of fractions so the computerized rack mechanic wouldn't have to mis-calculate it. His two cars were both set on the rack computer to exactly the settings in green on the bottom row. It works for both bias-ply & radial tires.

1953-1962 Corvette Front End Alignment Specifications

	Caster	Camber	King pin aligmt.	Toe In
Pass. Car Shop Shop Manual RS-34-SM	0◦ to 1.0◦ positive +1/2◦ ± 1/2◦	0◦ to 1.0◦ positive +1/2◦ ± 1/2◦	3 1/2◦ to 4 1/2◦ positive 4◦ ± 1/2◦	3/16" to 5/16" 1/4" ± 1/16"
Corvette Shop Manual ST-12	1 1/2◦ to 2 1/2◦ positive +2◦ ± 1/2	0◦ to 1.0◦ positive +1/2◦ ± 1/2◦	3 1/2◦ to 4 1/2◦ positive 3 1/2◦ to 4 1/2◦	1/16" to 1/8"
The Mystery Alignment - Touring	3/4◦ to 1 1/4◦ positive	1/4◦ to 1/2◦ positive	No Spec.	1/8" to 1/4"
The Mystery Alignment- Performance	1 1/4◦ to 1 1/2◦ positive	+3/4 to –1/2	No Spec.	0 ± 1/8" in/out
Spec Averages	**7/8◦ to 1 9/16◦ positive**	**1/4◦ to 1/2◦ positive**	**3 1/2◦ to 4 1/2◦ positive**	**1/16" to 3/16"**
My Alignments	**1 ◦ positive**	**3/8◦ positive**	**4 ◦ positive**	**3/16"**

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

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

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Red River Chapter SACC Meeting & Garage Tour!

Central Region Rep Don Brittin, Secretary/ Treasurer JoAnn Brumit and President Dennis Conte

We held our annual business meeting on Sunday, November 13, 2023 at Lee and JoAnn Brumit's garage in Garland, TX. Lee and his crew uncovered the car collection stored there for us to look at. Ed Atchley also had his newly finished, beautiful customized Razzle Berry Red 1965 Corvette Coupe there for us to inspect.

SACC Central Region Rep, Don Brittin, was there to tell us about upcoming plans for the national organization and the 2023 National Convention at Bloomington Gold May 31-June 4, 2023. See page 5 for 2023 Convention details. He also reported on our Chapter display during the NCRS Texas Regional Meet in Frisco, Texas.

Don Eckhart reported on the 2022 National Convention that was in Carson City, NV. He and Denise won the "Longest Distance Award" for driving their 1959 from here to Nevada (5500 mi. round trip). See page 7 for details.

We welcomed new member John Totter, who drove his Black & Silver 1959 for us to see.

Tom Jackson and Diego Silva gave a presentation on the automotive services Corvette Correct provides there at that facility. Thanks to them and the Brumits for the hospitality.

Our speakers, Diego Silva and Tom Jackson of Corvette Correct visit with Walter Adams

John McIlvoy's 57, Dennis Conte's 61 and new member John Totter's 59

Don Eckhart looks like he's in heaven surrounded by all the Vettes.

Just one corner of Brumit's garage!!!

Toys for Tots Christmas Toy Drive & Corvette Cruise

Red River Solid Axle Chapter had a Toy Drive and Cruise on Sunday December 4. We met in downtown Denton, TX. President Dennis Conte led us on a backroads scenic cruise to Isabella Village in Savannah, TX to drop off our toy donations.

It was a great way to go to Savannah, which is east of Denton. The dreaded US 380 is really torn up and busy, but the back road was fun to drive and really quiet on Sunday afternoon.

The home owners at Isabella Village were waiting for us to add to their collection of toy donations when we arrived. They all enjoyed looking at the old Corvettes.

Participating were Dennis Conte, George Reilly, Don Eckhart, Denise Iverson & Nilla, Bill & Diane Preston, Brad & Stefanie Sammis and Tom Hubbert.

Dennis Conte's 1961 and Don Eckhart's 1958

Brad & Stefanie Sammis' 1966 and Tom Hubbert's 1962

Tom Hubert's 1962

Nilla, the puppy, gets all the attention, not Don Eckhart's 1958

Fueled by Frustration:

Fixing a Faulty Fuel Guage

The white wire in this fuel gauge grounds the sender body directly to the frame.

The fuel gauge is one of an automobile's most important instruments. An accurate gauge helps keep us from running out of fuel, or at least indicates when more is needed. However, some believe that cars generate gas or that someone else will fill the tank. Does that sound familiar?

Faulty fuel gauges are a common problem in collector cars. Sometimes this is due to sitting in an unfavorable environment, and sometimes it is due to old age; everything wears out sooner or later. And, it is a sensitive instrument. But, it is simple to test and most problems are easy to fix. My experience with fuel gauges has been primarily with General Motors cars, but much of what follows is generally applicable to many others.

The fuel gauge is composed of two components: a sender in the tank and a gauge on the instrument panel. The sender consists of a float on an arm that varies the resistance the sender applies to the circuit with gauge. GM cars from the 1930s to the 1960s operate on a 30 ohm scale. At zero ohms in the sender, the float is on the bottom of the tank and the gauge should read empty. At 30 ohms, the float is at the top of its travel and the gauge should read full. The sender must be grounded to operate properly. The lack of a good ground is often the reason the gauge does not work properly.

Gauge Reads Full At All Times

If the fuel gauge reads full at all times, the probable causes are:

- The wire between the sender and gauge is broken and/or the connections are not good.
- The resistance wire in the sender is broken.
- The sender is not grounded and/or the tank is not grounded to the chassis.

To determine what is causing the problem:

- Remove the wire from the terminal on the sender and ground it to the chassis. If the gauge now reads empty, the sender is not grounded or the sender is bad.
- Ground a test lead and touch it to the sending unit terminal on the back of the dash gauge (it is often marked with a red paper tag). If the gauge now reads empty, the wire between the sender and gauge is broken, or there is a poor connection at the gauge.
- Remove the sender from the tank and connect one lead of an ohmmeter to the sender terminal and the other lead to the sender housing. Then, move the float arm and observe the resistance as the float arm is moved; it should vary from 0 to 30 ohms.

If the foregoing tests do not identify the problem, then the dash gauge is bad and it must be rebuilt.

Gauge Reads Empty At All Times

If the fuel gauge reads empty at all times, the probable causes are:

- The wire between the sender and gauge is shorted to ground.
- The sending unit is shorted internally.
- The float has a hole and no longer floats.

To determine what is causing the problem:

- Remove the wire from the contact stud on the sender. If the gauge now reads full, the sender is faulty.
- Disconnect the wire from sender terminal at the dash gauge. If the gauge now reads full, the wire between the sender and gauge is shorted to ground.

Repairs

Repairing faulty wires or connections is straight forward. To ensure a good ground, I always install a short wire from the sender to the frame (note the white wire in Photo).

If the sender is replaced with a new unit or an aftermarket replacement, it is advisable to check that it performs correctly before putting it in the tank. Use the test procedure described earlier.

If the dash gauge needs repair, this work should be done by those who specialize in instrument repairs; many offer this service.

Oklahoma NCRS Spring Meet

Judging-Saturday, April 29 at 9:00 am

Larry Witt's building, 4100 W. Lakeview, Stillwater, OK.

Any NCRS judges who want to come and judge would be appreciated, or just come up and see what we do. We will put the cars inside Friday afternoon or evening and possibly go to dinner, if anyone that is there is interested. We will be judging Larry Witt's 1958 and Don Brittin's 1960. The info will be in the next Oklahoma Chapter Newsletter and online for NCRS registration sometime in February.

For info contact Gene Holtz, Judging Chairman: blue65L84@aol.com or (405) 317-3919

ROCKIN' BILLY BASH

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Tulsa, Oklahoma
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VIP Parking/Drive In/Cruise In on the show grounds

For just $30, your car and driver will have full access to not only the outdoor show, but the indoor show as well all weekend. Plus first 200 will also receive a free CCC t-shirt and decal.

Over the past 60 years, Darryl Starbird has been producing indoor car shows across the country. As the torch has been passed to two of his children, the new producers have decided to mix things up and try a new element – an outdoor event. If showing your car indoors for the weekend isn't your bag, and would rather drive-in for a few hours and show off your altered ride, the Cool Car Corral cruise-in is just the ticket.

For just $40, you and your car will have full access to not only the outdoor show but the indoor as well. You will also receive a free CCC t-shirt and decal (for the first 200 entries)! So bring out your car and your favorite tailgate necessities and participate in the annual Cool Car Corral cruise in party!

Info on all the aspects of the Starbird Show:

www.starbirdcarshows.com


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31st Annual Corvette Expo - Show 'n Shine Registration Form

Chisholm Trail Expo Center, 111 W. Purdue Ave., Enid, OK 73701

Entry Fee: Show - $40 refundable if show cancelled

Registration Noon to 9 p.m. Friday 3/31/23 - 7:30 to 9:30 a.m. Saturday 4/1/23

Free dinner for all registrants Friday evening - Time 6:00PM

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Class Entered (Circle one below)					
C1	C2	C3	C4	C5	
C6N (Stingray)			C6W (Grand Sport, Z06, ZR1)		
C7N (Stingray)			C7W (Grand Sport, Z06, ZR1)		
C8N (Original)			C8W (Z06)		
Modified			Custom		

Car Year _____ Body (Circle One) **Coupe** **Convert** Ext. Color _____

Host Club cars NOT included in participant class judging

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Send completed registration form and payment payable to Corvettes of Enid

Mail to Dick Yuhnke; 5701 Pheasant Run Dr., Enid, OK 73703

QUESTIONS?? : Send email to dickyuhnke@att.net or call 714-357-7025

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 am switching to 205 or 215 radial tires and would like to know what alignment specs I should go by.
Answer from Chip Werstein, SoCal Chapter Advisor: Use the factory alignment specs for your car on both bias ply and radial tires. I like 215-75-R15 tires on the stock 5" rims. Coker makes wide whites that size in both BF Goodrich and Coker brand. No major manufacturer makes that size today except in an SUV tire. I recently replaced the tires on my 62 and ended up buying 205-75-R15 Goodrich TA Radials and turned the letters in. They were $100 each vs $260 each from Coker. I don't like the size as well because they are about 1.5 inches shorter than the original 670-15's and makes my 3.55 gear feel like 4.11's. But they look good.

Question: Could you tell me the GM part # that is stamped on the 1962 rear shocks. I am getting part # 3197611. Is this correct?
Answer from Chip Werstein, SoCal Advisor: Original 1962 standard equipment shocks have a stamped part number and date code They are painted gloss black and have smooth bodies....not spiral. Fronts #5552976 and rears #555593. An example date code wood be 4 D 62 which indicates 4th week April, 1962.

Question: I am in the process redoing the 4 speed shifter on my 1961 Vette. Can you help me find a diagram of the shifter?
Answer from Larry Pearson, SoCal Chapter Advisor: I could not find a blow-up illustration showing exactly how all the parts in the shifter go together. My illustrated 1972 Chevrolet Corvette parts book sold all the pieces that made it up, but did not show an exploded view of all the pieces and how they go together. It showed arrows pointing to the pieces in a completely assembled shifter. If you take yours apart, take digital pictures of the pieces coming out so you can get them back in the correct order and orientation. There is no need to take it apart unless you have to. You can lubricate it from to top with 30W engine oil. Nobody services all the pieces that make up the shifter body, but Corvette Central sells a complete shifter, less rods, for about $400. If you can find the source of the reproduction shifter, maybe you can buy individual pieces. The "T" reverse lockout handle assembly with spring is sold separately by Corvette Central.

Corvette Central services the rods that connect to the transmission shifting levers and the anti-rattle spring that connects a small stud sticking out the side of the shifter arm to a small bracket secured to the center bolt on the bottom plate that the ball on the bottom of the shifter rod slides in. One of the problems with this shifter design is shifter "buzz" caused by driveline vibrations and slop caused by wear or missing pieces in the shifter assembly. To minimize this "buzz", make sure everything is tight and all the anti-rattle devices are in place.

Each of the three shifter rods is secured to its shifter lever with a special spring clip, not a cotter key. Each shifter rod connects to the transmission levers with a forked end that is secured with a clevis pin and cotter key, and a spring steel "wave washer" in the middle to eliminate rattles at this point.

A big source of shifter "buzz" comes from wear on the sides of the pivot ball machined on the botton end of the shifter rod. This ball slides back and forth in a sheet metal channel. With use, wear develops flat spots on the sides of this ball and this creates side-to-side slop that is a serious source of shifter "buzz". To take up the wear, I have tried heat shrink tubing on the ball, but it quickly wears out and the noise comes back. I have found success in carefully bending the sheet metal channel inward to take up the wear, and this works great. Pack grease in the slot to minimize future wear.

Excessive driveline vibrations will cause the shifter to become noisy no matter what you do to the shifter. A possible source is an out of balance pressure plate, excessively worn transmission rear ball bearing, worn out engine mounts, or an out of balance driveshaft. Put your hand on the shifter in 4th gear at speed, and if you feel a strong vibration, you need to find the source and fix it. I have three C1's with original shifters and all the anti-rattle devices are in place and they shift the transmission prefectly and the shifters are totally quiet at all speeds.

The procedure to adjust the length of the three shifter rods going from the shifter to the transmission shifting levers is only found in the passenger car shop manuals. If you own a 1961 Corvette, you should own the 1961 Chevrolet Passenger Car Shop Manual, publication number S&M 32. The Chevrolet passenger cars with 4-speed

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transmissions used the same basic shifter as Corvette, except with a much longer shifter rod in the car. The adjustment procedure is found on page 12-29. It shows a linkage gauge block which, when installed on the top of the shifter, holds the shifter mechanism in neutral so you can work under the car and adjust the length of the shifter rods to the transmission shifting levers. Dimensions are given and you can make this gauge block up yourself. I always make these adjustments with the transmission out of the car and you can easily make the adjustments without the need for the gauge block. Once the adjustments are properly made, there is no need to re-adjust them in the future.

Question: The rebound strap is missing on my 1961 Corvette. I am totally renovating this car. What are the advantages of the rebound strap? Also where can I find a diagram to properly reinstall this strap?

Answer from Larry Pearson, SoCal Chapter Advisor: From your standpoint, the most important purpose of the straps is to protect the rear shock absorbers from being damaged should the car's rear wheels leave the ground, when going over a large bump at speed. In this situation, with the straps gone or broken, the rear shock absorbers become hyper-extend and can actually break from the force of the rear axle's weight and inertia suddenly trying to extend them to beyond full length.

If the shock absorbers become broken, then the rear axle could drop far enough to cause the driveshaft yoke to disengage from the rear of the transmission! This situation is a very real possibility for C1 cars using Muncie transmissions and the short yokes available with the fine splines they require. The straps are actually shorter than they need to be to only protect the rear shock absorbers from damage, and I suspect that limiting rear axle drop on the inside wheel during hard cornering may give some advantage to the car's handling.

These straps were used on all C1 Corvettes, and varied in length over the years. By 1962 they were the longest at 29.5 inches. The earlier years were as much as two inches shorter. When you figure that the strap forms a loop, down and then back up, the difference over the years only amounts to one inch from the frame to the bottom of the axle housing. What were they trying to prove? I have never seen this done on sedans.

As far as installing them, there are two loops welded on the bottom of each side of the car's frame. If they are gone on your car, you will have to make something up. This part is no longer serviced. The ends of each fabric strap loop over these and attach together using two steel rivets and two small rectangular steel reinforcement plates. Corvette Central illustrates how this is done in their catalog. They sell the straps and the plates and the rivets.

NCRS demands that the steel rivets be used or you lose points, but how do you properly compress steel rivets in this location up in the air? I am told that special tools are available to compress the steel rivets, but I don't think that you need to go to all this trouble to make NCRS happy.

Chevrolet on page 4-5 of their official C1 Corvette shop manual, Corvette Servicing Guide, recommends that you use 1/4 inch bolts and nuts to replace the steel rivets once you drill them out. Apparently you have nothing at all to remove. I suggest that you use the bolts. You can easily do this installation yourself.

Question: I have a 59 Corvette and understand that a fused wire should be added in at least one area, to the black 12 gauge wire at the solenoid. If so, should the fused wire be 14 gauge? Is fused wire recommended at any other spots and are there other electrical changes recommended to protect the wiring and car?

Answer from Larry Pearson, SoCal Chapter Advisor: First of all, purchase a copy of Chevrolet's "official" shop manual for all C1's: Corvette Servicing Guide, publication # ST-12. Copies of this are available from all Corvette parts suppliers. The schematic for the 1959 Corvette is found on page 12-13. The main power feed for all the car's electrical systems (except the power top motor) is a black 12 gauge stranded wire that comes off the large battery terminal on the starter solenoid. This wire is not fused and goes directly to one lug of the ammeter gauge. The other terminal of the ammeter feeds the electrical systems in the car. None of the wiring in a C1 is "fused" wire, whatever that is supposed to be. All circuits needing to be fused are located in the car's fuse box located on the firewall on the driver's side. Several circuits use a circuit breaker that automatically resets itself after the fault is corrected: headlights (part of the headlight switch), power windows (located next to the windshield wiper motor), Power top motor, and windshield wiper motor (built in).

Question: I need to replace the hub bolts on my C-1, #100 rear hub. GM parts catalog, Group 5.12, shows two numbers: 53-60 (1st design) # 3829376
60-65 (2nd design) # 3980406
Would the dimensions matter with stock wheels ?

Answer from Chip Werstein, SoCal Chapter Advisor: I doubt there is any physical difference between the 2 studs you listed. Why not simply measure the length of the studs currently in your car and replace them with new studs from your local parts store?

Question: I have been chasing a rattle noise on our 1960 and think I found it. It appears that the first 2 bolts on the front side of the exhaust manifold are missing (on the driver side).Not one but two!

One of these bolts grab a small bracket that holds the shield that protects the spark plug wires. This shield is rattling at certain RPM. Some research shows that these are grade 8. Does anyone know the proper size and if a washer is used? Can I get them at a good hardware store?

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TECH-Continued from Page 20
Any dressing on the threads to prevent loosening? It is a 283 single 4. I had the car in for some work in the spring and am not sure if they forgot to put them back or did not tighten them properly.

Answer from Chip Werstein, SoCal Chapter Advisor: The bolts are not grade 8 and do not use thread sealer. The bolt heads have two circles on them. One inside the other. There are 2 spacer washers used on each side of the motor to space the shielding "L" bracket away from the manifold. You can buy all this stuff from Paragon or Corvette Central and while you are at it you should order a 1960 assembly manual. It will show you detailed drawings of the shielding as well as every other aspect of the car.

Question: Changing rear shocks on a 1961 Corvette. How do I find access to the upper shock mount nut to remove it?

Answer from Chip Werstein, SoCal Capter Advisor: The upper mounting nut on a C-1 rear shock can sometimes be challenging to remove. You can access it only from the bottom of the car on a 61. It is located on a bracket welded to the cross member over the rear axle. Soak it in penetrating oil. Disconnect the lower shock mount. While holding the nut with a wrench grasp the upper body of the shock and attempt to unscrew it from the nut. This method works great on a S. Calif car, but if the nuts are rusted to the shock stud your only choice my be to break it off or burn it off.

Question: I have a 1958 Corvette I have been driving for 35 years. Beginning of this summer I was on the highway going 60 mph on the right lane and suddenly hit the brakes and found myself on the left lane. The car stopped but instantly pulled me to the left lane.

Since then I changed the wheel cylinders, brake adjusters and left everything else on because all of the springs. The shoes are in good condition and I adjusted the brakes to the equal drag on both sides. But I still have the same trouble as soon as I apply the brakes at high speed it pulls to the left. Would anyone have an idea what's going on ?

Answer from Ken Amrick, Editor of SACC magazine, On Solid Ground: There could be numerous reasons why the brakes are pulling to one side, and you already eliminated a few of them. I saw this same problem recently on a 1964 Corvette. It pulled strongly to the left when braking and the owner already tried all the typical causes. With both front wheels raised enough to spin the wheels by hand, have someone apply light pressure to the brakes. If one wheel is easier to spin than the other, brake fluid may be flowing into the wheel cylinders at an uneven rate. I removed the brake hose on the right side and tried blowing through it. I was surprised to find it was so restricted I couldn't blow air through it. I replaced both brake hoses, and flushed out the old hydraulic fluid. Now it stops nice and smooth again.

Question: I'm in the process of converting my base engine, single 4 barrel, 57 vette, to a 579E engine, injected with a 4520 system. To complete the process, I need to install the crossed flags and FI badges on each of fender coves and the trunk. Do you know of a source to obtain the dimension to properly mount/locate these emblems?

Answer from Doug Prince, SoCal Chapter Advisor: You want to convert your base motor Corvette to a 579E Air Box Corvette which is going to be a very tall order and quite expensive to pull off. The air box itself is practically nonexistent, you will need a 908 distributor for the tach drive, a 7014520 fuel injection with serial numbers that begin with a "2" and not a "1" as per Ken Kayser fuel injection book, a correctly dated 57 cast iron four speed transmission which are quite rare and very expensive.

The voltage regulator will have to be moved to the passenger side inner fender because of the interference of the air box. The 579E air cleaner adaptor is a special piece and will have to be hand made up and attached to the rear brake cold air hose. Like I said "this is a really tall order" and will require the expertise and talents of somebody that knows what they are doing. Real 579E Corvettes also came with RPO 686 Big Brakes. Only 51 579E Corvettes are known to have been produced. The flags and placement are the easy part. Best of luck with this project.

Question: I have a 1962 Corvette which just started leaking at the center of the rear. It appears not to be the pinion seal, but rather the mating surface from the carrier to the differential body. Is this common, any easy fix, or what is the procedure for diagnosis and repair?

Answer from Chip Werstein, SoCal Chapter Advisor: Pretty much everything 50+ years old will leak somewhere so I don't think this is an uncommon problem. I suggest the following.

1. Check the differential filler plug making sure it is tight and not leaking from that area. (Note there is no drain plug on a 62)
2. Tighten the 10 nuts which retain the differential to the housing.
3. If neither of these solve the leak you will need to remove the differential from the housing and replace the diff to housing gasket. This involves draining the rear end, pulling the rear axles, removing the 10 nuts, removing the differential, cleaning the mating surfaces and reassembly. This is also a good time to check your rear axle seals and rear brakes for any issues.

Answer from Mike McCloskey, SoCal Chap. Advisor: Two hour project. Remove rear tires, brake drums and the 4 bolts retaining each rear axle to the backing plates. Pull each one out about 3 inches. Remove 10 housing nuts. Catch old lube. Buy axle gaskets and 10 bolt housing gasket and lube. Remove rear u-joint u bolts. Clean all old gasket surfaces. Use a good sealer when going back together. Add lube until level with fill hole. Good time to change pinion seal too. Use jack stands. You can do it.