



January 2020

# Straight Talk

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

**Saturday,  
January 25**

**starting  
at 10:00 A.M.**

**Lunch provided by the club.**

*Even if you don't intend to replace the windshield on your Vette (and we hope you don't), come pick up some tips and enjoy hanging out with C-1 owners and have lunch.*

*Our Tech Sessions always end up being "OPEN" discussions among our very knowledgeable owners.*

*You are welcome to drive your C-1, but don't feel obligated to do so.*

**Solid Axle  
Tech Session**

## Replacing a Windshield in a 1958 Corvette

or any other Solid Axle

## Corvette

Located at:

**John & Loudeene  
Spencer's Garage**

**404 Carriage Trail**

**Wylie, TX**

**(972) 429-6000**

**Directions to Spencer's House:**

From US 75 go west 6.2 mi on Bethany Dr,  
which becomes Lucas Rd.

Keep right onto Southview Dr. go 1.4 mi

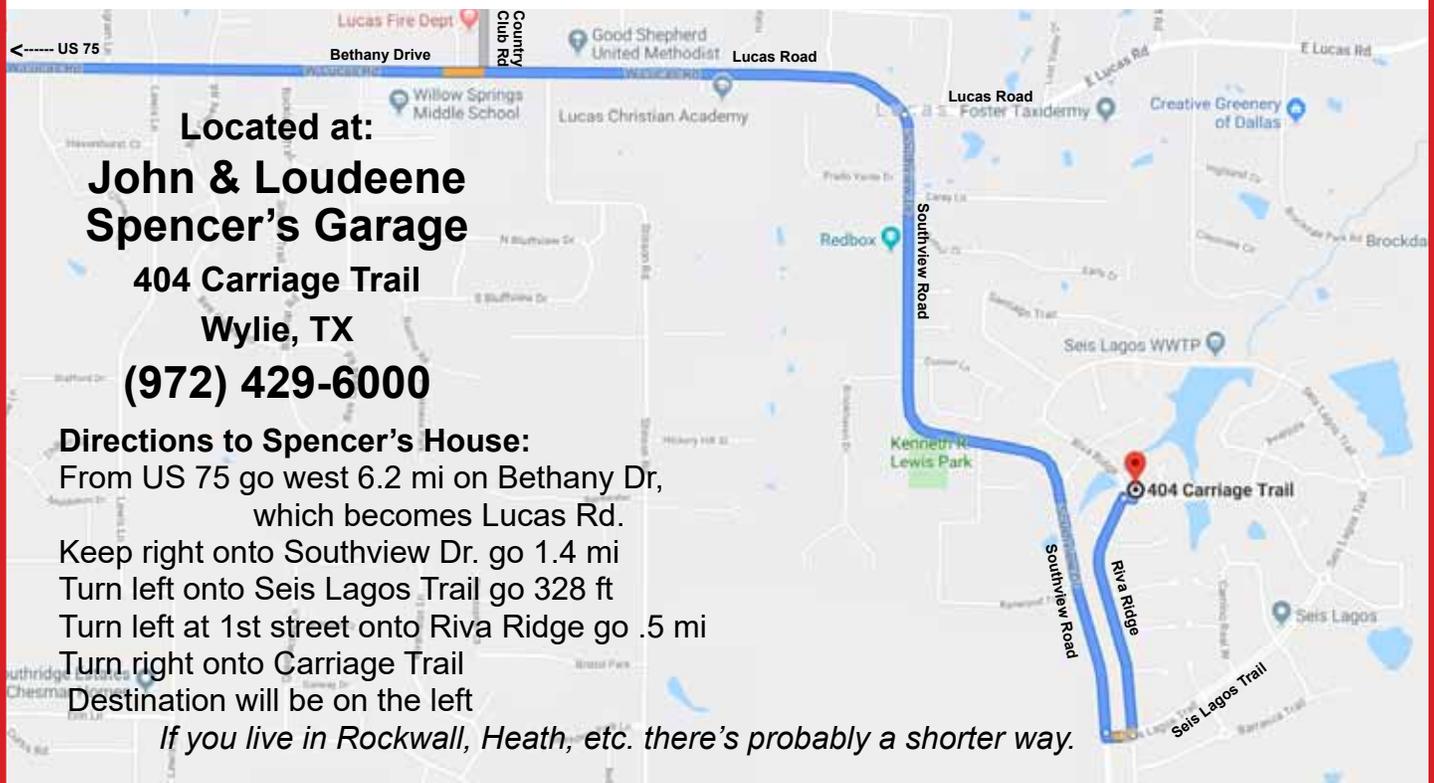
Turn left onto Seis Lagos Trail go 328 ft

Turn left at 1st street onto Riva Ridge go .5 mi

Turn right onto Carriage Trail

Destination will be on the left

*If you live in Rockwall, Heath, etc. there's probably a shorter way.*



# New Members

**Jim & Kathleen Pagana**  
Wylie, TX  
Maroon 1962



**Franklin Casey**  
Dallas, TX



**Patricia & Jerry McCulley**  
Livingston, TX  
Turquoise/White 1960



**Kenneth Harding**  
Glen Rose, TX  
Red/White 1959



**John McIlvoy**  
Murphy, TX  
Black/Silver 1957 FI



**Ron & Janice Seidel**  
Dallas, TX  
Famine White 1962



**March 13 - 15, 2020**  
Texas Motor Speedway  
Fort Worth, TX

# President's Message

## Welcome to a brand new decade...2020!

Thanks to all of you who turned out for our Annual Chapter Meeting. It was fantastic that we had 48 people show up at Lee and JoAnn Brumit's garage that day. They were gracious hosts and we appreciate all the time and effort they put into having us there.

One of the items discussed at the Annual Meeting was the 2022 SACC National Convention. It will return to the Central Region and our Chapter has first right of refusal for hosting it. We had a lot of members offer to help, if our Chapter hosts it.

Recovery from my recent heart surgery brought me to a stark realization, that Diane and I cannot handle the task of putting on the Convention in 2022.

If anyone in our Chapter wants to pursue planning the Convention, we can hook you up with the National officers and information from the Detroit Convention. Contact me if you want to chair and plan this event. Otherwise one of the other Chapters in the Central Region will host the 2022 Convention. This decision will not be made until after the 2020 Convention at Corvettes at Carlisle in August.

I am looking forward to going to the 2020 Convention, since I missed the last one. We may fly or we may drive the 57 Corvette, but either way I know we'll have a great time. I hope you all will plan to go too.

*"Save the Wave",*  
*Bill Preston*  
President, SACC, Red River Chapter  
405-412-0502

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

**Officers:** Bill Preston – President cell 405-412-0502  
Verle Randolph – Vice President  
JoAnn Brumit – Secretary/Treasurer cell 214-676-2265  
Diane Preston -- Editor cell 405-615-3856

## --Renewal Notice-- Dues Were Due December 1st

National and Chapter Memberships  
Expired December 31, 2019

(unless you've paid for multiple years)

Red River Chapter collects chapter dues of \$15 plus National SACC dues of \$45 = \$60  
We then forward all National dues and have record that all our members are also National members. If you pay now, we can forward your National dues before they send you a notice.

If you have paid your own National dues, please let us know, so we can record it.

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



**Central Arkansas Hot Springs**

**CORVETTE**  
**22<sup>nd</sup> ANNUAL WEEKEND**

**April 16, 17, 18, 2020**

**HOT SPRINGS CONVENTION CENTER  
HOT SPRINGS NATIONAL PARK**

**On-Line Registration Opens Jan. 2, 2020**

Full Info at: [www.centralarkcc.com](http://www.centralarkcc.com)

**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](mailto:cdiane1957@aol.com)

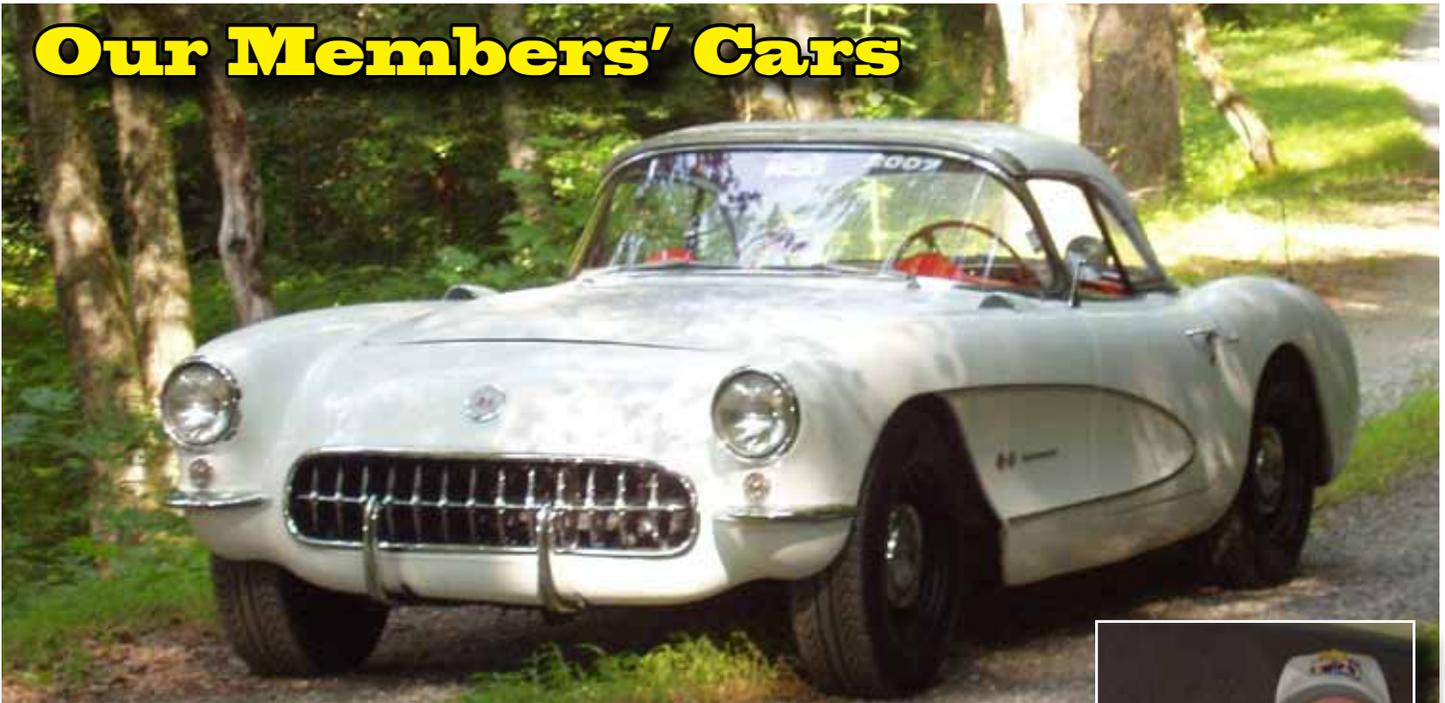
**Chapter Mailing Address:**

Bill Preston, 1124 Lopo Rd., Flower Mound, TX 75028

**Dues:** Chapter and National membership year is Jan. 1 to Dec. 31. Chapter dues are \$15.00 and national are \$45.00 calendar 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: JoAnn Brumit, KARLEE KLASSIC AUTOS, 3701 Marquis Dr., Suite 101, Garland, Texas 75042. Make payable to SACC.

# Our Members' Cars



by Verle Randolph

My infatuation with Corvettes came early. I grew up in a small town in south central Missouri where we never saw Corvettes. I read about them in car magazines and thought they were the most wonderful cars made.

One Saturday afternoon, when I was sixteen years old, I was driving my dad's 1953 Chevrolet pickup around the town square, when I saw something different. I went around the square again and verified there was a CORVETTE parked there. I found a place to park and ran to look at a red Corvette with beige cove and red interior. It was the most beautiful car I had ever seen. I didn't know if it was a 56 or 57, but I didn't care. I hung around drooling on the car until the owner came. Then I pestered him with questions until he finally said he had to go. It had TWO FOUR-BARREL CARBURETORS! He was from Springfield, Missouri, about 100 miles away.

I didn't see another Corvette until several years later, 1,700 miles away in Anaheim, CA. I joined the Marine Corps out of high school and spent four years of (sometimes) high adventure. That is how I came to be in Southern California. Corvettes were fairly common there but I never grew tired of looking.

More years pass, I went to college, got married, bought a house and bought a new car--a Corvette. I ordered a 69 Vette in late June of 1968 I took delivery in November 1968 and kept the car for 31 years.

I still loved the 1957's. Once I had passed up buying a 57 for \$100 in 1962. I was in Miami, FL, had very little money, no place to put the car and it had some minor problems. It was a bare fiberglass shell on a rolling chassis. I mean a shell, there was nothing else.

## White 1957 Verl & Beth Randolph Tulsa OK



Over the years I acquired other Corvettes--a 65 small block convertible with side pipes, a 94 red/red ZR1 and enjoyed them all.

About 1995, the kids are out of the house and my wife was evidently tired of me talking about a 57. So one day she said, "If you are ever going to get a 57 you better get one before you are too old." I started looking that day. I made a list of what I wanted and preferred. Color, engine, transmission, etc. I lived in Tulsa and started there. (There are lots of Corvettes in Tulsa.) I found about twenty 56 and 57 Corvettes around Tulsa and looked at most of them. Many were not for sale, a number were junk with high asking prices. Nice cars were sky high, so I expanded my search.

I preferred a later 57 with Artic Blue paint and Red interior. I was not looking for the perfect, all original car, I wanted a driver. I had an engine and four speed to install, so I really didn't care if it had an engine.

I looked coast to coast and border to border, traveling to look at some. Many wasted miles, misrepresented conditions and other failures.

In September 2000 I found a car about 100 miles away. A professor at a state university retired and was selling off things in preparation to move. One of

RANDOLPH--Continued on page 5



Verle & Beth at Rocky Mountain National Park

RANDOLPH--Continued from page 4

the items was a 57 Corvette, a complete running, driving 57 Corvette. White with red interior and both tops. I immediately called and made an appointment at his earliest convenience, the next day.

My wife and I drove down to look at the car and quickly decided it met our requirements and the asking price was within reason. Since I was looking for a driver, I did not check numbers except to verify the VIN on the title matched what was on the car. We started back home and after talking about it my wife said, "You better buy that car". I called the professor and discussed price, reaching an agreeable number. so I told him I would be back the next day to get it.

I towed a trailer down to haul it home on a Sunday in early September of 2000. An old car in unknown condition, so I decided discretion was the better part of valor and towed it. When we got it home and in the garage I started look closer. It had Fuel Injection emblems, but had a Holley four barrel carburetor and aluminum intake. The car ran very well. It had solid lifters, but in an old car that didn't mean much. I researched the VIN number and came up with nothing but the build date was last day of production.

I started looking at numbers and things started getting very interesting. The block casting number and date fit, the build code on the stamp pad was for a 1957 Corvette Fuel Injection. The heads were correct, the bellhousing, the transmission, the 4.11 positrac third member all matched. Many other engine items were correct for a 57 Corvette. It turned out the car was actually very original with most of the hard to find part on the car.

The professor was not a car guy, member of no car clubs, mostly unknown to the Corvette community, because he never went to car shows and cruise nights. So I'm convinced he did little to the car. He owned it for about 25 years and estimated he may have driven it 1,000 miles in that time. He bought the car from an Army Captain at Fort Sill, OK about 1975. The Captain had the car painted in the base paint shop (by sol-



At Graceland during SACC convention in Memphis.

diers) while he owned it.

After tracking owners, I found the guy who removed the FI unit and replaced it with three two-BBL carburetors about 1965, so I acquired the FI unit.

I suspect the car was drag raced in the early days. It still has a set of the early Traction Masters bars under the rear springs. I contacted Traction Masters. They are still in business. I told them what I had and they sent me a new set of bushings so, with a paint job, they are like new.

Back to my intent, I wanted to drive the car, so we did multiple Corvette road tours. In 2007 I drove it to the NCRS National Convention in Boston, the SACC National Convention near Chicago, then to Bloomington Gold, Corvettes at Carlisle and the Corvette Museum in Bowling Green KY. All of these had events highlighting the 1957 Corvette.

Making long distance drives, mostly in the summer led to some modifications (OH the horror!!!)

The first change was radial tires on seven inch wide wheels. Much better ride and handling. Next was to change the 4.11 to a more highway friendly ratio.

I added an A/C unit. It didn't make much difference because, while driving down the highway at 65 (or more), the engine generates heat, the exhaust pipes radiate heat and the car leaked, both water and hot outside air. So we started what turned into an extended program of finding and sealing all the places where it leaked hot air. The water could wait. It took at least two years to find most of the points of air infiltration and seal them. A major source of hot air infiltration came from behind the seats. At highway speed we had hot air coming from the soft top well.

The next program was to insulate the car to keep out the heat that still crept in through the fire wall, the floor board, the doors and the soft top well. I installed insulation under the carpet and while that helped it did not cure the problem. So I took a page

RANDOLPH--Continued on page 6

from C3 Corvettes and installed insulation under the floorboard, over the transmission and continued back under the seats to keep exhaust system heat out. It helped a great deal.

I upgraded the A/C with a modern condenser from a late model car and a better/larger inside unit that pumps out much more and colder air. It actually makes a difference now.

Another modification was front disk brakes. I bought a used, home brew disk brake setup removed from a 62 Corvette, worked it over and installed it. It works fine with midyear calipers and rotors.

I went through several iterations of transmissions. Early on I removed the original transmission, too expensive to take a chance with. I installed a Muncie 4-speed, a Doug Nash 5-speed, a 1980s Chevrolet pickup 4-speed OD and finally bit the bullet, did what I should have in the first place and installed a TKO-600 5-speed. Drives well, shifts smooth, is quite and reliable.

We finally got around to the main source of water leaks, the windshield, surprise, surprise. My wife, Beth, and I removed the windshield and dismantled it. I sent the wiper motor out to be rebuild, ordered a

new correct windshield and new weather strip. I had both windshield posts and door posts rechromed and I polished the windshield stainless. It was reassembled with copious amounts of windshield sealer and it no longer leaks. This was not my first rodeo with windshields.

There are many other minor modifications that made it more reliable, more pleasant to drive, better gas mileage. One thing I did was to rebuild the engine for a highway cruiser, not a race car. It works well with the highway gear and the overdrive transmission. Most all of the modifications made are bolt on and I saved all the original parts, so it can be put back with some elbow grease.

So, 19 years later and 40,000 miles down the road, with many adventures along the way, I still have my dream car. I still drive it, but not so many long distance tours now days. I have enjoyed all the people along the way and most of the places. There have been "adversities" but those are what memories are made of.

I have had offers for the car but plan to let my two sons decide what to do with it, after I give up sometime after age 100. Every time I take it out I still feel like I am living my dream in a 1957 Corvette.



**April 30 - May 2, 2020**  
**Thursday, Friday, Saturday**  
Gates Open at 7 a.m.

**Texas Motor Speedway - Fort Worth, Texas**  
I-35 West and State Highway 114

General Admission is FREE

Parking Fee: \$5.00 per vehicle

*Sorry, no in or out privileges*

Vendor spaces are available at 1-713-649-0922

**CAR SHOW** Sat., May 2, 2020  
**8:00 AM - 2:00 PM**  
West side of TMS, next to the Car Corral, close to the speedway

**CAR CORRAL**



**Saturday**  
**April 4th**  
**11 am - 4 pm**

**Location:** The Heights Baptist Church  
201 West Renner Rd., Richardson, TX  
*(South West corner of Renner Rd. & 75)*

**Registration:** 10:00-1:00

**Cost:** \$30 per car entry or 30 canned food items.  
Spectators are free

**Proceeds Benefiting:** The Heights Car Show is an annual charity event.

All proceeds benefit the Network Food Bank of Richardson

**Sponsored by:** Hagerty Insurance

**57 Large Trophies in 24 Classes:**

Pre-50's, 50's, 60's, 70's, 80's, 90's & Newer, Camaro, Mustang, Open, Corvette 1953-1982, Corvette 1984 & Newer, Exotic, Convertible, Pre-70's Import, 70's & Newer Import, Muscle Car Pre-80s, Muscle car 80s & newer, Truck Pre-70's, Truck 70's & Newer, Military, Mopar, Street Rod, 4-Wheel Drive

# Red River Annual Meeting



# & Tour of Brumit's Corvette Collection

*Brumit's Red 1962 has the place of honor at the meeting. Is that a Camaro on the lift? Yes, Lee has just a few non-Corvettes too.*



*Brumit's Black/Silver 1961*



*Brumit's Panama Yellow/White 1958*

We had a great turn out for our Annual Meeting on November 16. We had 48 people at the meeting. It was a beautiful sunny, warm day to drive our early model Corvettes with the top down and it was conveniently located in Garland, Texas. But the real draw was an opportunity to enjoy looking at Lee and JoAnn Brumit's fantastic car collection.

The Brumits graciously hosted our group. They got everything ready and put the cars in position so the Solid Axles were up front where they should be for our group. JoAnn made sure we had plenty of tables and chairs, beverages, and set up a projector for our program. Lee and his buddies, Tom Jackson and Diego Silva, had all the cars shined up. Everyone had plenty of time to look around and talk to Lee about his cars.

Bill Preston opened the meeting. Mary Jean Entrekin read the minutes of the 2018 meeting and gave the treasurer's report.

*BRUMIT--Continued on page 8*



*Charlie & Gloria Marks check out 67 Silver Coupe surrounded by mid-years*



White 67 Coupe, Tan 63 FI Coupe, Blue 65 FI Coupe. In the back Red 95 ZR1, White Ron Fellows Z06, barely seen on the left is a 67 Blue 390 Coupe



Brumit has Twin 78 Pace Cars? No, the one on the left is his buddy's, who also stores his cars in the same shop.

Don Eckhart, Denise Iverson, Dennis Conte and Don Brittin drove to the national SACC Convention in Detroit in August. They showed slides of their trip and the sights they saw including stops at the Route 66 Festival in Springfield, MO, the Munger Moss Motel on Rt. 66, and Don Brittin's grandfather's house in Springfield, IL They also spent a day at the Gilmore Automotive Museum in Kalamazoo, MI.

All of them had high praises for all the activities that the Michigan chapter arranged for the Convention. They also told about participating in the Woodward Avenue Dream Cruise the day after the convention ended.

They strongly encouraged everyone to consider attending a Convention. Next year's Convention will be held in conjunction with Corvettes at Carlisle in Pennsylvania. They're all planning to drive up there for another great event. (see page 16 for details)

Bill Preston said that the 2022 Convention would be held again in the Central Region. Our chapter can present a proposal for hosting it. He asked for a show of hands of members who would be willing to put in a lot of work to have the Convention here. Anyone who wants to pursue making a proposal to National and running the Convention should contact Bill.

Mary Jean Entrekin resigned as Secretary/Treasurer of our chapter. She has held this office since its inception in 2013. We appreciate all her hard work. JoAnn Brumit volunteered to fill the office. From now on, send your dues to her at: Jo Ann Brumit, KARLEE KLASSIC AUTOS, 3701 Marquis Dr., Suite 101, Garland, Texas 75042.

BRUMIT--Continued on page 9



69 Silver Coupe that has Top Flight, Bloomington Gold and Triple Diamond Award.



John Spencer visits with our hosts, Lee Brumit, Tom Jackson and Diego Silva.



Butch Abbott and Larry Humphrey drove down from Oklahoma to attend. Back row is Don Schaded, Linda Piper, and Jim Pagana.



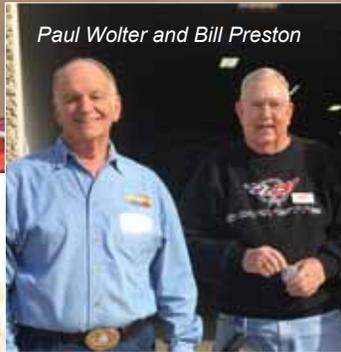
Mary Jean Entrekin turns over the Secretary/Treasurer job to JoAnn Brumit after the meeting.



Tom Hubbert arrives in his Red 62



Paul Wolter and Bill Preston



Don Sebert's Black/Silver 56. 2nd row: Walter Adams' Black 65, Charlie & Gloria Marks' Fawn Beige 62, Bruce Jarrett's Blue/White 61, Dennis Conte's Blue/White 61, in the back Don Brittin's Maroon 1962.



Bruce Jarrett, Ken Harding and Ken Dobbs



Ed Atchley tries to pass off this '05 as a '62. It's a CRC Recreation.



Don Eckhart's Red/White 58 FI and Don Sebert's Black/Silver 56



Dennis Conte, Rocky Rainbolt, Tom Entrekin & Kelly Nicoletto.



Ken Harding checks out Bill & Diane Preston's Black/White 57 FI



Is Walter Adams waving or hiding his face because he left his C1 in CA.

# TECHNICAL HELP FROM THE SOLID AXLE CORVETTE CLUB

*These and other questions and answers available at: [solidaxle.org](http://solidaxle.org) under Technical Help.*

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

**Question:** I have a 59 corvette that is supposed to be original but the engine ID stamp is SAW903. I am stumped! My understanding is it should start with "F" or "T". Casting # is 3794226 D2463 on the block, and the intake casting# is 3746829 C69. I am a new member and could use your help.

**Answer from Bill Huffman, Michigan Chapter Pres.:**

I hate to be the bearer of bad news but....an engine with the engine suffix SA and a casting date of D2463 is most likely a 250 HP 327 from a 1963 Chevy B body Passenger car w/ automatic & A/C. Casting date was April 24, 1963.

Your casting number should be 3756519 and a cast date at least two-three weeks prior to your car's build date. The intake manifold is the cast iron for the 283 cu-in 230 HP w/4-barrel Carter WCFB carb. The cast is March 6, 1959 & may be original depending on your vehicle build date. Build dates are calculated fairly accurately in the NCRS Corvette Birth-order book from the VIN number.

You might get lucky & find the car build date on the distributor tag on the vertical shaft just below the distributor cap, if it is actually the original distributor. The 230 HP distributor P/N was 1110946.

A Corvette 230 HP/ 283 cu-in from 1959 MY would have a stamped code of Prefix letter "F", (month A-L because letter I was not used for Sept), day (1-31), year (8 or 9), application Suffix letters "CQ".

**Question:** Living in Belgium, I am a relatively new owner of a 1954 C1. I encounter problems ordering spares. Groessmueller seems closed/not replying. Could you recommend suppliers with 54 spares and good (web) documentation for ordering?

**Answer from Bruce Fuhrman, SACC Secretary:**

I too have a '54 Corvette and it is Venetian red. I too had an issue finding unique parts for the '53-'55. I was lucky finding parts from Mary Jo who used to specialize in these models. She is still in business and her web site is [www.VetteGal.com](http://www.VetteGal.com) and now she sells thru ebay. Her e-mail is [VetteGal@gmail.com](mailto:VetteGal@gmail.com) or [Mj@VetteGal.com](mailto:Mj@VetteGal.com). Try her out.

**Question:** To prevent front wheel bearing early damage what is the dimension of offset that I should be looking for? Would it be zero and how are these measurements described?

**Answer from Larry Pearson, SoCal Chapter Advisor:**

The offset you need is zero, and for the front wheels only. This is true for all cars unless the front hub is designed to handle an offset with the original front wheels. Offset does not pose a problem with the rear wheel bearings because the rear axle bearing already is offset inward from the axle flange and the offset loads are absorbed by the rear wheel bearing and the differential side bearing, which can easily handle additional offsets.

If you are purchasing new wheels, the manufacturer tells you about any offset. Keep in mind that aftermarket wheels wider than 5.5 inches make steering very difficult unless you install an aftermarket power assisted steering system in your car. If you are buying used wheels and you don't know the manufacturer or the model number, you can measure it this way. First, measure the distance between the flanges where the tire mounts. Then divide this measurement by two. Then do your best to measure the distance between the back surface of the wheel that mounts to the wheel hub and the the inside surface of the wheel flange. You have to estimate this as best you can, because it can't be directly measured with a ruler, so you have to "eyeball" it. Put a straight edge across the back of the wheel and measure the distance from the back mounting surface to it. Then measure the distance from the inside of the wheel flange to the straight edge and subtract this from the other measurement. This should give you a pretty accurate measurement. You should be accurate to within one quarter of an inch. This measurement equals one-half of the distance between the flanges for zero offset. Offsets of one-half inch or less should not pose a big maintenance problem. Greater than one-half inch will cause a maintenance problem with the small outer wheel bearing. Keep in mind, that if a wheel bearing fails and seizes up, it will cause damage to the spindle that the bearings ride on. Nobody makes a reproduction spindle that I know of, so you will have to find a used one. Any 1949-1954 Chevy sedan spindle should work.

The reason that I know this is that a good friend of mine has a 1972 Dodge Charger with aftermarket aluminum wheels that have an offset. The outer wheel bearings, which are tapered roller bearings, fail on a regular basis. He loves those aluminum wheels, so he puts up with the maintenance problem. He checks those outer wheel bearings on a very regular basis.

*Continued on page 11*

**Question:** I'm restoring a 1962 corvette and have a paint question. Center section to the under body fiberglass is supposed to be un-painted, there is an extreme amount of grease from the driveshaft,

I'm concerned that the grease may have stained the fiberglass. How does this impact the judging, if I can't get the stain removed. Also any ideas on how to remove the stain. your help would be appreciated.

**Answer from Bill Huffman, Michigan Chapter Pres.:**

Your question could probably best be answered in the NCRS Judging Guide for 1962 Corvettes as to whether or not the NCRS judges deduct points for grease on the bottom side of the transmission/shaft.

Kind of like asking if your homeowners association can make you sell your home if your lawn has dandelions----you have to read the rule book.

However, removing the grease/stain is a different issue. Clean the underside the same as you would the engine compartment: scrape off the grease and dirt sludge with a plastic putty knife, spray on a foaming engine cleanser such as Gunk, let it work, soft bristle brush the area and rinse with a garden hose. Repeat process until you're satisfied. Find a hoist, wear a disposable hooded poncho and have fun.

**Answer from Larry Pearson, SoCal Chapter Advisor:**

I have a 62 and went through what you are trying to do in 1974. This was for the Western States Corvette Club (WSCC) judging, which, at the time, was cleanliness only. They sent a skinny judge under the car to check for dirt and grease on top of the frame and the driveshaft tunnel, and I passed. I won the Sweepstakes award at that show, which was at the 1974 WSCC National Convention in Los Angeles, so I know how to clean this area.

Since the car body is fiberglass and will not rust, no special effort was made at the factory to paint the underbody. And undercoat was never used in this area or on the frame at the factory. What it got, to some degree, which varies from car to car, is overspray from the grey primer and the final color coat. For example, on my 62, the bottom of the doors was mostly grey primer with a light color coat. It is highly unlikely that this overspray reached the driveshaft tunnel, so bare fiberglass is expected to be there. What I did was to carefully scrape off the grease buildup in the area of the transmission u-joint with a putty knife and then I used lacquer thinner and paper towels to finish the cleaning. Lacquer thinner will not harm fiberglass in any way, and may help to remove any staining on the fiberglass. I did not notice any staining from the u-joint grease on the driveshaft tunnel fiberglass on my 62. However, my 62 did have a small factory repair using woven fiberglass mat and clear resin towards the rear end of the fiberglass tunnel. I understand that this was commonly done in this area, and should be acceptable to NCRS judges, if they can see it. Under no circumstances should you use a paint stripper like JASCO to remove any

staining you encounter. JASCO will destroy the resins in the fiberglass, and you can not recover from this type of damage.

NCRS Flight Judging normally does not involve raising the car on a lift, and without a lift, the judges cannot even see the driveshaft tunnel area. So don't worry about it. A lift is normally only used for Bowtie judging at the National Convention.

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**Question:** Were the factory installed hood hinges bare metal or painted black on a 57 corvette?

**Answer from Michael Capozzio, Ohio Restorer:**

Hood hinges, latches, and locks were all installed prior to paint and blackout process. They were cad plated and also exhibited some amount of rust inhibitor spray so even though they were sprayed black during blackout process the paint did rub off very easily.

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**Question:** I had Crager G/T wheels on my 61 in the 70's and would like to put a set back on. I was going to get the American Racing Torq Thrust D wheels, 15x6 VN105D. I was going to order them from CARiD in New Jersey, but they told me they wouldn't fit my car. They couldn't tell me why when asked. Has anybody used these wheels, they are similar to the ones on the 57 on the inner cover the Winter 2018 issue. Thank you for your time.

**Answer from Michael Capozzio, Ohio Restorer:**

My shop installs 17"x7" Retro Billets (a chrome copy of the Torque Thrust) on C1 and C2 all the time with no issues. 225 45 17 tires. Sometimes very minor rub on full turn. You should be fine, just check clearances before driving. If you have backspace or offset questions feel free to call me at Classic Corvette Restorations.

**Answer from Larry Pearson, SoCal Chapter Advisor:**

Make sure that the center line of whatever aftermarket wheel you choose is directly over the large wheel bearing. If the center line is offset, in or out, the small outer wheel bearing will take on more of a load than it was designed for and it will fail. This is true weather you are using the original ball bearings or after market tapered roller wheel bearings. The ball bearings are more prone to failure than tapered roller bearings, so if you must have an offset, switch over to the aftermarket roller bearings, and check the small outer bearing frequently for signs of failure. I suggest at least every 10,000 miles.

**Answer from Doug Prince, SoCal Chapter Advisor:**

I have seen, on a number of occasions, some owners of original C1 Corvettes still have the original front brake drums riveted to the front wheel bearing housings. The rivets must be removed for after market wheels to be installed as the rivets will not allow the aftermarket wheels to fit flush against the front wheel bearing housings. Horrible out of balance conditions and possible loss of the complete wheels can result.....not good!!!

# Solid Axles at the 2019 NCRS Lone Star Regional

October 23-26 at Frisco, TX



Joseph Pennacchio's Aztec Copper/Beige 1956-Performance Verification



Salvador Buentello's Arctic Blue/White 1957 from Prosper, TX



Thad Holt's White 1960



John Jaskot's Black/Silver 1957 from St. Louis, MO



Bob Muhs' Blue/White 1961 from Austin, TX



Jim Myers' Charcoal/Silver 1958



Gary Seib's Black/Silver 1956 from Coppell, TX-Concours winner



# Properly Winterize Your Corvette

Although we don't really have to stop driving our Solid Axle Corvettes very long here in Texas, these tips are still a good guide for our collector cars that see few miles in the winter. Whether you've stored cars before or are taking your first crack at winter hibernation, this guide to winterizing your car will make sure your ride is fresh and ready to go come spring time.

## STEP ONE: CHANGE THE OIL

If you haven't changed the oil in the last two weeks, change it right before you put the car away. You don't want dirty and contaminated oil causing acidic erosion of your seals and gaskets. Putting the car away with fresh oil will help maintain and prolong the life of your engine's internal parts.

## STEP TWO: FUEL STABILIZER AND GAS

You'll want to add the recommended amount of fuel stabilizer to the tank, but there is a science in doing this correctly. Assuming you live near a gas station, at home use a funnel and add enough stabilizer to treat a full tank of gas. Then drive to the gas station and fill the tank with premium fuel. The drive over and back will help the stabilizer distribute throughout the entire fuel system, not just sit in the tank. Filling the tank to the brim prevents rust and condensation in the tank, and the premium fuel stores longer than regular (not that you're using that in your sports car, right?).

## STEP THREE: TIME FOR A BATH

After returning from the gas station, give your car a thorough wash. Being that your Corvette isn't really that dirty to begin with, you may opt for a waterless wash, which means you also don't need to worry about water lurking in any crevices for the winter. If you do wash with water, be sure to fully dry the car and do a short drive to blow some air through the panel gaps and scrape any rust from the rotors.

There are many great waterless washes on the market today, just make sure to use super-plush microfiber towels and remove the tags from the towels. Use about one towel per side, one for the hood and roof, and one for the front and rear. Keep a clean towel with you to go back over the surface after clean-

ing with the "wet" towel. Use one of "wet" towels to clean the wheels. Don't forget to dress the tires! Clean the glass with glass cleaner first.

If you've spent the prior six months tearing up the track, this may also be a good time to polish your dirty exhaust pipes. This system uses a few different compounds and a finishing paste that really brings the shine out of the dirty outer pipes.

## STEP FOUR: THE INSIDE-OUT DETAIL

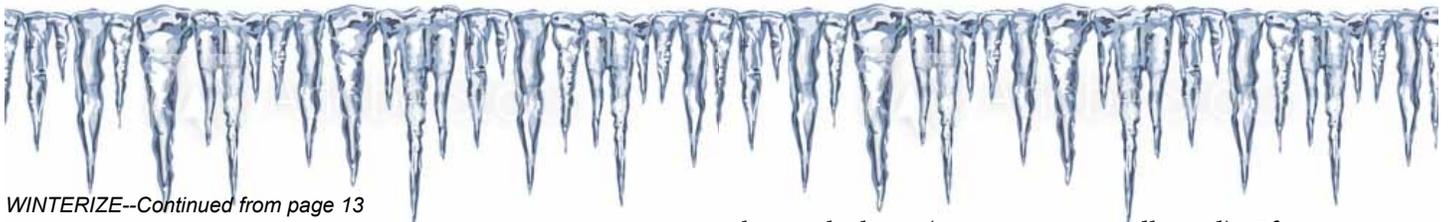
After a thorough wash, you'll next want to apply your favorite wax or car polish. We went over the Corvette with 303 Quick Wax and Seal by hand. We applied a light application to the whole car, then simply wiped it off with the same microfiber plush towels we used earlier. The results were fantastic, and the polish adds a layer of protection between your paint and the car cover. As a bonus, when you unwrap your ride in the spring, it will look good as new!

Use a soft terry-cloth applicator and apply your wax sparingly.

Next, thoroughly clean the inside of the car, being sure to treat leather surfaces that may need cleaning and conditioning from recent use and to protect the seats from drying out in storage. As an all-in-one solution, we've found 303 PROTECTANT works great on plastic and rubber & 303 LEATHER works great on leather, obviously. Simply rub it on using a terry-cloth applicator and use the back side to wipe off any excess. Clean the inside of the windows with window cleaner (be sure to get tint-safe cleaner if you have tinted windows), vacuum the carpets and seats and empty the car of anything you might need over the winter, especially paperwork. Never store your vehicle in a rented or off-home-site location with any documentation in the car. Always keep that with you in your home office secured in a safe spot or at the bank in a safety deposit box.

## STEP FIVE: DON'T GO FLAT

Most owners' biggest storage concerns revolve around keeping the tires round and avoiding flat-spotting. Flat spots can form when a tire's contact patch sits on



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the same flat surface for a long period of time, resulting in a thump-thump-thump sound from the tires when you finally drive the car again. You can prevent flat-spotting in a few ways. One, you can use a product called Flatstoppers that cradles your tire in a concave hard plastic “shell.” The idea behind this product is that if your tire is sitting in a cradle, rather than on a flat hard surface, the force of gravity on the tire will be evenly disbursed at the now-larger contact patch. We’ve used this product before and it works – no evidence of any flat-spotting after four months of storage. The only issue we encountered is that the underside of the product is hard and will not grip a smooth surface – like our lift or a tarp. This means as you drive up and over the Flatstopper, it naturally wants to just slip away. To provide much needed friction, we added a sheet of tacky cabinet liner from your local hardware store beneath each Flatstopper and took a “running” start at the ramp. You could also simply jack each side of the car up and place the Flatstopper beneath the wheels.

Another option is to over inflate your tires to keep the contact patch from flattening out. The exact amount of air will vary for each car. Because over-inflating a tire this much is inherently dangerous (it is just a fancy balloon, after all) and you could forget to deflate the tires in the spring, causing unsafe handling conditions, we recommend investing in the Flatstoppers or rocking (don’t start it!) your car a few feet back and forth every few weeks.

One thing you absolutely do NOT want to do is put your car on jack stands or blocks. Doing so will put unnecessary and harmful strain on your suspension’s springs and bushings. If your garage gets very cold, you may want to also invest in a set of tire covers to keep the rubber from drying out.

#### **STEP SIX: PREPARE THE FLOOR**

If you are parking the car directly on the floor in an unheated garage (and not on a lift), then you’ll want to put down a waterproof tarp under the entire car to act as a moisture barrier. Concrete can draw the moisture out of tires, contributing to early dry-rot, so make sure the tires have at least some kind of barrier

beneath them (i.e. a tarp or cardboard). If your garage floor has been covered with epoxy, or if you have a storage lift, this won’t be an issue for you.

#### **STEP SEVEN: KEEP CRITTERS AWAY**

Another major concern in storing a car is to keep it from being a warm and cozy home for a family of field mice (or worse). To keep the critters out, you will employ a potpourri of smells that are sure to convince Mickey and family to find a new abode for the winter. Mice and other animals are incredible climbers, and most use the tires and exhaust to enter your car’s undercarriage, where they’ll either nest in the engine compartment (using your wiring and firewall liner to make a plush bed), or they’ll chew their way into the main compartment, usually resting behind the instrument panel or in or under the seats. Believe us, you don’t want to be facing this problem when spring arrives.

To prevent this nightmare scenario, place moth-balls or fresh dryer sheets around tires, inside the engine compartment and inside the passenger compartment and trunk. Also, place balls of steel wool inside your tailpipes (just don’t forget to remove all of these in the spring).

As a reminder to remove the sheets from the engine bay, we keep the hood popped (i.e. resting closed but not latched). If you have had a history of mice or other critters in your garage, you may want to also set traps up around the area and check them frequently. Finally, keep an open box of baking soda in the passenger compartment to soak up any odors.

#### **STEP EIGHT: TRICKLE CHARGE**

Hook up a battery tender using the instructions provided with the unit. A good tender will monitor when the battery is full and stop charging, then kick on when it starts to lose juice. You could always disconnect and move your battery inside. The battery tender we use works by plugging a cigarette adapter-style plug into the 12-volt outlet and the other side into a normal 110-volt wall outlet. Keep the charger outside the car so you can check on it periodically throughout

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the winter to ensure everything is working properly.

**STEP NINE: COVER UP**

Now that your car is clean, protected and prepped, it's time to wrap it up. Use a good quality, breathable fitted car cover and place the middle of the cover on your roof with the front and rear pointed in the right directions. Start by placing the mirrors into the cover's mirror pockets. This step will make getting the rest of the cover on a piece of cake. Once the cover is in place, check to make sure your dryer sheets and/or moth balls are still in place, and say goodbye until Spring! One word of warning: Never, ever put a car cover on a dirty car! You will scratch your car's surface and ruin the car cover. Always at least give the car a waterless wash before putting the cover on.

While your car is now ready to hibernate, you've still got some work to do.

**STEP TEN: SAVE SOME MONEY**

Once the car is safely stored, inform your insurance

agent that you are storing the car for the winter and ask about taking your coverage down to comprehensive only, dropping the liability part of your policy. This can be a significant savings for most owners.

**WHAT TO DO NEXT**

Periodically check the battery tender to ensure proper operation and also check for any signs of rodents.

**WHAT NOT TO DO**

While you may be tempted, don't start and idle the car during the winter. If you've followed the above steps, this is not only completely unnecessary, but you will introduce moisture into the drivetrain and exhaust which can lead to premature corrosion and failure. Resist the temptation and know that you've properly stored the car and have nothing to worry about.

**IN THE SPRING**

Follow this guide in the reverse order and you'll be ready to go once spring arrives in a clean, detailed car. The only thing left to do then is figure out what tracks you're going to tear up in the new season!

**SOUTHWEST OKLAHOMA CORVETTE CLUB**

# *Corvette Kickoff Classic*

**MARCH 20-22, 2020**

**KICKOFF THE 2020 CORVETTE SHOW SEASON WITH US!**

2019 participants helped the SWOCC provide \$9,000 to local charities in 2019! The Lawton Food Bank & Lawton/Ft Sill Boys & Girls Club receive the majority of our fundraising dollars. **YOU make the difference!**

**LAWTON • FORT SILL**  
CONVENTION & VISITORS BUREAU

2019 Grand Champion  
Darren & Tami Heavner  
Owners

**Event Registration Opens January 1, 2020**  
<https://swocc2020.eventbrite.com>

**1 NIGHT - \$119 - includes 2 Apache Grill breakfast coupons**  
Book 1 Night Now at <https://tinyurl.com/swocc1nite2020>

**2 NIGHTS - \$209 - Includes 4 Apache Grill breakfast coupons**  
Book 2-3 Nights Now at <https://tinyurl.com/swocc2nite2020>  
2 nights increases to \$238 after March 6

**FRIDAY - Poker Run! Welcome Party Free Show! Corvette Light Show! Easton Corbin Concert!**  
**SATURDAY - "The Big Show!" Vendors! Gaming Seminar! Silent Auction! Awards Banquet!**  
**SUNDAY - Holy City Sunday Service! "Corvettes in the Park" in Historic Medicine Park!**



## August 26-29, 2020

*These are the corrected dates!*

SACC's 2020 National Convention will coincide with the Corvettes at Carlisle event, August 26-29, 2020. Not only will they occur simultaneously, but Convention activities will tie in with Corvettes at Carlisle. As SACC Convention attendees and Corvettes at Carlisle registrants, we will receive special considerations and positioning while attending Corvettes at Carlisle events.

**Wednesday, August 26**--Business meetings are and welcome reception that evening.

**Thursday, August 27**--Morning caravan to York, PA to tour the **Harley Davidson assembly plant**. Afternoon reserved for parts hunting at the "Fairgrounds". That evening we return to the Allenberry Resort for a reception and our **Annual Banquet** (yes, next year it will be at the beginning of the convention rather than at the end). Bill Miller and Lance Miler will be our guests of honor and we will have a special guest speaker.

**Friday, August 28**--We will host **Tech Sessions** at the "Fairgrounds" in the morning, and that evening attend the **Chip Miller Amyloidosis Foundation Charity Dinner**.

**Saturday, August 29**--Free time at the "Fairgrounds" and our **C1s will be the lead cars** in the annual Corvette parade in downtown Carlisle. Then we will caravan back to the Allenberry Resort, where we will have a **Cruise-In & Cook Out**. Shuttle service will be provided between the Allenberry Resort and the "Fairgrounds" for spouses who may not want to spend the entire day at the event. Saturday afternoon there will be an **alternate schedule for spouses** including a luncheon and matinee performance at the Allenberry Playhouse.

The agenda and registration form will be in the winter edition of the "On Solid Ground" magazine and is on the Solid Axle Corvette Club web site ([www.solidaxle.org](http://www.solidaxle.org))

## Allenberry Resort Rooms are going fast

The good news is as of August 30, we sold out of our initial 30-unit room block! The bad news is we have sold out of our 30-unit room block!

SACC President Brad Bean was able to get another 10 rooms added to our convention room block, so we now have 40 rooms. But they are going quickly, so if you have not yet done so, please book your room immediately! Unless you have a Carlisle, PA, area hotel where you stay every year, the next closest hotels with rooms available that week, are 20 miles away in Mechanicsburg, PA.

When you call the Allenberry Resort: (717) 258-3211, press #1 for reservations and ask for the SACC room block for your dates, between **August 25 & 29, 2020**.

While they last, your choice will be:

Pine Lodge: \$219.00

Meadow Lodge: \$179.00 (2 queens)

Meadow Lodge: \$192.00 (1 king bed)

Once our room block is booked, **if they have any other rooms available**, it will be at their established rate and there is nothing we can do to pull any strings. So again, if you plan to attend, please call immediately to make your reservations.

*Share this application with other C-1 Owners*

## Solid Axle Corvette Club Membership Renewal/Application

Renewing Member Number \_\_\_\_\_ New Member

Applicant Name \_\_\_\_\_

Co-Applicant Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip \_\_\_\_\_ Country \_\_\_\_\_

Phone #1 \_\_\_\_\_ Home \_\_\_ Cell \_\_\_ Work \_\_\_

Phone #2 \_\_\_\_\_ Home \_\_\_ Cell \_\_\_ Work \_\_\_

E-Mail \_\_\_\_\_

Solid Axle VIN # 1 \_\_\_\_\_ Yr \_\_\_ Color \_\_\_\_\_

Solid Axle VIN # 2 \_\_\_\_\_ Yr \_\_\_ Color \_\_\_\_\_

Solid Axle VIN # 3 \_\_\_\_\_ Yr \_\_\_ Color \_\_\_\_\_

Solid Axle VIN # 4 \_\_\_\_\_ Yr \_\_\_ Color \_\_\_\_\_

Solid Axle VIN # 5 \_\_\_\_\_ Yr \_\_\_ Color \_\_\_\_\_



New members joining after August 15, will be considered paid up through December of the following year.

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

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**

**\$60.00 total**

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

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

**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.  
\_\_\_\_\_