



Straight Talk

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

President's Message

Plans for Red River Solid Axle Chapter

As the new president of the Red River Chapter, I have already enjoyed being in touch with members and tossing around ideas for club get togethers. I am looking forward to a great year for the club and hope to enhance the support and activities for members.



Some ideas that have been mentioned include: tech sessions in both Texas and Oklahoma covering topics of interest to members, quick car gatherings on nice days to see members' cars, weekend mechanics meetings to work on cars, trips to members' homes to help with car projects, and day trips to places like the wineries in St.Jo, TX or Winstar Casino near Thackerville, OK.

I have talked to a few people about meeting via Zoom in addition to our yearly meeting, since meeting via Zoom may allow more people from outside the Dallas area to participate. We are also discussing possibilities for a chapter website, so that information such as restoration pointers is readily available wherever members are located. Currently you can access all the back issues of this newsletter at: VetteLegends.com.

I look forward to speaking with more members and hearing what kinds of activities are of interest, so that we can become more active as spring arrives. Please contact me any time at 512-694-7456 or via e-mail RDCotner@yahoo.com.

Remember! I live in Blanchard, Oklahoma, and would love to make connections with you all who live in this area! Call me and we'll meet up... and maybe work on your Vette... or mine! I am getting ready to put in a new engine and transmission in my 59 and am planning to upgrade to front disc brakes... hopefully soon.

Robert Cotner

P.S. 2024 National SACC Convention info is on page 3 & 4.

Our New President, Robert Cotner, is planning to be at the Corvettes of Enid Expo on Saturday April 6.

Look for our banner. Stop by and say hello to him and Noal Sinn at the Expo and tell them all about your Solid Axle Corvettes!!!

LARGEST INDOOR CORVETTE SHOW IN OKLAHOMA

32ND ANNUAL SHOW

FAIRGROUNDS
CHISHOLM TRAIL COLISEUM
Sat. April 6, 2024 9am-4pm

REGISTRATION FEE
\$45 PER CAR
\$20 PER ADD'L CAR

FOR MORE INFORMATION
EMAIL dickyuhnke@att.net

Move in Fri. 4/5 12-9pm
Complimentary Dinner
Move in Sat. 4/6 7:30-9 am

Host Hotel: Glo Best Western
123 W Maine St., Enid 580-540-1472
Shuttle Bus Available Fri & Sat.

Thanks to JoAnn Brumit

JoAnn Brumit has served our chapter as Secretary and Treasurer since November 2019. We thank her for taking on these responsibilities and for hosting our annual meetings for several years. She has resigned and her duties are being assumed by Diane Preston. You can contact Diane at 405-615-3856 or cdiane1957@aol.com. **All club mail and dues should be sent to Diane Preston, 1124 Lopo Road, Flower Mound, TX 75028.**

OUT AND ABOUT SEARCHING FOR OLD VETTES & THEIR OWNERS

AutoRama, Market Hall, Dallas, TX-February 16-18



1957 Black Roadster owned by Bryan & Deb Williams, Aledo, TX



Darren Heavener's Yellow 1960 Roadster



1960 Black Fuel-Injected Roadster owned by Shane & Jennifer Morris of Plano, TX



White 1962 owned by Tim & Nella Wardlaw of Burlleson, TX

New Member



Tony & Reda Salter
Conway, AR
1953 Barn Find,
1956 & 1958



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

Officers: Robert Cotner – President cell 512-694-7456
Verle Randolph – Okla. Vice President 918-520-7861
Tom Hubbert – Texas Vice President cell 972-897-3045
Diane Preston -- Sec/Treas/Editor cell 405-615-3856
John Spencer -- Technical Advisor cell 972-429-6000

Chapter Web site: www.vettelegends.com/newsletters

Newsletter: Published as appropriate in PDF format, e-mailed to members and posted on club web site. If you do not have e-mail, please ask Diane Preston to mail newsletter to you. Send all articles for publication to: Diane Preston, Editor – cdiane1957@aol.com

Newsletter Mailing Address:

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

Dues: Chapter and National membership year is Jan. 1 to Dec. 31. Chapter dues are suspended until 2025 and national dues are \$45.00 annually. (No matter when you join)

Please return a chapter application / renewal form, available on our web site, or in this newsletter with a check for national dues (\$45.00) to: Diane Preston, 1124 Lopo Rd., Flower Mound, TX 75028. Make payable to SACC.



Convention 2024

-- August 21 - 24, 2024 --

SACC rotates convention locations from East to West to Central areas. This year we will be in the East and will join with Corvettes at Carlisle in Carlisle, PA for our annual convention. When you register you will be provided web site information where you will make your reservation with our group. Our host hotel is in a nearby small town with an easy drive to the Carlisle Fairgrounds. The discounted room rate is \$199.00 per night.

- Wed 8/21**
- The National Board will hold its meeting at 9 AM in the hotel meeting room.
 - The Chapter Representatives will meet with the board at 2 PM. All members are encouraged to come.
 - We will hold our welcome reception at the hotel at 6 PM with a catered meal in the breakfast area, for all registered members. Immediately following will be the Annual Meeting, all members of SACC can attend and vote.

- Thur 8/22**
- We will host a Corvette workshop. An alternate event will be offered for the spouses.
 - The Board and Volunteers will set up our display tent at Corvettes at Carlisle.



Fri 8/23
Sat 8/24

CARLISLE
REGISTRATION *Events*

WE WILL BE ENJOYING CORVETTES AT CARLISLE!

Please make your own arrangements with Carlisle for tickets, parking and their events.



Looking forward to seeing all our members!!



2024 SACC National Convention

August 21 - 24, 2024 We are joining forces with Corvettes at Carlisle!

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

CONVENTION REGISTRATION

Covers Welcome Party and Annual Banquet Dinner, hotel dedicated parking area, parking lot security at the hotel, signs demarcating dedicated parking area, use of the meeting room, posters/easels/office supplies.

- \$250.00 for 2 people \$190.00 for single attendees

Make checks payable to SACC Convention. You will receive instructions on where to make your room reservation after your registration has been received.

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 _____ Trailer YES or NO

Insurance Company _____ Policy # _____ Expires _____

Signature _____

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



2024 Lone Star Corvette Classic May 17-18 Ft. Worth

Register on line: lsclassic.clubexpress.com

Host Hotel: DFW Marriott Hotel and Golf Club
3300 Championship Pkwy, Fort Worth, TX 76177
817-961-0800 From \$139.00/night

FRIDAY MAY 17TH

9am-5pm Registration Packet Pick-up, Silent Auction, Vendors at Hotel

11am-2:30pm Parade Laps at Eagles Canyon Raceway, N. FM-51, Decatur, TX

Join us for parade laps and lunch at Eagles Canyon Raceway just outside of Slidell and north of Decatur, TX. No helmets are required, and you may have a right seat passenger when on track. Parade will be highway speeds, no passing allowed. Purchase lunch in the track café and watch members race their cars. Arrive by 11am. Lineup no later than 11:45am. Parade laps are from 12-12:30pm. <https://eaglescanyon.com/> 817-583-9476

6:30-8:30pm Party at Marriott Paddock Parking Lot "Beauties" & Judging

8:30-9pm Friday Night "Lights" Show & Judging DFW Marriott's Parking Lot

9 pm "Beauties" and "Lights" Awards

SATURDAY - MAY 18, 2024

7-9am Car Show Move-in & Staging DFW Marriott Parking Lot

7:30-9am Registration Opens

9am-2pm Vendor Fair / Sponsor Exhibits

9am-2pm Car Show DFW Marriott Parking Lot

10-2pm Show N Shine Voting & Judging

3-6pm Silent Auction Open

5-5:45pm Happy Hour Cash Bar

6pm Saturday Night Dinner

6:30pm Live Auction

7:45pm Awards Presentation

8:45pm Pick up Silent Auction Items

SUNDAY - MAY 19 - DEPARTURE AT LEISURE

For more information contact

Classic Officer-John Raiden

classicofcr2024@gmail.com

972-310-4044

Please sign up your car under one member's name ONLY. If entering two or more cars, please email John Raiden (classicofcr2024@gmail.com). He will register the additional car(s) for you.

14th LMC Truck Spring Lone Star Nationals April 26-28, 2024



presented by Old Air Products Featuring the Historic Pate Swap Meet and the Progressive AFT Mission Tortillas "Texas Half-Mile"

Thursday, April 25 - 8:00am to 5:00pm
(Pate Swap Meet Only)

Friday, April 26 - 8:00am to 5:00pm
(Good-Guys & Pate Swap Meet)

Saturday, April 27 - 8:00am to 5:00pm
(Good-Guys & Pate Swap Meet)

Saturday, April 27 - 5:00pm to 10:00pm
(Progressive AFT "Texas Half-Mile")

Sunday, April 28 - 8:00am to 3:00pm
(Goodguys only)

Full info at: Good-Guys.com

Texas Motor Speedway

3545 Lone Star Cir, Fort Worth, TX 76177

Over 2,000 Rods, Customs, Classics, Muscle Cars, Imports and Trucks thru '98

Goodguys Autocross Series - Featuring the Autocross series Speedtech Performance "Lone Star" Shootout

Saturday Night Dirt Track Motorcycle Racing featuring the Progressive AFT Mission Tortillas "Texas Half-Mile" on the Texas Motor Speedway Dirt Track* - Get Tickets

Historic Pate Swap Meet (Thursday Through Saturday only)

Nitro Thunderfest Dragster Exhibition

Burn Out Competition

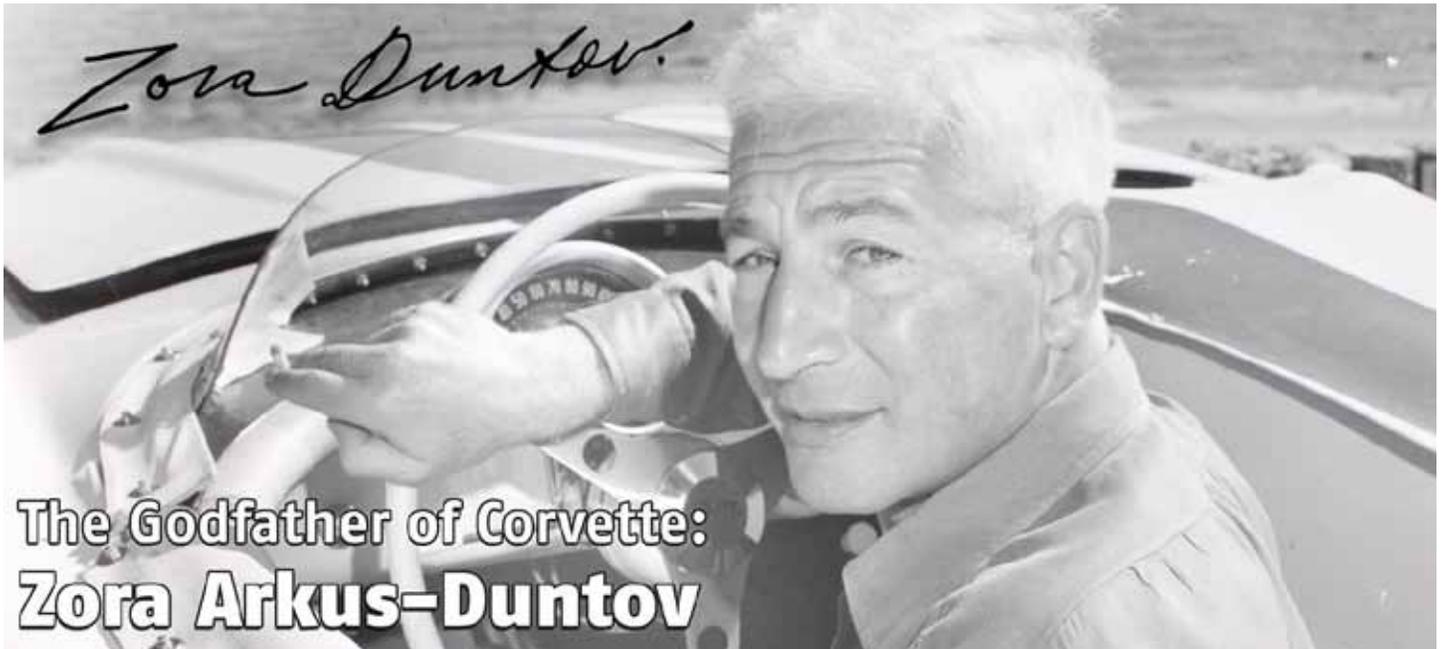
Fun for the Kids - Racing, interactive games, and more!

Kids Model Make and Take on Saturday 1pm and Sunday 11am

All American Sunday welcoming American made or powered vehicles of all years

LMC Truck Ultimate Truck Showcase

* Progressive AFT "Texas Half-Mile" is a separately ticketed event.



Early Life

Born Zachary Arkus on December 25, 1909 in Berlin, Zora was the son of Russian-Jewish parents. His family moved to Berlin in 1927, where Zora's mother remarried. Zora's father still lived with the family and, out of respect for both men, Zora and his brother Yura adopted the name Arkus-Duntov.

In Berlin, Zora wanted to be a streetcar driver and began tinkering with motorcycles. His first vehicle, a 350 cc motorcycle, gave him the speed that he sought that his parents feared. To appease them he purchased a Bob, a cycle-fendered car with no front and weak rear brakes that was set up for oval track racing.

Zora graduated from Berlin's Charlottenburg Technical University in 1937 with a degree in mechanical engineering. He began writing and publishing papers on topics such as the benefits of four wheel drive and steering for racing.

Elfi Wolff, a dancer at Paris' Folies-Bergere, soon came into Zora's life and the two were married in 1939. Around the same time, Zora and Yura joined the French Air Force as pilots. When France surrendered, Zora, Elfi, Yura and their parents fled to the United States ahead of the advancing German armed forces.

Ardun Mechanical

Zora settled in New York where he and Yura started Ardun Mechanical. Originally established to produce war materials, Ardun soon became known for the Ardun Head, an aluminum overhead valve cylinder head initially designed to remedy an overheating problem of For V8s used in the military. Zora and Yura soon discovered that their cylinder heads gave the flathead Ford V8 a 200 hp power increase, to 300 hp. The Ardun heads became popular among hot rodders, but few sold due to a hefty \$359 price tag.

Ardun Mechanical closed shop and in 1950, Zora returned to Europe, where he worked with Sydney Allard to develop the Allard J2 racecar. Zora raced in the 24 Hours of Le Mans in 1952 and 1953, co-driving Allard's entry. He also consulted with Porsche during that time which earned him the driver seat of a Porsche 550 RS Spyder, where he won his class in both 1954 and 1955.

1953 Motorama

Between his trips to Le Mans for Allard and Porsche, Zora returned to the U.S. where he began working for Fairchild Aviation and attended the 1953 Motorama at New York City's Waldorf-Astoria Hotel. It was then that he came face-to-face with Chevrolet's concept for the Corvette.

He was so taken with the potential of the corvette that he penned a letter to Chevrolet Chief Engineer, Ed



Cole, expressing his earnest desire to work on such a beautiful car and providing a paper that proposed an analytical way to determine a car's top speed. Zora made quite an impression on Ed Cole and it wasn't long before he left Fairchild Aviation to become and Assistant Staff Engineer for Chevrolet.



Changing the Game at Chevrolet

Though Zora was tasked with many projects as Assistant Staff Engineer he kept his eye on Corvette. At the end of 1953, he wrote another letter to Ed Cole, this time suggesting that Corvette could be the key to securing Chevrolet in the hearts and minds of the youth market. Zora is credited with saving the Corvette as the first year sales were low and there very likely could have been an end to further production.

By 1955, Corvettes housed V8 engines and found their place in the winner's circle on the stock car circuit. In 1956 he took Corvettes to Sebring and Daytona, where he set a flying mile record going 150 mph in a Corvette. As Corvette solidified its place as a sports car, Zora was promoted to Corvette Engineering Coordinator.

Zora continued experimenting with different engines and systems, including the fuel injection system. Together with fellow engineer, John Dolza, Zora developed the first production-based passenger engine with a horsepower equal to its cubic inch displacement.

In 1957 Zora was promoted again to Director of High Performance Vehicles. That year he developed the Corvette SS, intended for Le Mans. The car never reached France, dropping out of the 12 Hours of Sebring after 23 laps due to bad suspension and mechanical problems. Even with the trouble, the Corvette SS set a lap record and reinforced Corvette's image as a performance vehicle.

CERV I

In 1960, Zora began another pet project, designing and engineering Chevrolet Engineering Research Vehicle (CERV) I. The mid-engine Corvette was unveiled at Riverside International Raceway during the Automobile Manufacturer's Association ban on racing. While not able to compete, CERV I still received plenty of attention and became a powerful promotional and research tool.



Grand Sport and CERV II

The Grand Sport and CERV II conceptualized in the early 1960s and came to life with Zora's design and direction. The Grand Sport Corvette was created to compete with the Shelby Cobra, but due to the racing ban, production was stopped at only five cars. Still, those cars were sold and raced by private owners.

CERV II was designed as part of a separate line of racing Corvettes, with the intention of competing with Ford's GT40. Zora developed CERV II with the technologies he thought were necessary for a good racecar, including four-wheel drive and a monocoque chassis.

Corvette's First Chief

Zora was named Chief Engineer of Corvette in 1968. Before this time Corvette had never had its own Chief Engineer. He was now responsible for the design and development of Corvette's body and chassis and began looking at the future of the Corvette. Together with Bill Mitchell, he developed the Astro II, a possible mid-engine design for America's Sports Car. The XP-882, 2-Rotor Corvette and 4-Rotor Corvette were all further designs intended to test the waters of a mid-engine Corvette. The 4-Rotor Corvette was powered by two Wankel engines which proved to be cost-prohibitive. In 1976 the 4-Rotor Corvette received a transverse-mounted V8 and a new name--the AeroVette. It appeared at several auto shows, giving enthusiasts the idea that perhaps a mid-engine Corvette was on the horizon.

Retirement

In 1975, after 22 years with Chevrolet, Zora retired from General Motors. His passion continued well into retirement, as he and Elfi could be found at various car shows promoting the Corvette. In 1992, he attended a celebration at the Bowling Green Assembly Plant to commemorate the production of the one millionth Corvette.

Zora Arkus-Duntov was a member of the Drag Racing Hall of Fame, the Chevrolet Legends of Performance and the Automotive Hall of Fame. Those who had the privilege to know him always smile when talking about his ability to do things his way with seemingly little repercussions. While he passed away in 1996, his mark on the Corvette--and on the automotive industry-- lives on.

3RD ANNUAL
BENEFIT
CAR SHOW

SATURDAY 27 APRIL

\$25 ENTRY

BENEFITTING
Daily Free Story IMAGINATION LIBRARY
Ottawa County

OTTAWA COUNTY, OK
MIAMI, OK ROUTE 66 GATEWAY ARCH
REGISTRATION 9 A.M.
AWARDS 12:15 P.M.

CAR COMPETITION 🍀 **LIVE MUSIC** 🍀 **MURAL PAINTING**
FOOD TRUCKS 🍀 **BIG WHEEL RACES** 🍀 **& MORE**

FOR MORE INFO TEXT/CALL: BRIAN CORTNER | 405-338-5467



August 29-31, 2024

Sign up for the OK/TX Panhandle Caravan. \$25 to Caravan Captain, Ed Onley, 4400 Mackenzie Dr., Moore, OK 73160, 405-642-8929

OK/TXPanhandle Corvette Caravan Schedule
Monday, August 26, 2024

- Lunch Frontier Chevrolet, El Reno OK on Route 66.
- Route 66 from El Reno to Tulsa. Caravan will take I-44 to Tulsa. (NTTA tag is good). Or follow Rt.66 to Tulsa.
- Monday night in Tulsa OK Marriott Southern Hills Resort Hotel. \$169 + taxes.

Tuesday, August 27, 2024

- Depart Marriott Parking Lot. (Early departure time TBA).
- Take I-44 to toll road to Missouri (NTTA Tag is good)
- Stop at Missouri Visitor Center to re-group.
- Lunch at Springfield, MO. (Locations TBA).
- Route 60 East to Cape Girardeau MO. Four caravans meet there. Make reservations at the Pear Tree Hotel (part of the Drury chain) Estimated \$72 + taxes. We have two group numbers 10069890 & 10069878. Call 800-325-0720 for reservations. Plans for All-Corvette Car Show, on the Mississippi River in old downtown.

Wednesday, August 28, 2024

- Everyone goes to Bowling Green KY, Make your own hotel reservations for the NCM events

SOUTHWEST OKLAHOMA CORVETTE CLUB

Corvette Kickoff Classic

APRIL 12-14, 2024

LAWTON • FORT SILL
CONVENTION & VISITORS BUREAU

80+ AWARDS!
Friday - Top 25 Show!
Saturday - Show-N-Shine & Judged Show!
Sunday - Refuge Cruise

APACHE CASINO HOTEL
 2315 E Gore Blvd.
 Lawton, OK 73501
 (855) 248-5905

HILTON GARDEN INN
 135 NW 2nd St.
 Lawton, OK 73501
 (580) 280-2100

FAIRFIELD INN & SUITES
 201 SE 7th St.
 Lawton, OK 73501
 (580) 248-5500

2023 Grand Champion
 Darrel & Pam Little, Owners

CANCER CENTERS
Alta • Lawton • Duncan • Chickasha
 of Southwest Oklahoma

BOYS & GIRLS CLUB OF LAWTON

Show proceeds to benefit the Boys & Girls Club of Lawton & the Cancer Centers of Southwest Oklahoma.

HOTEL BOOKING

- APACHE CASINO HOTEL (Host Hotel & Event Venue) - \$169/night, includes 2 Apache Grill breakfasts per night, <https://tinyurl.com/swocc2024>
- HILTON GARDEN INN - \$129/night, includes breakfast, <https://tinyurl.com/swocc2024hilton>
- FAIRFIELD INN & SUITES - \$109/night, includes breakfast, <https://tinyurl.com/swocc2024fairfield>

Thank you! YOU make the difference!



PETIT JEAN MTN, AR
8 Jones Lane, Morrilton, AR
501-727-5427

Sam Salter

Corvettes on the Mountain Corvette Show

May 18, 2024

For info contact: Tony Salter
501-450-0902

66th Annual Petit Jean

Swap Meet & Car Show

June 12-15, 2024

email: info@museumofautos.com

SWAP MEET-CAR CORRAL-ARTS & CRAFTS

900 ANTIQUE AUTO SWAP MEET SPACES
60 ARTS & CRAFTS / FLEA MARKET SPACES
275 COLLECTABLE CAR CORRAL SPACES
80 RV PARKING SPACES (NO HOOKUPS)

Antique Car Show

Saturday, June 15, 2024

REGISTRATION 8 A.M.-11:00 A.M.,
JUDGING 11 A.M.-3 P.M.

ORIGINAL CARS FROM TURN OF CENTURY
MODELS TO 25-YEAR-OLD MODELS, WILL
COMPETE FOR FIRST, SECOND, THIRD PLACE,
AWARDS IN THIRTY-TWO (32) CLASSES

Open Car Show

Saturday, June 15, 2024

REGISTRATION 8 A.M.-11 A.M.,
JUDGING 11 A.M.-3 P. M.,

OPEN TO ALL VEHICLES, TWO AWARDS IN
EACH OF FORTY TWO (42) CLASSES

Swap Meet Chairman, Tommy Hoelzeman:
tj@museumofautos.com



Thursday, April 25
thru Saturday, April 27, 2024

Setup: Wednesday, April 24th

Time: Open daily 7am-10pm

Parking \$10 per day/with no exit/reentry

Location: Texas Motor Speedway, 3545 Lone Star
Circle. Fort Worth, TX 76177.

Pate Swap Meet, PO Box 12814, Dallas, Texas 75225

PateRegistrar@gmail.com

817-396-5118 answered live 8-5 ,

Backup number - 737-308-8516



In The
Summit Parking Lot
2200 E Interstate 20,
Arlington, TX 76018



REGISTRATION
ON SITE



\$20 per entry

ALL PROFITS WILL BE
DONATED TO THE
ALEX VIOLA FOUNDATION

100's
of
HOTRODS
COLLECTOR CARS
TRUCKS
MOTORCYCLES

TOP 10

BEST IN SHOW
BEST GM / FORD / MOPAR
BEST ENGINE
BEST PAINT
BEST UNDER CONSTRUCTION
BEST MOTORCYCLE

46th CORVETTE CHEVY EXPO

MAR 16-17, 2024
 SAT 9-6 | SUN 10-6 | \$15 ENTRANCE

CorvetteChevyExpo.com

CONTACT US
 CORVETTECHEVYEXPO.COM
 ATTN: VETTE VUES MAGAZINE
 P.O. Box 511874, PUNTA GORDA, FL 33951
 (386) 775-2512

2ND ANNUAL MESSIAH LUTHERAN SCHOOL CAR SHOW

3600 NW EXPRESSWAY OKC

All Proceeds to benefit Messiah Lutheran School

April 13, 2024

11 Classes
Special Awards
Door Prizes
Concession

John
(405) 201-0465

Registration (\$25)	8:00 - 10:00
Judging	10:00 - 11:30
Trophies 12:30	(First and Second)

GORDON NICHOLSON BENEFIT CAR SHOW

1200 E CHARLES PAGE BLVD., SAND SPRINGS, OK (OLD K-MART)

★ Saturday, April 6 10 am – 2 pm

RAIN DATE APRIL 13, 2024

★ Free Admissions to the Public

★ VENDOR ARTS, CRAFTS, CARS

★ 1st and 2nd (Each Class and Chili):

Gordan's and People's Choice

Trophy's at 2 pm

AND CHILI COOK-OFF



Contact Info:

Larry Ashlock: 918-639-9609,

Johnny Ashlock: 918-381-8527

\$5 Chili Bowl

Cherokee Cruisin' Classics Car Club...5C's Annual

Car, Truck & Cycle Show

27 April 2024

Registration 8am-Noon

Trophies Awarded 3pm

1ST & 2ND Place

Best of Show

Club Participation

50/50 Pot

Registration \$20

Location:

177 S Water Ave

(1 Blk E of Muskogee Ave)

Cherokee National

Peace Pavilion

Tahlequah, OK 74464



INDEPENDENT JUDGING IN THE FOLLOWING CLASSES



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

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



**Save
the
Date**

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

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

Corvette Car Show @ 2024 Eagles Canyon SpeedTour Saturday, March 9, 2024



This year SVRA and SRE Promotions will be hosting a special Corvette Corral. Only a limited number of Corvettes will get this exclusive offer due to this year's racing schedule and limited space.

Each \$75 entry includes:

- 2 weekend passes [2 people Sat & Sun]
- VIP parking
- Full access to the race car paddock
- Touring laps in your Corvette

PLEASE NOTE:
This will be a Rain or Shine event

To register, scan the QR code or go to SpeedTour.net
Questions? Contact Toni Strollo – tc@svra.com

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: My primary issue with my 1960 C-1 is that at 65 or 70 mph, my engine, with the 3.7 rear end, is turning over 3,000 rpms. If I go to a 3.08 posi, this should drop my rpms down to around 2,600 or so.

I have owned this 1960, two 1969's, a 1999 and a 2007. Both the 1999 and 2007 were 6-speed manual transmissions and at 70 mph the engine rpms were barely over 1,600. What do you have to do to this car to get the rpms down to around 2,000 at 70 mph?

Answer from Doug Prince, SoCal Chapter Advisor:

It may be a case of wanting your cake and eating it too! Remember you are driving a C1 Corvette and not a C5 or C6. Six-speed manuals are great today but your C1 is 54 years old. Depending on what engine is currently in your C1 going to 3:08s will make it a real dog around town. Based on my experience, I suggest that you may have to get used to the RPMs.

Question: I have a Roman Red 1959 with white coves, white soft-top, and black interior. I would like to add a hardtop which was originally part of the build, but no longer in my possession. What is most proper, a white hardtop or red? I prefer the red, but can live with white, if that is more correct.

Answer from John Hinckley, MI Chapter Advisor:

Factory-installed hardtops left St. Louis in body color; there was no mechanism to order them any other way.

Answer from Brad Bean, SACC Vice Pres.:

Never say never, but hard tops were only offered, from the factory, painted the primary body color. I am aware of one case where it was painted to match the cove, at the dealer prior to delivery, which I guess would have made it "original". Also, the headliner color and style should match the

car's interior color and year. For investment purposes, it's nice to have a correct hard top, for a car which came with one. I too purchased and restored one for my '60. However, I enjoy driving the car with the top down and it was a pain taking a hard top of it on. Plus, if I left home with the hard top on, no matter how nice the day was, the hard top had to remain on until I returned home. After one summer of using the hardtop, I stored it in the garage where it remained for 15 years; selling it rather than move it following retirement.

Question: I have recently purchased a 1960 Corvette that has had a frame off restoration. Since the restoration the bumper "down" nose panel has been damaged. I have located a replacement part. My question is how much of the old nose down panel has to be removed in the area where it bonds to the nose "up" panel? I have recently acquired several books on automotive fiberglass repairs and intend to install this part myself. Any other guidance would be appreciated.

Answer from Bill Huffman, Michigan Chapter Pres.:

The lower front panel as an OEM part extends from the center line of the headlights back to the wheel openings from one side to the other behind the bumpers and below the grill surround. You might want to consult a local Chevy dealer or body shop that does fiberglass repair to see if your lower panel can be repaired. An otherwise completely restored C-1 is a poor place to start learning fiberglass repair. Remember the Hippocratic Oath, "Do your patient no harm". Or as Dirty Harry says, "A man has to know his limitations".

Question: I purchased a 1960 C1 that has had a frame off restoration in 2009. I have been working out of country and the car was not driven until I retired in August of this year. There are three primary issues:

Issue #1: The clutch pads are frozen and the limited slip feature of this rear end is not working. I have added one of the additives that was recommended, went to parking lot did figure eights, and pads are still stuck. What is required to service these pads?

Issue #2: The car has either a 4:11 or 4:56 rear end and at 70 MPH the tach is showing 3,000+ RPM. I am getting parts estimates to install a posi 3:36. Is a 3:08 possible?

Issue #3: The car has a 383 stroker installed with an estimated HP of 450. Since the car has the original tire size and I do not plan to spend my weekends at the drag strip, I do not believe that the chassis or rear end will be at risk. Do you believe otherwise?

Answer from Bill Huffman, Michigan Chapter Pres.:

1) I had a similar issue with a rebuilt 3.70 posi unit. I had it rebuilt, then went a couple years before I got around to installing it. We put in Posi-lube plus a GM additive and spent a couple hours doing figure 8s. The clutch pads were still stuck. Took the car on a 50 mile road trip, drained the

axle lube completely, added another bottle of GM additive and then tried the figure 8s again. Over the next week of short runs, the posi unit began working fine.

2) With a stock 3.70 axle in mine, it runs 3000-3500 RPM at highway speeds. Since your car was recently redone, and if it has the original rear end, you should be able to read the axle code stamped on the passenger side front surface of the differential casting along with the differential assembly date.

Look for AN for 3.70, AP for 4.11 or AQ for 4.56. Casting number on the driver side should be 3743833 along with a casting date. Either a 3.55, 3.36 or 3.08 will require a new carrier. It is your car, make yourself happy.

3) The 1949 Chevrolet chassis with stock tires, brakes and steering in your 1960 Corvette was never designed to handle 450 HP in any way except CAREFULLY.

Question: I am looking for the pins and clips that hold the shifter to the trans. on a 1961 4 speed.

Answer from Bill Huffman, Michigan Chapter Pres.: You don't say whether you have a Borg Warner T-10 or a Muncie Transmission. You also didn't say whether you have a stock shifter or a Hurst.

An OEM original 61 Corvette w/4-speed should have a BW T-10 with T-handle reverse lock-out. However, after 52 years any combination is possible. After you find out what is in your car, complete linkage kits for your combination are available from most Corvette parts vendors. If you really only need the pins & clips, check Corvette Central P/ Ns 531016 & 531115.

Question: We have a 1958 Corvette with a 1962 283 engine with an aluminium intake manifold. Can you tell us whether the 1962 283 Corvette motor had an aluminium intake manifold from factory?

Answer from Doug Prince, SoCal Chapter Advisor: All 1962 Corvettes were assembled with the newly introduced 327 cubic inch engine with various horsepower ratings. The 340 horsepower version had a single four barrel aluminum intake manifold.

Question: Trying to improve the turn signal cancel mechanism. I got some information from Rarecorvettes that refers to some leaf springs that go under the turn signal ring. With the mechanism laid out in front of me, I see neither the thin leaf springs, nor any place to mount them, if I had 'em. Is there a source for these internal steering column parts?

Answer from Doug Prince, SoCal Chapter Advisor: The turn signal cancelling cams very often wear out. Paragon Reproductions sells a complete turn signal cancelling cam mechanism, part number 8960K. Your turn signal housing has two small wheels that must be cleaned and lubricated in order for the new mechanism to work properly. Use needle nose pliers to insure that they turn freely after cleaning and lubricating them.

Question: I have a question regarding starter motors for C1 Corvettes. I have a 1958 Corvette with the original 283 engine. I have tried to keep it mostly original. I am trying to find out if anyone actually makes a high torque starter motor that will fit my engine. It does not have to be a mini starter, a full size starter will be fine. I have tired unsuccessfully twice in purchasing a high torque mini starter only to find out it does not fit my engine. The holes on the engine are 1/8" off from the holes on the starter. The reason I am looking for a high torque versus a regular, is after I drive for about an hour and the engine is hot, when I stop for a coffee and return to start the car, it is difficult to start. I have narrowed it down to the starter being overheated. I added a thermal wrap to the motor/solenoid, but that did not really help. Or does anyone make a high quality starter that does not get overheated and will start easily in warm weather. (it gets warm in Calif.)

Answer from Doug Prince, SoCal Chapter Tech Advisor: This one is very easy. Just buy a GM starter for a big block Corvette C2 as all C2s with the big engine had a high torque starter motor. You will have to just change the end frame, the part that bolts to the starter in a C1 to the bell housing. This is an easy fix and you will love the difference it makes. I also suggest that you install a larger in diameter positive battery cable when you make this conversion. Go to a two gauge or larger as they flow more current with much less resistance to engine heat. Works like a charm for me.

Question: My dear husband who would kill me if he saw that I was typing this, misplaced the only set of keys we have to our 1961 Corvette. I have a sneaking suspicion they are in the trunk, but he seems to think they are in the pocket to a USMC uniform that he turned back into the Corps when he retired last year. Anyway - no locksmith wants to touch the car, so I thought I'd seek expert advice about how I go about fixing this dilemma.

Answer from Max Brockhouse, SACC President: The good news is, you can open the trunk without a locksmith. The bad news is, you will have to damage the trunk emblem in order to do it. Drill a series of holes in the plastic emblem to weaken it and break it out as well as the metal dish behind the emblem. Now use this hole to reach the rod on the key tumbler inside the trunk lid. Now pull the rod until the latch releases. Good luck and all is not lost

Answer from Bruce Fuhrman, SACC Secretary: One way would be to remove the glove box key assembly and take to a locksmith. He can make a key which if a stock car should match the trunk lock.

Answer from Bill Herron, past Treasurer of SACC; "One key fits all" on my 57. If your glove box is unlocked, open it and remove the lock. The actual lock unit (inside the housing) will have a four digit number stamped on it; that's the key code for that lock. I don't recall 61 for sure but assuming it's the same as 57 that code (and a competent locksmith) will be able to make a new key. As an alternative,

call AAA (I did once when I locked the keys in my trunk 3500 mi from home!). I won't bother with the details but a locksmith came out and opened the trunk with no damage.

Question: Im looking for a place to purchase a service manual that has the information on how to change and set up a new crown and pinion gear set.

Answer from Doug Prince, SoCal Advisor:

Refer to Corvette Service Manual ST-12 Chapter 4.

Question: Could you please supply me with the wheel alignment specs for my '61 Vette? It's steering very average and I've got her booked in at the local tyre shop for adjustment but they haven't any spec's.

Answer from Doug Prince, SoCal Advisor:

As per Corvette Service Manual ST-12 wheel alignment is as follows: Caster 2 degrees +/- 1/2 degree

Camber 1/2 degree +/- 1/2 degree

King Pin Inclination 3 1/2 to 4 1/2 degrees

Toe-In (per wheel) 1/16th inch - 1/8th inch

Toe-Out on Turns

Inner Wheel 20 degrees +/- 2 degrees

Outer Wheel 24 degrees +/- 2 degrees

Question: I need a service manual / rebuild manual with pictures of the original 3-Speed Saginaw transmission which is used in my 1960 Corvette. It seems that there is no information or manual about this 3-Speed transmission. That is very disappointing. Furthermore there are no rebuild kits for this kind of transmission available? Do you know where I can gather information about this transmission or even a book? And where to buy any correct rebuild kit? Thank you very much and have a nice day.

Answer from Doug Prince, SoCal Advisor:

Information about rebuilding and repairing three-speed manual transmissions can be found in a 1961 Chevrolet Passenger Car Shop Manual. The chapter in this manual would also apply to your 1960 three-speed transmission.

Question: I have a 1962 Corvette and would like some help. The number on the steering column is #20867S103393 I would like to know the build date of the Corvette and what would be the correct date code for the block and heads 327 340 hp with 4 speed any help would be great

Answer from Max Brockhouse, President of SACC:

Your '62 was built fairly early on the 15th of November 1962. Actually your '62 is fairly early production model year. The '62 started production on September 17, 1962

Question: What type of gas should I use in my 1959 Vette? It's a 283 automatic just restored.

Answer from Doug Prince, SoCal Advisor:

Your engine has lower compression than the high performance engines and should operate just fine on 91 Octane

gasoline. Today's gasoline's are 10% gasohol which is very detrimental to older cars fuel systems. Gasohol attracts water which when combined with alcohol forms an acid compound which will start to eat away at the inside of older pot metal carburetors and metal fuel lines. By adding one ounce of automatic transmission fluid to each gallon of gasoline will inhibit this process so that rust and acids can not form in your Corvette's fuel system.

Question: I have a 1960 Corvette and the generator has started to smoke so I'm guessing that it needs to be rebuilt. Do you have any recommendations for a shop that can either rebuild my current generator or a source where I can purchase a "new" generator? I live in Minnesota but obviously I'd be willing to send the generator off to a shop that knows what they are doing.

Answer from Noland Adams, Founding Pres of SACC: When replacing parts on your 1960 Corvette, be aware that original parts are more valuable than common replacement parts. Even if your Corvette is modified, keep any original parts you have.

Normally generators are rebuildable, if the case isn't damaged. Every Corvette parts dealer will have a shop in their area that rebuilds generators, starters, distributors, master brake cylinders, etc. If your part is original, be sure that you get your original rebuilt and returned. I don't know where you live, but I'd contact the closest Corvette vendor first.

Answer from Doug Prince, SoCal Chapter Advisor:

First off there are many qualified generator rebuilding shops scattered across the country, but you must first determine that you have the correct generator that is original/correct for your Corvette to go through the motions of having it rebuilt. If the generator in question is not original then you could obtain a generic replacement or seek out a rebuilt original that is correct for your Corvette. If your generator still has the original Delco Remy metal tag affixed to the body it will either read 1102043 for all engines except for high performance fuel injection or 1102173 for high performance fuel injection engines. If you have neither of these generators on your Corvette you could opt out for either a generic "over the counter" replacement or seek out a rebuilt correct generator for your Corvette. NCRS Driveline or Ebay would be your best bet for correctness.

Question: I recently bought a neglected 61, and am concerned that it has the wrong driveshaft. My question is this: what is the correct overall length of the driveshaft?

I replaced two very badly arched rear springs with replacements and now see that the yoke doesn't penetrate the transmission tailshaft up to the previously worn (bright), area? Also, the driveshaft looks to be an aftermarket shaft.

Answer from Chip Werstein, SoCal Advisor:

Drive shaft measures 34 1/2" from center of front u-joint to center of rear u-joint. Yoke is 4 3/4 "

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 Annual dues are: \$45.00 one year

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

*Red River Chapter Dues Suspended for 2024. \$45.00
Just pay National Dues \$60.00 total*

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

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

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

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

Red River Chapter Member Interests:

Would you like to serve our chapter as an officer, coordinator, writer, event volunteer, etc?

What events would you like our chapter to host? (Car Shows, Driving Tours, Tech Clinics, etc.)

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

Do you prefer overnight or single day events? _____

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