



May 2019

# Straight Talk

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

## Let's Meet at a Corvette Show in Texas & Oklahoma

**Route 66 Oklahoma  
Corvette RoundUp  
May 31 - June 1**  
Hafer Park, S. Bryant Ave. at E. 9th St., Edmond, OK  
Great Venue ~ Shade Trees ~ Space for Personal Tents ~ Silent Auction  
Food and Product Vendors ~ Door Prizes ~ 50/50 Pot

HOSTED BY THE CENTRAL OKLAHOMA CORVETTE CLUB  
We are a not-for-profit organization committed to various regional charities

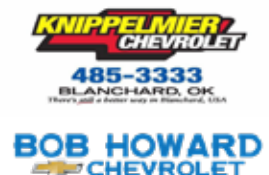


- Guest Show & Shine Classes
- Concours Classes
- Host Club Only Show & Shine
- Over 20 Classes with multiple awards in each class

#### Schedule of Events

**Friday, May 31**  
8:30-9:15 AM • Early Registration - Hotel  
9:15 AM - 2:00 PM • Cruise  
6:00 PM • Dinner & Reception - Hotel  
**Saturday, June 1**  
8:00 - 10:00 AM • Check-in - Hafer Park  
10:30 AM - 12:30 PM • Judging  
(door prizes, silent auction, 50/50)  
2:00 PM • Award Presentation

**Host Hotel**  
**Holiday Inn Express & Suites**  
3840 E. 2nd St. (Rt 66), Edmond 73034  
Phone (405) 844-3700  
\$89 + tax • Request Corvette Club Rate  
Rate valid until May 21  
Phone hotel if you need trailer parking



Registration/info: [www.CentralOkCorvetteClub.org](http://www.CentralOkCorvetteClub.org) -or- [CoccarShow19@gmail.com](mailto:CoccarShow19@gmail.com)

## We will plan to meet with other SACC members at these great shows. Will you be there?

### Lone Star puts on a great weekend of events.

Bill Preston will set up a Solid Axle meeting place Saturday, May 16, during the car show held under the Texas Motor Speedway grandstands. You can enter your car in Show & Shine (SNS) or Judged Class or just come out and roam among the Corvettes in the shade. There's no charge for roaming around. Stop in and say hello, have a beverage and a snack with us and meet some of the other C-1 owners.

You might want to do more events Fri-Sun. Entry form for the "Lone Star Corvette Classic" on page 2.

### Central Oklahoma Corvette Club's event is fun.

Edmond Oklahoma's an easy drive from North Texas or anywhere in Oklahoma. Get up early on Friday, May 31, and take the lunch cruise with all the Corvettes from Edmond to someplace fun to eat in Oklahoma. Dinner & reception Friday night is at the host hotel. Then the vast Saturday car show is in Hafer park, under the shade of the trees, with great door prizes. Awards are at 2pm which gives you plenty of time to get back home that evening.

"Route 66 Roundup" details and entry on page 3.

# Classic 2019 Registration Form

**FRIDAY**

MEMBER     NON MEMBER

DASH CARD # \_\_\_\_\_

(REQUIRED)

LONE STAR



CORVETTE CLASSIC

REGISTERED BY: \_\_\_\_\_

ENTERED BY: \_\_\_\_\_

Name \_\_\_\_\_ Companion(s) \_\_\_\_\_

Please PRINT clearly

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Cell Phone \_\_\_\_\_ Email Address \_\_\_\_\_

(REQUIRED)

(REQUIRED)

Club Affiliation \_\_\_\_\_  Lone Star Corvette Club Member

## Car Show Classes

Judged     SNS

Year: \_\_\_\_\_

Color: \_\_\_\_\_

Class from below: \_\_\_\_\_

- |                 |                         |
|-----------------|-------------------------|
| C-1 53-62       | C-6 10-13 Grnd Sport    |
| C-2 63-67       | C-6 06-13 Z06, ZR1, 427 |
| C-3 68-82       | C-7 14-19 Coupe         |
| C-4 84-96       | C-7 14-19 Conv          |
| C-5 97-04       | C-7 17-19 Grnd Sport    |
| C-6 05-13 Coupe | C-7 15-19 Z06, ZR1      |
| C-6 05-13 Conv  | C-1 to C-7 Custom       |

- |   |                    |          |
|---|--------------------|----------|
| <input type="checkbox"/> Autocross (Fee is per Driver) Friday             | # _____ @ \$10 Drv | \$ _____ |
| <input type="checkbox"/> Roamin' Roanoke                                  | NC                 | NC       |
| <input type="checkbox"/> Road Course Seminar 1:00 pm or 3:00 pm Friday    | # _____ @ NC       | NC       |
| <input type="checkbox"/> Show N Shine Member Car Show                     | NC                 | NC       |
| <input type="checkbox"/> Show N Shine Non Member Car Show                 | \$45               | \$ _____ |
| <input type="checkbox"/> Judged Car Show                                  | \$55               | \$ _____ |
| <input type="checkbox"/> Cruise to Dude Ranch & BBQ (Per each) 5pm Friday | # _____ @ \$42.50  | \$ _____ |
| <input type="checkbox"/> Saturday Car Corral Fee is for each car          | # _____ @ \$25 ea. | \$ _____ |
| <input type="checkbox"/> Saturday Evening Dinner (Per each)               | # _____ @ \$37.50  | \$ _____ |
| <input type="checkbox"/> Sunday Track Days (Fee is for the car)           | \$60 car           | \$ _____ |
| <input type="checkbox"/> Event T-Shirts (Limited availability)            | # _____ @ \$15 ea. | \$ _____ |
| <input type="checkbox"/> Late Registration (After May 4th)                | \$20               | \$ _____ |
|   | <b>TOTAL</b>       | \$ _____ |

## LSCC Use Only-How Paid?

Cash \_\_\_\_\_ Check# \_\_\_\_\_

CC (Last 4 #'s) \_\_\_\_\_

## CAR SHOW ENTRANT'S RELEASE AGREEMENT

Show Car Security will be provided by the Lone Star Corvette Club (LSCC) members, Texas Motor Speedway, and off-duty police personnel. All participants must complete the liability form below.

Insurance requirements dictate that all vehicles entered in the Saturday car show remain on display and unmoved until 3:00 pm.

I (please print name) \_\_\_\_\_ verify that the vehicle(s) entered into the Lone Star Corvette Classic at the Marriott Hotel & Golf Club and Texas Motor Speedway, is insured against loss damage and liability. I agree to assume risk of any damages or injury and to indemnify and hold harmless LSCC, Marriott Hotel & Golf Club, Texas Motor Speedway, its officers, directors, agents, employees, and chapters for any acts of omission which may result in theft, damage, or destruction of my property or injury to me or others occurring during or as a consequence of this meeting in Fort Worth.

Insurance Carrier \_\_\_\_\_ (REQUIRED)    Vehicle License No. \_\_\_\_\_ (REQUIRED)    State \_\_\_\_\_ (REQUIRED)

Signed \_\_\_\_\_ (REQUIRED)

Date \_\_\_\_\_ (REQUIRED)

**Make checks payable to: Lone Star Corvette Classic**  
**Mail to: Terri Krieger,**  
**9708 Wagon Ct.**  
**Fort Worth, TX 76244**  
 or Register on line at:  
**LoneStarCorvetteClub.com**

## 2019 ROUTE 66 OKLAHOMA CORVETTE ROUND UP

Complete this form or go to our website and print a registration form and mail to:

COCC, P.O. Box 721290, Oklahoma City, OK 73172-1290

More information at: [www.CentralOkCorvetteClub.org](http://www.CentralOkCorvetteClub.org): email [cocccarshow19@gmail.com](mailto:cocccarshow19@gmail.com): Phone Kenny or Jamie at 405-755-2331

### REGISTRATION - Please Write Legibly

Name(s): \_\_\_\_\_ Club Affiliation \_\_\_\_\_  
 Address: \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Email: \_\_\_\_\_ Phone \_\_\_\_\_  
 Year \_\_\_\_\_ Special Model (Z06, GS,ZR1) \_\_\_\_\_ CPE or CONV \_\_\_\_\_ Color \_\_\_\_\_

#### GUEST SHOW & SHINE and COCC MEMBER ONLY Top 25

Registration: \$30 per Vette (\$40 after May 21<sup>st</sup>) . . . . . \$ \_\_\_\_\_

**CONCOURS Registration: \$35 per Vette (\$45 after May 21<sup>st</sup>)** . . . . . \$ \_\_\_\_\_

Friday Cruise (No charge, but will be responsible for own lunch cost) #Attending \_\_\_\_\_

Friday Dinner at Host Hotel (No Charge-BYOB). . . . . #Attending \_\_\_\_\_

TOTAL DUE WITH REGISTRATION . . . . \$ \_\_\_\_\_

**MAKE CHECKS PAYABLE TO COCC**

**EVENT WILL BE HELD RAIN OR SHINE**

#### GUEST and CONCOURS Divisions- 3 Awards per Class MEMBERS ONLY Division – Top 25 Awards.

Awards for Best of Show, Best Engine, Best Interior, Best Paint, President’s Choice, People’s Choice, Under Hood/Trunk Art, **\$150 Club Participation Award and \$100 Longest Distance Traveled Award will be based on Pre-Registration**

Guest Show & Shine will **NOT** be judged with COCC Member Only club cars

GUESTS & COCC Members MAY enter the CONCOURS Division

#### GUEST ONLY SHOW & SHINE

Judged by COCC Club Judges

- \_\_\_ Class A: C1 - 1953-1962
- \_\_\_ Class B: C-2 – 1963-1967
- \_\_\_ Class C: C-3 – 1968-1982
- \_\_\_ Class D: C-4 – 1984-1996
- \_\_\_ Class E: C-5 – 1997-2004
- \_\_\_ Class F: C6 – 2005 – 2013
- \_\_\_ Class G: C6 ZR1, Z06, GS
- \_\_\_ Class H: C-7 2014 – 2019
- \_\_\_ Class I: C-7 ZR1, Z06, GS
- \_\_\_ Class J: Custom (All years-Major modifications to engine, interior or paint/body)

#### CONCOURS- Open to ALL Entrants.

Judge by non-host club affiliated judges.

- \_\_\_ Class K: C-1 1953-1962
- \_\_\_ Class L: C-2 1963-1967
- \_\_\_ Class M: C-3 1968-1982
- \_\_\_ Class N: C-4 1984-1996
- \_\_\_ Class O: C-5 1997-2004
- \_\_\_ Class P: C-6 2005-2013
- \_\_\_ Class Q: C-6 ZR1,Z06, GS
- \_\_\_ Class R: C-7 2014-2019
- \_\_\_ Class S: C-7 ZR1, Z06, GS
- \_\_\_ Class T: Custom (All years-Major modifications to engine, interior or paint/body)

#### COCC MEMBERS ONLY

SHOW & SHINE  
Judged by ALL Entrants.

Awards to Top 25



PLACE “X” IN BOX IF ENTERING  
COCC MEMBERS ONLY

#### RELEASE OF LIABILITY—Must Be Completed by ALL Entrants

I acknowledge that all Corvette show activities sponsored or conducted by the Central Oklahoma Corvette Club (COCC) are potentially hazardous, and may result in property loss/damage and personal injury or death. I hereby agree for myself, all of my family and heirs, to release the COCC, the City of Edmond, OK and any of their representatives or agents from legal liability, claims, demands or any and all causes of action which may arise during my participation. I agree to be solely responsible for my own safety.

PRINT NAME: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

If Entrant is under 18 years of age, PARENT OR GUARDIAN MUST READ AND SIGN: : \_\_\_\_\_

# New Member

**Robert Cotner**  
Blanchard, OK  
1961 Blue/White



**Right-hand  
Drive  
1958  
Corvette**



# President's Message

I want to issue a very special thanks to Noal Sinn from Stillwater, OK, for providing us with an excellent Tech Session during the Enid Oklahoma Corvette Expo. He presented a well-organized presentation on rebuilding a Corvette distributor. We had a good attendance and there was a lot of discussion on all things Solid Axle.

I would like to encourage many of you who can fit it into your schedule to participate in the Lone Star Corvette Classic Car Show on May 18. It is held under the grandstand at Texas Motor Speedway in Fort Worth. The past few years our Solid Axles have been sparsely represented. I think it would be cool if the Red River Chapter had an impressive show of our special cars.

Same goes for getting the Route 66 Corvette Roundup in Edmond, OK on your calendar.

If you need to make repairs or alterations to your car before you drive it to the Detroit SACC Convention or any other event, I urge you to get started soon, as August will be here before you know it.

"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  |                   |
| Mary Jeanne Entekin – Secy/Treas |                   |
| Diane Preston -- Editor          | cell 405-615-3856 |
| cdiane1957@aol.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: Mary Jean Entekin, 611 Fallbrook Dr., Flower Mound, TX 75028 Make payable to SACC.

# Enid OK Corvette Expo



Bill Preston's Black and White Fuel-Injected Corvette won Best of Show



Noal Sinn of Stillwater, OK accepting an award for his White 1962



Max & Wendy Jantzen, Ringwood, OK

The Enid Corvette Expo is a large indoor show held in a small northern Oklahoma town with a very active Corvette club. There must be a Corvette in every barn in the area.

There were only six C-1 Corvettes there this year in contrast to fourteen that were at this show three years ago, when we were last there.

Friday was move-in day for most of the cars. The Corvette Club of Enid served sloppy joes for dinner to give everyone a break from cleaning their cars. They also provided a shuttle to the host hotel Friday night and back to the Coliseum on Saturday morning for anyone who needed a ride. Saturday morning the last few cars arrived to finish filling the show floor. Club members had gathered a large array of items for their Silent Auction.

The awards were thoughtfully held at 3pm so most could get home before dark. All the Corvettes had been parked facing the exit, which allowed them to leave the Coliseum very quickly... just in time for a brief rain storm.

*Continued on page 6*



Every year at this show there is a special display of Corvettes celebrating 10 year increments. Max & Wendy Jantzen's Black 1959 headed up the display going from 1959 to 2019.

# Distributor Tech Session



During the Enid Corvette Expo, between lunch and the awards, Noal Sinn from Stillwater, OK, put on a tech session showing how to rebuild a distributor for the C1.

Noal showed us how to take apart a distributor from a carbureted 1962 Corvette. He demonstrated how to replace the main shaft and how to set the lash on the 90 degree gear on the cross shaft to keep the gears from destroying each other.

He also showed how to use a vacuum pump to access one of the screws under the plate. He explained how to

set the desired degrees of timing advance using the mechanical and vacuum advance.

He also demonstrated how to install a PerTronix electronic ignition to eliminate the troublesome breaker points in the distributor.

Noal did a great job with the demonstration and also encouraged participation from the group. The discussion eventually went to solving over-heating problems, as all Solid Axle discussions do.

In addition to some of the C-1 owners mentioned in this article, attending were: Gene Holtz, Kim Prince, Richard Eck, Goodman, Alan Barnes, Robert Cotner, Tom & Jan Richards, Butch Abbott, and several others. There were 16 people present.



*Dennis & Erlene Morehart's  
Black/Silver 1958 from Enid, OK*



*Ed Harrison's Red/White  
1958 from Tulsa, OK*



*David & Kathy Eck's  
Red/White 1961 from Enid, OK*



*Bill & Diane Preston's Black/White  
Fuel-Injected 1957-Best of Show*



# 2019 SACC National Convention

Metro Detroit, Michigan Area –

## August 13-16, 2019

Hosted by Michigan Chapter SACC



### CONVENTION ACTIVITIES

#### Wednesday Cruises to:

**Lingenfelter Collection**-Impressive private collection of 150+ unique cars in a 40,000 sq. ft. space. Including this Duntov Mule. Lunch provided on site. *Collection not open to the public.*



**Pratt & Miller**-Tour fabrication and assembly divisions. Since 1999, Corvette Racing has won 100+ races worldwide and 24 hours of Le Mans eight times since 2001.

#### Thursday Bus Trip to:

**GM Heritage Center**-This 81,000 sq. ft. center showcases vehicles of the GM Heritage Collection, along with other artifacts. Display often changes, with 165+ vehicles on display at a time. Each illustrates a design technical or sales milestone or accomplishment in the history of GM or the automotive industry. GM reps will talk with us and answer questions. *Venue not open to the public.*

**GM Renaissance Center (RenCen)**-Landmark world headquarters of GM. See GM World vehicle display The "Borealis"--the tallest vertical art glass sculpture, the outdoor GM Plaza with a world map carved in granite and see the synchronized water fountain. Visit shops in the GM Wintergarden, RenCen, and GM Company Store to buy GM collectibles. Walk east along the Detroit River to Rivard Plaza to visit the Cullen Family Carousel.

**Diamond Jack River Tour**-Chartered two-hour evening narrated cruise, presenting highlights of the Detroit and Windsor, Ontario, Canada skylines and historical anecdotes about both cities. Restrooms & snack bar available on board. *(Capacity limited for this river tour)*



**Closing Banquet**-Keynote speaker:

Tadge Juechter, Chief Engineer, Corvette & Cadillac XLR

### THINGS TO SEE ON YOUR OWN

**The Henry Ford Museum**-Unique educational experiences. Stories and lives from America's traditions of ingenuity, resourcefulness, and innovation. Put yourself in the place of movers and shakers who blazed the trail to where we stand today.

**Greenfield Village**-Experience a place where 80+ acres show 300 years of American stories. Step into the lab where Edison had his light bulb moment. The Bagley Ave. shed where Henry Ford built his first car. The workshop where the Wright brothers taught us to reach for the sky. The place where everything feels astonishingly real, because it is.

**Ford Rouge Factory Tour**-Inside look at making America's most iconic truck, the Ford F-150, and manufacturing's most progressive concepts. Experience the awe-inspiring scale of a real factory floor as you rev up your inner engineer.

**Automotive Hall of Fame**-Exhibit galleries with permanent and changing exhibits on auto's early days, global rise of the auto industry, the beauty of auto styling and how it has changed every part of our daily lives. ***These events are not pre-paid.***

***www.thehenryford.org/visit/plan-your-visit BONUS EVENT!!!***

**Saturday, July 17-Woodward Dream Cruise**  
*Optional event. Arrangements can be made with Michigan NCRS for parking, etc. Go to MichiganNCRS.org/Registrations/registrations.html. Then go to WDC Registration. Woodward Dream Cruise, world's largest one-day automotive event, draws 1.5 million people and 40,000 classic cars from around the globe.*

## Make Your Hotel Reservations Now!

**Embassy Suites, 19525 Victor Pkwy., Livonia, MI (734) 462-6000**

**Decide Later...** *the Hotel WILL fill up*

*Full Convention details at: [solidxle.org](http://solidxle.org), then go to 2019 Convention*

Don Eckhart is going to lead our Red River Chapter caravan from DFW to Detroit for the Convention. As the summer nears, he will be putting together a schedule of our days on the road, where we will stop overnight and possible sight-seeing stops on the way up there and back.

Please consider going to the National Convention. You can drive your C-1, tow it, drive a newer Corvette, drive another car, or just fly up there. These Conventions are fun and offer a lot of information from other C-1 owners.

Contact Don and he will keep you up to date on our plans for the trip. Let him know your preferences on routes, places to stop and things to see along the way. We may even join up with other caravans along the way. *What a great way to see the USA!*

**Call or e-mail Don at:**

**(541)740-8293**

**[Don.Eckhart.halo@gmail.com](mailto:Don.Eckhart.halo@gmail.com)**

# Our Members' Cars



Walter Adams  
Dallas, TX



My 1959 Corvette was purchased March 2015 in San Ramon, California. To have a better understanding why, let me elaborate on my history with Vettes. In 1965 I was discharged from active duty in the Marine Corps and spent every nickel I had (\$3,000) on a black 1964 Corvette convertible. It provided many thrills and good times, but in 1970 married life began... and the Vette was sold!

Fast forward 40 years and on a "big" birthday my three adult children surprised me with a black 1964 Corvette. Despite knowing little about cars, they were successful in securing a vehicle in excellent condition. I began making connections in the classic car community and all it has to offer. However, by this time I was splitting my time between Dallas and the Monterey Peninsula in California. I wanted to have a "toy" at each location. After shipping the '64 back and forth a few times, I made the decision to purchase another car--this time a C1.

My 1959, when bought, as is often the case, was a mixed bag of positives and negatives. Importantly, the paint and chrome were very good. Records show its first major restoration was in the mid 80's. Photos show it was at that time, that the all white car received the red cove. It is my understanding dealers sometimes painted the coves different than the limited factory options, but I believe this was not the case with mine.

The major "incorrect" aspect was the vehicle had a 350ci motor, not a 283ci. Initially this did not bother me, since it ran fine and I knew it was a good block. I enjoyed driving the coastal roads and entered it in several West Coast car shows, including the Concours on the Avenue in Carmel.

In February 2017 I swapped the two cars... bringing the 1959 to Dallas. It was then that I was "talked into" making some corrections. Initially, it was replacing the motor with a correct 283ci.... dual carbs. This led to all new wiring, fuel lines, etc., etc., etc. Next was a new soft top (I do not have a hard top), new interior, Wonder Bar radio repair, etc. This "update" took over one year to complete.

This Spring it will return to California and the winding coast of Highway 1!



**MEMBER'S STORIES**-Please send Diane Preston a story about you and your C-1 Corvette for our newsletter.



# 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

**Question:** 1962 fuelie of 340 hp, was my dad's car, 6500 rpm tech and finned brake drum. how can I tell if was f.i. or carburetor car. Brother in law stored it on dirt floor pole barn last 15 years. Has 350 and 4-speed, in#20867S102053. any information would be great. Brother in law wants to buy high tech chassis and motor, power steering, and disc brakes, I want to keep original frame and finned drum brakes.

**Answer from Brad Bean, SACC President:**

Sounds like you'd like to be able to show your father's '62 was a "fuelie" in order to make a case for higher value as an original restored car vs a "restomod"...

My personal tastes lean to "original" vs restomod, but that is a matter of taste as economics are not on your side. Recent auction prices indicate a nicely done restomod will bring a higher price as most NCRS top flight car, especially for '61 & '62 models.

FYI... there were 14,531 Corvettes produced for 1962, 1,918 of which were fuel injected (13.2% of production).

However, I digress... back to your question. As there was no "trim tag" on a '62 Corvette and the original engine is missing, there are a number of things that might indicate it may have been originally equipped with a fuel injected engine. The first four assume the front end has never been replaced.

1). The '62 "Fuel Injection" emblem had two studs, so two holes would have been made in the body panels. Check inside the fender body panel, behind the wheel well openings. Look, or feel, beneath the crossed flag emblems to determine if there is evidence of these holes having been filled. (If feeling, wear gloves as the fiberglass may be rough.)

2). The fuel injected air cleaner was fastened with two bolts

to a bracket which was attached to the fender with rivets. Carbureted cars would not have this bracket. So, look at the left (driver side) inner fender lip, about 10 inches forward of the master cylinder for this bracket or evidence of the rivet holes. For aesthetics, the bracket may have been removed and the holes filled, so feel inside the lip for signs they may have been filled (again, use a glove).

3). If the radiator has not been replaced... for fuel injected Corvettes in 1962, they used rectangular retainers with rubber seals on each side of the radiator, where it is attached to the front of the support.

4). Windshield washers, for Corvettes, were standard beginning with 1961. For fuel injected cars, it was mounted on the passenger side, while for carbureted cars it was mounted on the driver side. So check the location of the washer unit. If the washer unit has been removed or relocated, these holes may still be there, all on the inner fender. Two above the battery for the vacuum tank, three vertical holes (aligned with the back of the valve cover), and between those two locations there would be four holes (drilled in a rectangular pattern).

Also, there would have been a hole in the firewall, behind the hood latch on the passenger side, for the washer hose. If no hole, there would have been a dimple in the firewall as a guide for this hole. If the dimple is there, then a hole was never drilled. However, if the surface is flat, the hole may have been filled, so check the inside of the firewall for signs of patching.

5). All '62 Corvettes had distributor driven tachs, however a fuel injected car would have a hole in fire wall, on the left side of the wiper motor for the cable, while a carbureted car's cable would have been through a hole to the right of the wiper motor.

There are other indicators, but most are based on whether or not the fuel injected engine had solid lifters. Regardless, these are just indicators of possible fuel injection. If they exist you may have a "fuelie" but should have a professional confirm your findings before proceeding with your restoration. If none of these signs are present, chances it was not a fuel injected car.

Hope you and your brother in law come to a mutual agreement before things become awkward at future holiday gatherings. Otherwise, Thanksgiving dinner will be uncomfortable for everyone.

---

**Question:** Hi, I need to replace the spinners on my hubcaps on 57 Fuelie. I do not need the entire dog dish, just the spinners. The ones I am replacing are partially painted red. That is, the left flag, the one with the little fleur de lis, is painted red and everything else is black.

But all I can find on Ecklers and Corvette Central are all black, with no red whatsoever. It is important for me to restore this to ORIGINAL because I will be selling it at Mecum in May in Indianapolis. Do you know if the fuel injected 57 spinners are supposed to be red to set them apart

*Continued on page 14*

from the carbureted cars? Or perhaps these spinners were replaced at an earlier time by someone who did not know that they were supposed to be black? Steve

**Answer From Chip Werstein, SoCal Chapter Advisor:**

The printing on 56-62 hubcap spinners was always painted black.

---

**Question:** Will the Wonderbar radio from 1958 and 1959 corvette will fit a 1960 Corvette? What is the value of a totally restored radio? Thanks, Jeff

**Answer from Bill Huffman, Michigan Chapter President:**

The wonderbar radios will fit the same, but the knobs were sometimes different from one year to the next. Both my wonderbar radios (and my clocks) were repaired by Corvette Clocks by Roger in Jackson, TN <http://www.corvetteclocks.com/>. I would call him regarding current value & repair.

**Answer from Brad Bean, SACC President:**

Yes, a '58 or '59 radio will fit in a '60 Corvette. Wonderbar radios were not just for Corvettes, as almost any model GM radio of that era are interchangeable. The only difference are the tuning and volume knobs differ from other models and for pre '58 and post '60 Corvettes. Replacement knobs are available thru almost any Corvette Restoration parts supplier.

As the Dr radios were not exclusive to the Corvette, they are readily available and not too pricey. A decent older restored Wonderbar will bring \$500 to \$750. However, you can expect to pay \$1,200 to \$1,500 for a freshly restored one.

---

**Question:** Need help please, I have contacted at least a dozen corvette websites to no avail. I have a 56 Corvette and am struggling with installing the upper Chrome trim on the glove box. I picked up four new retainer clips that get screwed into the fiberglass section but am struggling with installing the new chrome pieces without scratching the paint. Do the chrome pieces slide down and then up on the clips or are they angled on one side and then spread a little bit and pushed onto the clips. Any help or illustrations would be appreciated. Mike

**Answer from Bill Preston, Red River Chapter President:**

The two top stainless trim pieces above the glove box door on a 56 must be snapped onto two NSS clips on each side that are mounted directly to the fiberglass with sheet metal type screws (with the friction clip toward the sides). These trim pieces are closed on both ends making it necessary for you to snap them onto both the clips from the inside toward the outside. I use masking tape on the paint that will be exposed once the trim is in place. Don't put the tape under where the trim piece will be, because you can't get it out once the trim piece is on.

---

**Question:** I have purchased a 1962 Corvette. It is my first Corvette. It has the removable hardtop with a soft top. I am looking for instructions on how to remove and install the hardtop. I will be picking this car up the end of April. John

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

Your hard top is secured to the car with two latches that connect the top front header to the windshield frame header and two special stainless steel hex head bolts that hold the top rear frame to the the rear deck lid and two special stainless steel hex head bolts that hold each side bracket (one on each side) to the car body right next to the door opening. Use an end wrench to remove these four stainless steel bolts. Then unlatch the two front latches that secures the top front header to the windshield frame. Two people are required to safely lift the top off the car (It can be done with one person lifting the top in the middle, but this is very risky if you lose your balance). It weighs about 75 pounds. The top should be stored on end with the back window frame against a wall and with the header on the floor on a piece of carpet or blanket. Do not store the top horizontally on a box with the box pressing against the inside headliner. This will cause a permanent indentation into the headliner, and this cannot be removed. To reinstall the top, reverse this process.

The two chrome latches on the deck lid are used to secure the soft top rear bow to the deck lid. You mention that the car has a soft top, but you did not ask for directions for putting the soft top up. Here are some simplified instructions to help you out It is a one-man operation, assuming that your car did not come with the power top option (extremely rare for 1962). It is pretty straight forward. Depress the large chrome button just above the glove box door to unlatch the top deck lid. Make sure that the trunk lid is closed. Open the top deck lid. Lift the soft top header out of the storage cavity and latch it to the windshield frame. The soft top assembly will follow the header out of the top cavity. Then hold the back of the soft top frame high enough so you can slam the top deck lid. Then, assuming that the soft top fabric and the metal top frame were properly installed and the fabric is still plyable (not hardened and stiff), push the deck lid bow down and connect the rear bow hanger loops to the hooks on the end of the deck lid latches. Push the latch handles down to secure to top rear bow to the deck lid. If the top fabric is stiff, put the car in the sun to soften it up. All this assumes that the top frame was properly adjusted so the side windows will fit in the weather strippings. Adjusting the top frame to fit the side windows is beyond the scope of this explanation, but was explained in a prior Sacctech response.

The soft top cavity originally had a black felt cloth glued to the gas tank cover. Reproductions are available. If it is missing, place a soft towel on the gas tank cover. This is to protect the top rear window from being scratched by the rough fiberglass surfaces in the top cavity. When putting the top down, place a soft towel in the fold of the rear window to protect it from scratches.

Your car originally came with an owners booklet that explained how to use the car features, and it is very detailed. Reproductions are available if your car doesn't come with one. Get a copy and study it. These cars are simple and easy to service, and are very fun to drive.

# OUT AND ABOUT SEARCHING FOR OLD VETTES & THEIR OWNERS

Dallas Autorama, February 15-17, 2019



Joe & Kathryn Maulsby's White/Silver 1960, Rowlett, TX



Nick Bernier's Red/White 1957, Frisco, TX



Lee & Joann Brumit's Yellow/White 1962, Dallas, TX



Dennis Conte's Blue/White 1961, Savannah, TX



Rocky & Chris Rainolt's Black/Silver 1959, Plano, TX



Tom & Cathy Hubbert's Red 1962, Plano, TX



Matt & Darlene Tidwell's White/Silver 1961, Plano



Gordon Moore's Black/Silver 1961, Dallas, TX

# OUT AND ABOUT SEARCHING FOR OLD VETTES & THEIR OWNERS

Dallas Autorama, February 15-17, 2019

DFW New Car Show, March 27-31, 2019  
Top 20 Awards



Albert & Carolyn Turner's Red/White 1961,  
Dallas, TX



Tom & Sandy Lanson's Red/White 1961, Dallas, TX



Tony & Jan Lucas' White 1954, Dallas, TX



Charles & Gloria Marks' Fawn Beige 1961, Plano, TX



Gordon & Wanda Koterba's Red/White 1960, Paradise, TX



Bryan Williams' Black 1957, Aledo, TX

**MEMBERSHIP APPLICATION**  
**SOLID AXLE CORVETTE CLUB**  
**RED RIVER CHAPTER**



**Chapter and National membership year is**  
**January 1 to December 31**  
**Chapter website**

CHAPTER DUES ARE \$15.00 calendar annually. (No matter when you join)  
National Dues are \$45.00 and coincide with chapter dues.  
Please return this chapter application/renewal form with a check for chapter and national dues (\$60.)  
to: Mary Jeanne Entekin, Treasurer, 611 Fallbrook Dr., Flower Mound, TX 75028  
Make payable to SACC in U.S. Funds. Please include National Membership form also

If you are renewing, please **indicate only changes** in space below.  
We will never share your personal information with anyone other than SACC members.  
If you DO NOT WANT your info shared with SACC members please check here. \_\_\_\_\_.

If you are also joining national now they will send your membership number to you.  
If you are now a national member, please insert your member number here \_\_\_\_\_

Chapter members must also be members of the National Solid-Axle Corvette Club.

Applicant Name \_\_\_\_\_  
Co-Applicant \_\_\_\_\_  
Mailing Address \_\_\_\_\_

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

Home Phone \_\_\_\_\_

Work Phone \_\_\_\_\_

Cell Phone \_\_\_\_\_

E-mail Address \_\_\_\_\_

Would you like to serve in the chapter? Officer, Coordinator, Writer, Event Volunteer, etc.

What events would you like to see our chapter host? (Shows, driving tours, tech clinics etc.

How far would you prefer to travel for a regional function? \_\_\_\_\_

How far would you prefer to travel for a local function? \_\_\_\_\_

Do you prefer overnight or single day events? \_\_\_\_\_

Year(s) of Corvette(s) owned. Vin #'s optional \_\_\_\_\_

Please indicate original, modified, race car, unusual options etc.

*Owning a Solid-Axle Corvette or any Corvette is not required for membership.*

Fill out applications for both the National SACC and the Red River Chapter and mail both dues \$60. (\$45 National + \$15 Red River Chapter) to: Mary Jeanne Entrekin, Treasurer, 611 Fallbrook Dr., Flower Mound, TX 75028



## SOLID AXLE CORVETTE CLUB MEMBERSHIP 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 \_\_\_\_\_

Email \_\_\_\_\_

Solid Axle Serial #1 \_\_\_\_\_

Solid Axle Serial #2 \_\_\_\_\_

Solid Axle Serial #3 \_\_\_\_\_

Solid Axle Serial #4 \_\_\_\_\_

Solid Axle Serial #5 \_\_\_\_\_

Annual dues are: U.S.: \$45.00 one year  
Canada: \$54.00 one year  
All Others: \$65.00 one year

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

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

For information: phone: 916-991-7040; fax: 916-991-7044; email: [badenhoop.lucy@bigfoot.com](mailto:badenhoop.lucy@bigfoot.com)  
Check out the SACC website at <http://www.solidaxle.org/>

SACC publishes an annual membership & roadside assistance roster, which does not include your street 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 road side assistance program initial here: \_\_\_\_\_

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