



May 2021

# Straight Talk

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

## Solid Axle Tech Session

by Tech Advisor  
John Spencer

# Installing Front Disc Brakes on a C-1 Corvette

**Saturday,  
June 5**

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

**Lunch provided by the club.**

*Even if you don't intend to work on the brakes on your Vette, 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.*

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

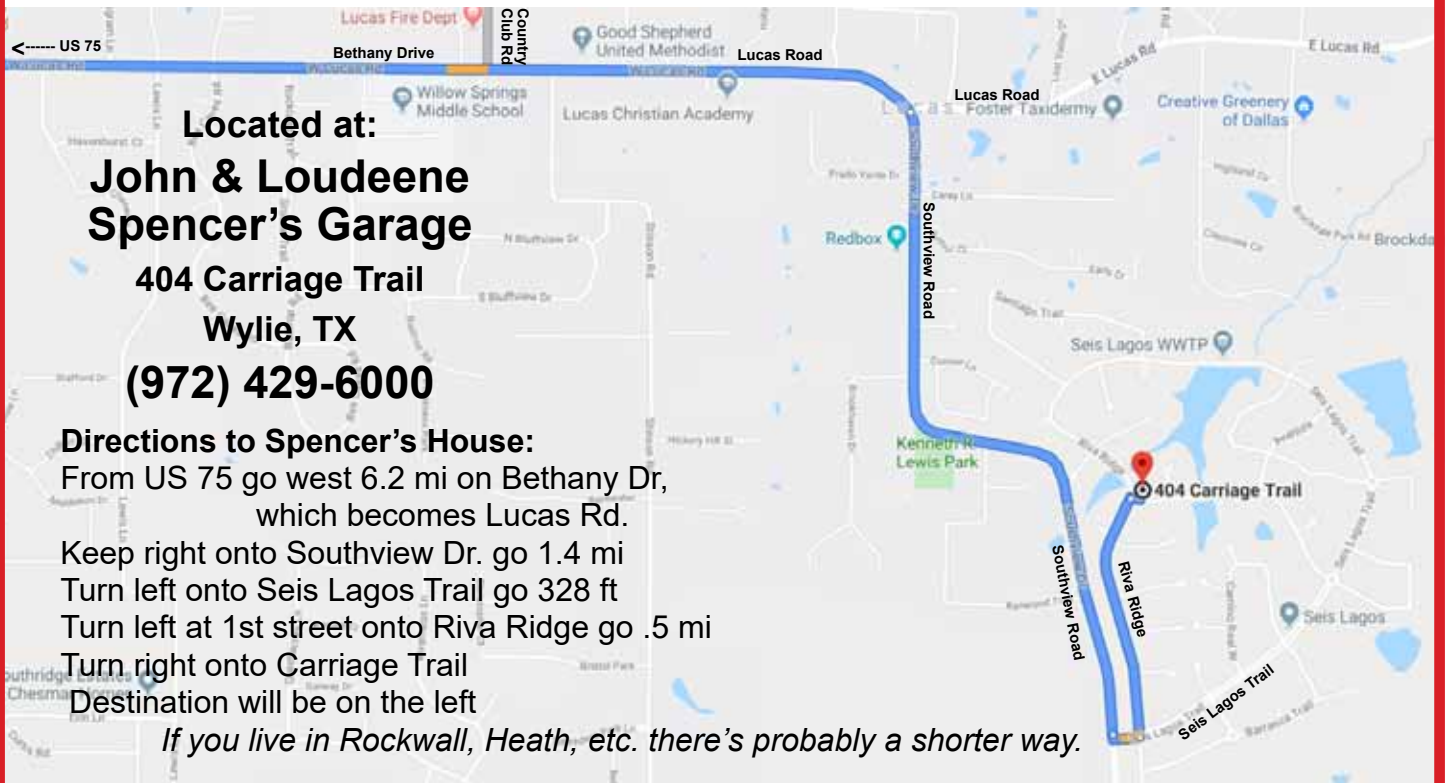
Turn left onto Seis Lagos Trail go 328 ft

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.*



## President's Message

**I think life is starting to return to normal.**

The huge Pate Automotive Swap Meet was held last weekend at Texas Motor Speedway. It had been cancelled twice last year. This year the date had to be changed because of a race at TMS. Then it had to be relocated to the East side of TMS, because the Covid Vaccination site is occupying the normal location. To cap it off, one of the promoters, John Anderton, passed away about a week before the event. Hopefully all our other familiar events will be back soon with less trauma!



John Spencer has a Disc Brake Conversion Tech Session scheduled for June 5. I hope you'll come, even if you're not going to convert your C1's brakes. It's a great time to hang out in his garage, have lunch, visit with others and discuss anything you want. Our members have an amazing amount of information about these old cars to share with you.

Please get your Solid Axle Corvette out of the garage and enjoy it, during these beautiful Spring days!

"Save the Wave",

*Bill Preston*

President, SACC, Red River Chapter  
405-412-0502

## New Members

**Jim & Lisa Biggerstaff**

Denton, TX

Black 1962



## 2021 Solid Axle Corvette Club Convention

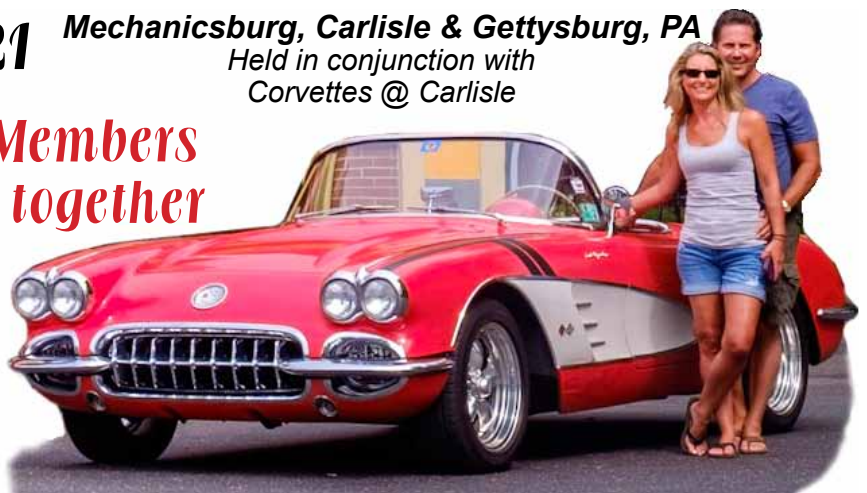
August 24-29, 2021

Mechanicsburg, Carlisle & Gettysburg, PA

Held in conjunction with  
Corvettes @ Carlisle



**Red River Members  
can drive together  
again...**



Full Convention Schedule on Page 7

Host Hotel:

Fairfield Inn & Suites

(717) 795-1918

503 Winding Creek Blvd,  
Mechanicsburg, PA

"SACC Car Club 2021" rate of \$120 + tax  
available now thru Aug 11.

Make reservations soon! All hotels fill up  
fast during Corvettes at Carlisle.

**They led the tour to the Detroit SACC Convention in 2019.**

Now Don Eckhart and Denise Iverson will be driving their 1958 Vette to Carlisle. They welcome anyone who wants to make the road trip with them. They will go through Bowling Green, and hopefully book plant tours. Also plan to include Trail of the Dragon in the route. They plan to leave Dallas Sat 8/21 and return around Tues 8/31 or Wed 9/1, depending on the route. Arriving in Mechanicsburg Wed 8/25 and leaving Sun. 8/29.

Contact Don & Denise at [dndoasis@gmail.com](mailto:dndoasis@gmail.com)

**Drive. Trailer or Fly... Just Go!**

# Why I Am Head Over Wheels

## For The C1 Corvette

by Keith Bessell

**Disclaimer:** All Corvette generations are awesome, but we all gravitate towards a personal favorite.

Life is busy. The one thing we never have enough of is time and money... or garage space for that matter. So, I am in my early 60's and I can have one classic car, one dream car. Which one? It's no contest. It's the first generation Corvette for me, more specifically I love my 1959 model year. Why you ask? Isn't it obvious?

**First**, there are them curves, OMG, all those sexy curves. From the indented coves on the sides, to the huge curvy bubble trunk, to those raised rear fenders, to the slope at the front of the hood rising from the road, to the strongly curved windshields (front and hardtop), and as well moving to the inside that curved passenger dash. Oh, sooo many cool curves, not boxy or angular. So unique. American originality. So damn good looking. She is smokin' hot. Do I need to go to confession?

**Second**, there is that super shiny paint finish, Roman Red being my choice. I can hear Prince singing in my brain, never mind the *Little Red Corvette* is really a girl. I can see the tree leaves reflecting from the mirror-like finish. I love the way those white coves compliment the Roman Red and the sun spots glisten off the red paint. The shine, brightness and reflection all seem to change over the course of the day mesmerizing my eyes. I could just stare at this car for hours outside on a pretty day. Shiny eye candy.

## Red & White 1959

Keith & Karen Bessell  
Flower Mound, TX



**Third**, we got chrome! Just the right amount of that glistening shiny stuff. I think I could use those reflective bumpers as a shaving mirror, if I needed to. I can see my whiskers and wrinkles. And oh man, that egg crate chromed grill just sets up the car from the front, oh so well.

**Fourth**, and then there is what is under the hood. Early generation Chevy small block. Defining engine. Need I say more or should I just let that famous Corvette burble drifting from the tailpipes and caressing my ears speak for me? No, mine's not very fast being a 230hp base with power glide, but it's classic, it's simple elegance and I love the way she runs. Only Buc-ee's premium ethanol-free gas mixed with some high octane VP racing vintage leaded for my baby. Did you know you can buy high octane ethanol free leaded in five-gallon cans from VP? It's pricey, so I combine it with Buc-ee's ethanol-free to lower my average cost.

**Fifth**, it's just soooo red, white and blue! America's American car. Born, bred and raised in the USA, that cool car we children of the 50's and 60's dreamed of. Happy Days are here again, heaaay. A flag waving welcome home July 4th parade car. I can even mount a couple of American flags behind my seats in the holes for holding the hardtop and fly

the flag. This car makes people smile and wave. I love that! God Bless America! Whenever you have the chance be sure to support Patriot Paws for the service dogs they provide our veterans.

**Sixth**, it's all those other little things that add up. From the checkered race flags and accent chrome lines placed inside the coves, to the pop-up that allows airflow into the passenger compartment while driving, to the hood- and trunk-embedded Corvette emblems boldly pronouncing America's sports car, to the Corvette logo on silver background on the passenger dash along with that passenger dash "grab" bar, that I won't let anybody hold on to. And lest I forget, those good ol' analog gauges on that pretty red metal driver's dash. While I appreciate that aging classic car aroma, I gotta like having the top down with fresh air blowing in all around me. What a great COVID-free social distance activity to just go drive around with the top down. And I don't care that my clock is stuck on 4:45, or that my broken odometer doesn't roll away the miles, or that my Wonderbar seldom warms up to emit any sound. Maybe I will have them fixed someday, but I am not trying to earn top flight, nor am I counting time or miles when I drive. The wind is my music. And anyway, everyone wants to ask me what year she is when I stop for a red light. "Hey, nice car, what year is it". The music would only be a distraction from the pure joy of the drive. Although the year is printed on my plates clearly all eyes are glued to the car. I'd add that it's nice to know I have a car that will still start if we ever get hit by a giant solar flare. No computers. No push button start. No cat converter. Just gas up and go. So many little things that matter that add up and the little things that don't matter don't. And she fits in my garage!

**Seventh**, last and most important it's how I feel and how others feel. How fun is it to fire up the engine and back her out of the garage! How fun it is to drive around town, top down all sparkly and shiny on a beautiful day. It's not possible to be inconspicuous. Sometimes I wish I could be, but oh what joy she brings to put a smile on an 8 year old in the neighborhood as I drive by and he (seems to always be 5-10 year old boys) shouts out "cool car". Likewise I enjoy seeing the grin of reminiscence on an 80 year old as they share their fond memories of Corvettes or other classics. Sometimes I will let a young child take the driver's seat at a car show to play pretend race driver or just 'cool dude' and watch a happy parent take a picture. Share the joy.

When I look at my C1 I see history. I see the best of America with passion, invention, production, success and a whole lot of design art. Sure Tesla is a modern day American auto success story of super fast semi-self-driving EVs that look like mice and worth about a trillion zillion dollars, for now, and the only car maker to lose a car in outer space. I spoofed that scene by the way with my C1 and a storm trooper suit.

My middle son loves that TBD ugly cyber truck that looks like a cross between a DeLorean and a VW Thing. Do you think the next time Elon hits the window with a sledge hammer the glass won't shatter?

There is just something irreplaceable about our classic cars. Maybe I will develop an intense craving for the C8 someday. It's exceptional in so many ways. I better never



get behind the wheel of a C8 with the engine running, I might flip out. I will always find the C1 to be classic, timeless, irreplaceable and irresistible eye candy on four wheels, a driving art gallery to be preserved and shared. If mine could only speak to me what it has witnessed over these past 60+ years I would probably be amazed. What stories would it tell me? I will never know.

True confession I am not much of a mechanic having successfully replaced only a few parts (lucky me) in my five years of ownership, with much yet to learn. I have come to develop an enormous appreciation for those car guys who have dedicated their time, talents and wallet for restoration of early generation Corvettes. The guy who



restored my C1 did a fantastic job. The pre-restoration pictures look more like a 'field find' than the barn

find it actually was. The before and after pictures are stunning to compare. Sadly the previous owner who did much of the restoration himself had passed away. I was fortunate to have found exactly the car I had searched for for months, advertised in Hemming's. So I flew up to Michigan to inspect and test drive it. Loved it. Bought it. Shipped it to north Texas. So cool that this car comes out of America's auto heartland.

I have tons of pictures before and after the restoration but not much documentation or history before that. The car has matching date codes on everything, the engine block, cast iron transmission, axle and door VIN. The DF engine code on the base 230hp is aligned to being powerglide. Although not the best mechanic I am a good car caretaker, when it comes to wash, wax, cover, protect, oil changes, etc. I feel like I have been given a responsibility to be such. I keep it covered and protected from dust and pollens in soft thin blankets and I even surround the sides with cardboard leaned against the blankets to prevent anyone or anything from accidentally brushing against it. Am I paranoid?

Here is to the next 60 years my metallic and fiberglass old friend! I hope you bring many smiles to many people's faces for a very long time to come. You do bring a smile to mine.

# Military Appreciation Day at Huffines Chevrolet Lewisville



*Patriot Paws Volunteer Fran Farrelly with service dog, Vette on the left. SACC member, Tom Lainson with his Red/White 1961 and Patriot Paws puppy raiser, Tammy Zelenski with Gypsy a seven-month-old yellow Lab in training.*

Huffines Chevrolet in Lewisville, Texas held their Military Appreciation Day on Saturday, March 20. They asked the Legends and Solid Axle Corvette Clubs to provide a display of old Corvettes during their activities. They also invited Patriot PAWS to bring dogs to demonstrate and collect donations. A total of \$658 was collected which Huffines matched for a total donation of \$1,316 to our charity.

We were happy to meet Vette, the chocolate Lab that was named for our clubs' support of Patriot PAWS over the years. He is two years old now, has had all his training and will graduate on April 23 and go live with his Veteran. We took a lot of pictures of him.

Red River Chapter's Corvettes provided an awesome display for the event. Providing cars were: Keith Bessell, Matt Tidwell, Don Eckhart, Denise Iverson, Bruce Jarrett, John McIlvoy, Al Lisbona, Ed Atchley, Tom Hubbert, John Spencer, Tom Lainson, Don Sebert, Mary Davis, Bill & Diane Preston, Jim Biggerstaff, Gary & Jennifer Sieb and Ron & Kaye Daughterty. The Daughterty's came all the way from Benton, Arkansas with their two grandsons to attend the show.

SACC Central Region Rep, Jack Hollada, also came from Kilgore, Texas to support our event and tell us



*Jack Hollada, Central Region SACC Rep., seems a little partial to the new C8.*



*Vette with John Spencer and his Red 1954.*

HUFFINES--Continued from page 5

about recent changes in the national organization and encourage members to attend the 2021 Convention in Carlisle, Pennsylvania.

Thanks to everyone at Huffines for putting on this event to honor the military. Especially, New Car Sales Manager, Chad Lower and Fred Whitfield who supplied the music for the day. Everyone could participate in the Corn Hole contest

and compete to win a flat screen TV. Hot Dogs, Sausage Biscuits and all the fixins were also provided for everyone who attended. Huffines did similar events in April to honor teachers and first responders.

HUFFINES--Continued on page 7



Vette with Keith Bessell and his Red/White 1959.



Vette with Lee & Jo Ann Brumit and their Red 1962.



Vette with Mary Davis and her Black/Silver 1959.



Vette with Denise Iverson and Don Eckhart and their Red/White 1958.



Vette with Tom Hubbert and his Red 1962.



6 Vette with Bruce Jarrett and his Blue/White 1961 Racer.



Vette with Matt Tidwell and his White/Silver 1961.



Vette with Kaye & Ron Daugherty and their Red/White 1958 from Benton, AR



Vette with Gary & Jennifer Sieb and their Black/Silver 1956



Vette with John McIlvoy and his Black/Silver 1957.



Vette with Diane & Bill Preston and their Black/White 1957.



Vette with Jim Biggerstaff and his Black 1962

# 2021 SACC Convention Agenda

August 25-28, 2021

Carlisle, PA

## Wednesday, August 25

Most members will plan to arrive Wednesday, 8/25, in the afternoon or evening. Registration will begin in the afternoon in the meeting room near the main entrance. In the evening a Reception Buffet will take place in the same meeting room.

The Board of Directors will meet at 9:00 AM on Wednesday morning.

The Board will meet with the Chapter representatives at 3:00 PM on Wednesday.



## Thursday, August 26

Breakfast at the Fairfield. Those attending the Gettysburg Battlefield Tour will board a chartered bus to Gettysburg, followed by a private guided bus tour of the Gettysburg Civil War Battlefield.

The Annual Banquet, Silent Auction, and Membership Meeting will take place in the evening at the Carlisle Country Club.

## Friday, August 27

After breakfast at the Fairfield, we will caravan to the Carlisle Fairgrounds - Solid axle Corvettes first, followed by newer Corvettes, then other vehicles. SACC is hosting a Tech Session at the Fairgrounds from 10 am to 12 noon on C1 subjects. Your participation is encouraged.

If you plan to attend Corvettes at Carlisle, you must register for that separately. We suggest pre-registering for the "Fun Field" (\$75), which enables you to drive your C1 onto the show field each day & admits one vehicle and two occupants. If you wait until you arrive in Carlisle to register, the gate price is higher. Another advantage of preregistering is you drive through, whereas to register requires stopping, parking and going inside to get a pass. On the advance registration, make sure to list the Solid Axle Corvette Club on the pre-registration form. Carlisle Productions sets aside parking at the SACC Tent inside Gate 3 based on the number of SACC pre-registrations received. Pre-register on-line at: [CarlisleEvents.com](http://CarlisleEvents.com) or call (717) 243-7855. If registering a non-C1 Corvette you can park on the showfield, but not in the SACC display. If driving a non-Corvette, you can park off-site (in a private lot) for \$10 to \$20 per day and pay the \$10 or \$20 daily admission rate (per person), at gate #3.

In the evening, there is an optional Charity Dinner for the Chip Miller Amyloidosis Foundation. This is strictly voluntary, and separate tickets are required.

Chip Miller was a founding partner of Carlisle Events. He was a long-time member and friend of SACC as well as a leader in the Corvette community. We lost Chip, way too soon in March of 2004, after he contracted Amyloidosis. Later that year, friends and family founded the Chip Miller Amyloidosis Foundation to raise awareness and help find a cure for this progressive disease. As part of the foundation's fund-raising efforts, Corvettes at Carlisle hosts a charity dinner and auction on Friday night of the event. No fancy candle light tables, filet mignon, or tuxedos, but you will enjoy good food & drink and an enjoyable evening with other Corvette enthusiasts, while raising funds to fight a terrible disease and honor a great man and good friend! Tickets to the Annual Charity Dinner are usually \$75, however SACC members have been offered a discount price of \$50 by calling Jodi Morrison at 717-243-7855 x 113, tell her you are a SACC member and requesting the discount ticket. This was a nice gesture not provided to all clubs or participants. Many local dining options are available for those not attending the Charity Dinner.



## Saturday, August 28

Breakfast at the Fairfield, then caravan to Carlisle Fairgrounds. An alternate local event for those not wishing to partake of a second full day at the Fairgrounds will be offered.

Saturday evening, we will provide a light buffet at the Fairfield. Others may participate in the Corvette parade to downtown Carlisle. Registration with Carlisle Events is required for the Parade.

CONVENTION--Continued on page 8



# 2021 SACC National Convention Registration Form

August 25 - 28, 2021 - Carlisle, PA

Name \_\_\_\_\_ Family Member(s) \_\_\_\_\_  
Address \_\_\_\_\_ Non-SACC Guest of Member \_\_\_\_\_  
City \_\_\_\_\_ Home Phone# \_\_\_\_\_  
State/Prov. \_\_\_\_\_ Zip \_\_\_\_\_ Cell Phone# \_\_\_\_\_  
SACC Membership # \_\_\_\_\_ E-Mail \_\_\_\_\_  
Chapter \_\_\_\_\_ Arrival & Departure Dates \_\_\_\_\_

The host hotel is the Fairfield Inn & Suites, in Mechanicsburg, PA. The hotel address is 503 Winding Creek Blvd, Mechanicsburg, PA 17055. We recommend you make your reservations well in advance of the August cutoff date. The special Club rate, \$120 per night plus 9% taxes, is available now through August 11. Make reservations on line by contacting: <https://www.marriott.com/events/start.mi?id=1606246924033&key=GRP>, or by calling Marriott reservations 1-888-236-2427 and tell them you are making reservations at the Fairfield Inn & Suites, 503 Winding Creek Blvd, Mechanicsburg, PA, and are with the "SACC Car Club 2021".

If you plan to attend Corvettes at Carlisle, you must register for that separately. We suggest pre-registering for the "Fun Field" (\$75), which enables you to drive your C1 onto the show field each day & admits one vehicle and two occupants. If you wait until you arrive in Carlisle to register, the gate price is higher. On the advance registration, make sure to list the Solid Axle Corvette Club on the pre-registration form. Carlisle Productions sets aside parking at the SACC Tent inside Gate 3 based on the number of SACC pre-registrations received. Pre-register on-line at: [CarlisleEvents.com](http://CarlisleEvents.com) or call (717) 243-7855. If registering a non-C1 Corvette you can park on the show field, but not in the SACC display. If driving a non-Corvette, you can park off-site (in a private lot) for \$10 to \$20 per day and pay the \$10 or \$20 daily admission rate (per person), at gate #3. Please indicate all functions you plan to attend and the number of people attending each.

Convention registration, before 6/30/21. Registration includes SACC member & one family member/guest. \$ 150.00  
Please add \$50 for each additional family member/guest. \$ \_\_\_\_\_  
Please add \$25 for registrations submitted after July 1, 2021. \$ \_\_\_\_\_  
Wed, 8/25 Evening Reception Buffet at the Fairfield Inn \_\_\_\_\_ persons  
Thurs, 8/26 Breakfast at The Fairfield Inn \_\_\_\_\_ persons.  
Thurs, 8/26 Gettysburg tour, (includes: bus, tour guide, lunch & Cyclorama) \_\_\_\_\_ persons @ 100.00 each. \$ \_\_\_\_\_  
Thurs, 8/26 Banquet & Reception, Carlisle Country Club \_\_\_\_\_ persons @ \$50.00 each. \$ \_\_\_\_\_  
Fri, 8/27, Breakfast at the Fairfield Inn \_\_\_\_\_ persons.  
Fri, 8/27, Caravan to Carlisle Fairgrounds \_\_\_\_\_ C1 Corvettes \_\_\_\_\_ Other cars & Corvettes  
Fri 8/27 Optional Chip Miller Amyloidosis Foundation Charity Dinner. Call Jodi Morrison at Carlisle Events: 717 243-7855 ext. 113  
Sat, 8/28, Breakfast at the Fairfield Inn \_\_\_\_\_ persons.  
Sat, 8/28, Caravan to Carlisle Fairgrounds \_\_\_\_\_ C1 Corvettes \_\_\_\_\_ Other cars & Corvettes  
Sat, 8/28 Alternate event (for those not wishing to attend the events at the fairgrounds) \_\_\_\_\_ persons @ \$25.00 ea. \$ \_\_\_\_\_  
Sat, 8/28 Evening Buffet at the Fairfield Inn for those staying over. \_\_\_\_\_ persons  
Convention T-Shirts \_\_\_\_\_ SM \_\_\_\_\_ MD \_\_\_\_\_ LG \_\_\_\_\_ XLG \_\_\_\_\_ XXLG @ \$25.00 each. \$ \_\_\_\_\_  
Convention T-shirts may be ordered, if unable to attend. If so, please add \$5.00 for shipping & handling. \$ \_\_\_\_\_  
Total enclosed \$ \_\_\_\_\_

Sorry, but due to our having to pay in advance for many events, no refunds will be made for cancellations occurring after 8/1/21.

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 or 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.

Year \_\_\_\_\_ Vin # \_\_\_\_\_ License tag # \_\_\_\_\_ State \_\_\_\_\_  
Exterior color(s) \_\_\_\_\_ Interior color \_\_\_\_\_ Trailer: Yes \_\_\_\_\_ No \_\_\_\_\_  
Insurance Company \_\_\_\_\_ Policy # \_\_\_\_\_ Expires \_\_\_\_\_  
Signature \_\_\_\_\_ Date \_\_\_\_\_

Please mail completed form with check (payable to SACC) to: Mary Rae Brockhouse 215 Cedar Drive Chapin, Illinois 62628  
Convention contacts: Mary Rae Brockhouse 217-473-5758 or Larry Spilman 202-262-8344

# 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)*

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**Question:** I am currently in the final stages of my 1960 Corvette's Restoration Project. My question is on the proper location of the Jacking Instructions Decal and the Positraction Decal on the spare tire cover board. I also have a Harrison Aluminum Top Tank Radiator, and would like the Factory Correct location of the Thermostat Decal's exact location on the which side of the top of the Radiator.

**Answer From Larry Pearson, SoCal Chapter Advisor:** Original top tank aluminum radiators are very rare, and I have never seen one with the paper "CAUTION" sticker in place. On the 1961 and 1962 aluminum radiators that use the separate aluminum expansion tank, the sticker is on the left (driver's) side and the Harrison metal tag is on the right side. The CAUTION sticker on your radiator should go on the opposite side from the Harrison tag, probably the left side. The location of this sticker is not "exact", and there is no location specification in the factory Assembly Manual. As a point of interest, this same "CAUTION" sticker was also used on the 1960 Chevy sedans, but it was applied to the steel header in front of the radiator, and not on the radiator.

The red Positraction paper label goes on the left (driver's) side of the plywood spare tire cover and the black jacking instructions go on the right side. They are glued in place with a yellow rubber cement type adhesive (like 3M weatherstrip adhesive in the spray can) that was sprayed on the wood (with lots of overspray) and then the paper labels were applied over the adhesive. Both labels are approximately centered between the edge of the board and the center metal cover hold down cup, and are approximately in line with the metal hold down cup. Nothing precise here.

**Question:** I have a quick question for you. I am replacing the radiator hoses on our 1954 Corvette. I'm looking to find out the correct hose clamps. Are they spring clamps or tower clamps? Also, what are your thoughts about converting to a 12 volt system?

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

I researched your request for hose clamps at home and this is what I found. Two different clamps were used on early and late '54's. They are a flat metal strap about a 1/2" wide and it is bent outward about 90 degrees. A small machine bolt fits through the holes to form the clamp. The second clamp is still a 1/2" but it's center section has been stamped out of and doubled around to form a center reinforcement. This type is shown on the attached photo which was taken at Barrett/Jackson in Scottsdale this weekend of an original '54 unrestored VIN # 1289 (early production). Disregard the overflow tank small hose clamps which are Corbin spring clamps which were not used until 1955. Hope this helps.

The conversion to 12V is easy, I did it to mine about 20 years ago. The 6 volt wire is larger so no problem there. Change the bulbs (all) including the dash and doors, the clock if working to quartz, and the starter and generator need to be rewound for 12V and keep the same housings. The float in the gas tank needs to be changed, the voltage regulator and most important add a resistor (porcelain) to the ignition line to the points. Obviously the coil to 12V. The major expense is the conversion of the radio to 12V. You will need to send to a radio guy to replace all tubes, I paid \$400. I did not replace the horns since they were over \$750 and when I use the horn, close your ears! I found a 12V DELCO battery that was sealed and I glued 3 yellow tops on the top with the threads cut off.

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**Question:** Looking for help identifying the block drains for cooling system flush on my 1959 283. Pics attached. Which are the drain plugs - front or back? Also, any tips on accessing the lower radiator hose which seems to require removal of the fan cowling.

**Answer From: Larry Pearson, SoCal Chapter Advisor:** The coolant drain plugs are the 9/16 inch steel plugs located in the middle of both sides of the engine block. You need to remove the plugs on both sides of the block and open the lower radiator drain petcock to completely drain the engine block. I do not know what the front plugs on your block are for, and do not recall ever seeing these plugs on any of the small block Chevys that I own. I own the following original engine Chevys: 1956 265ci, 1960 283ci, 1962 327ci, 1975 350ci, and 1992 350ci. Your block does not look like any 283ci block that I have ever seen. But if it works, enjoy. Neat looking oil pan! The original oil pan on your Corvette was a high capacity steel 5 quart pan (6 quart oil change including the filter). Even on the base engines. The passenger cars had 4 quart oil pans, with a 5 quart oil change.

As far as the lower radiator hose, you have to remove the upper and lower fan shrouds to get at the front lower hose clamp. There is an access hole in the right front side of the lower fan shroud but I have never been able to properly access the front lower hose clamp through that hole. You can't get to this clamp from under the car because the frame cross member is in the way. Use a good quality replacement lower hose and it will last you many years.

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**Question:** Does anyone have detailed specifications/dimensions on '61-'62 seats. I finally pulled my '61 from the upholstery shop where they had it for 4 months and it is still not completed. They refurbished my seat frames added new foam and recovered them. Seats look great but they do not fit properly. Obviously they are "over-stuffed" for proper seating position and convertible frame clearance (when top is down). I am fighting with them on fix but it would be great if I had detailed measurements and clearances. Any help is much appreciated.

**Answer From: Larry Pearson, SoCal Chapter Advisor:** There are no "measurements" published anywhere. The seat assemblies were constructed and upholstered in a separate facility and delivered to the assembly line ready to install in the car. No photographs exist showing the upholstery workers assembling the seats.

Al Knoch Interiors has produced a video showing how to install his seat covers over his seat foam and these videos cost about \$100 each. Maybe you could start with this. Did you buy new seat foam from Al Knoch to install over the refurbished seat frame? Back in 1961 Motor Trend did a road test on the 1961 Corvette and it shows how the seats looked and fit when the car was new. The original seat foam was molded out of latex foam rubber which deteriorates when exposed to air over a period of time. Did your upholstery shop add modern plastic foam rubber cut from a sheet over the original latex foam making the seat too wide to fit in the car?

The center pleated insert originally had a distinct depression in it. Most upholstery shops over-stuff this area making it appear convex rather than concave. But it should still fit in the car. The seats should be narrow enough that the seat can be moved back and forth the entire range of the seat track without "jamming" against the center console. If it jams against the center console, maybe you could remove the "hog rings" that attach the seat cover to the frame in that area and remove the excess foam rubber and then re-install the hog rings (they can be re-shaped and re used).

You say that the seats "look great". That's a good start.

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**Question:** I recently lost the motor in my 1958 283 Fuelie (rod thru the oil pan) after only 450 miles on a rebuild from a machine shop. I will be replacing it with a GM 350 290hp long block using 462 camel hump heads to raise the compression and to keep some what of an original look. My question is, since the new blocks do not have a road draft

tube can I get away with using a vented oil breather cap on the oil fill tube to vent the engine? The Fuel Injection unit should work on that motor with that cam, but I would rather not have to put a PVC or breather on the valve covers to keep a stock look. What affect will this have on the motor? I do not want to put a used rebuilt motor in the car again.

**Answer From: Doug Prince, SoCal Chapter Advisor:** Your original engine block had a provision for a road draft tube to draw clean air through the oil filler cap although only hydraulic cam engines had this type of oil filler cap. Solid lifter engines did not have an oil filler cap that would breath fresh air into the crankcase. In order for your replacement engine to vent itself you would need to add a PCV valve somewhere on one of the valve covers which would require some modification along with an oil filler cap that would permit fresh air into the engine. These oil filler breather caps are available from various after market Corvette parts suppliers. In order to preserve the original look of your valve covers would require extensive modifications of the replacement engine block to provide a PCV valve that first appeared in 1961/1962 RPO 242 PCV valve applications. After-market engine blocks that do not have the road draft tube provision are a crap shoot but can be made to work if you are willing to modify and add a PCV valve to one of your original valve covers.

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**Question:** I'm looking for a replacement 6"x9" speaker that will fit my 62 The problem I'm having is that the four studs on the dash hold down are not long enough to accommodate the aftermarket speakers that are about 1/2" thick at the mounting flange and there is not enough length on the four studs to get the nuts on. I assume the OEM units were close to flush, thus providing enough length to secure the hold down nuts. I see aftermarket small dual speakers mounted to a 5"x9" plate, but I'm not sure how thick that plate is or if it will work with my stock hold down stud length. Any help would be appreciated.

**Answer From: Chip Werstein, SoCal Chapter Advisor:** I have installed many speakers in C-1 Corvettes and never experienced this problem. I would check three things.

1. Are the 4 studs on your speaker grill oval broken or somehow too short?
2. Is there excess foam on the dash pad which prevents the oval from going down as far as it should?
3. Did you slot (or make oval) the stud holes for the speaker grill oval? If you didn't, the vinyl on the pad will hold the oval up too high.

Perhaps you could take an original speaker and have it re-coned.

**Answer From: Larry Pearson, SoCal Chapter Advisor:** Chip Werstein offered some good suggestions, and I have some additional thoughts.

Do you have the original speaker? If so, use a razor blade and trim the thickness of the cardboard seal to match

the thickness of the original speaker cone. The 1/2" thickness that you report is way too thick. If you have the original speaker and the cone is torn with no missing pieces, it can usually be repaired using Elmer's white glue and toilet paper. Yes, toilet paper. It works great. If you want it to look black, use a black felt tip pen to blacken it. Or as chip suggested, look for someone to re-cone it. Whatever speaker you end up using, the original transformer must be used or the radio output transistor will immediately burn out, if you connect the radio output directly to the speaker voice coil. The radio output transistor is directly connected the transformer primary coil, which is part of its bias circuit, and the four ohm resistance of the voice coil is much too low.

I do not recommend dual-cone speakers. That only complicates things from an impedance standpoint and may destroy the radio output transistor or cause the output to distort.

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**Question:** I have a 1962 Corvette Survivor, 327 CI engine, 250 HP, 4 speed transmission. Car was running fine up to a couple of days ago. Battery charged, fuel in car, when you crank it, turns over, but nothing happens, will not start.

There is a brown wire loose under the dash, might be from the ignition switch, however, I physically unable to look under the dash. Everything is the same on car, most likely something simple but????? Any suggestions or comments welcomed.

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

The 18 gauge brown wire loose under the dash is most likely the problem. This wire goes from the lower part of the center connector on the ignition switch and the other end goes to the ballast resistor under the hood. The brown wire from the windshield wiper motor also connects to the same lug on the ballast resistor. The brown wire at the ignition switch locks into the plastic connector and is retained by a tab that is bent slightly up on the crimped-on connector. This is one of three wires that go into this connector. Make sure that the brown wire connector locks into the plastic connector, or this problem might repeat itself.

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**Question:** I have a 62 Corvette and the tach will only go up to about 12 to 1500 rpms, I have checked the cable connec-

tions and all seems fine. Any thoughts besides replacing the tach. I really do not want to pull out the cluster!!

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

The tachometer in your Corvette operates on a bunch of spinning magnets that register RPM. Your tachometer is history and needs to be rebuilt by a reputable rebuilder. On the West Coast many people rely on Valley Vettes, Mike Poirer in San Diego, 619-461-1952.

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

I have some additional thoughts on this. The solid axle tachometer operates just like the solid axle speedometer, except that it indicates twice shaft speed. A spinning magnet assembly driven off the tachometer (or speedometer) cable operates inside an aluminum cup called the speed cup and causes the cup, which attaches to a shaft that the pointer is on, to turn against a coil spring. The unit is calibrated by charging or discharging the magnetism in the tips of the spinning magnet assembly. The problem usually is with wear in the bushings that support the spinning magnet assembly. Or the problem can be with the speed cup shaft bushings. Or both. Because of this, you should contact a local speedometer shop that can repair old mechanical speedometers to get it rebuilt. Corvette Central offers a repair service for solid axle speedometers and tachometers, and they can do the repair for you no matter where you live. It is hard to find parts for these early units and a local shop might not be able to repair your unit. If you have a local shop rebuild it, be sure to tell them to calibrate it to read twice shaft speed!

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**Question:** Can you guys help me with some information on the correct speed nuts for a set of 58 trunk spears? I have looked almost everywhere but I can't find anyone who knows.

**Answer From Larry Pearson, SoCal Chapter advisor:**

The 58 trunk spears are retained by PAL nuts, not speed nuts. The PAL nut is a self tapping hex headed sheet metal formed nut that cuts its own threads on the trunk spear studs and they have "PAL" stamped on the flange area. They come in various sizes depending on the size of the stud they are being threaded on. I think that you need a 1/8th inch size. The inside cavity of these nuts were filled with grey 3M Strip Caulk to prevent water leakage into the trunk. Contact Corvette Central to see if they sell them. If not, contact me and I will send you some at no charge.

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  
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**Chapter Web site:** [www.http://vettelegends.com/newsletters](http://vettelegends.com/newsletters)

**Newsletter:** Published as appropriate in PDF format, e-mailed to members and posted on club web site. If you do not have e-mail, please ask Diane Preston to mail one to you. Send all articles for publication to: Diane Preston, Editor – [cdiane1957@aol.com](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 dues are \$45.00 annually. (No matter when you join)

Please return a chapter application / renewal form, available on our web site, with a check for chapter **and** national dues (\$60.00) to: JoAnn Brumit, KARLEE KLASSIC AUTOS, 3701 Marquis Dr., #101, Garland, Texas 75042. Make payable to SACC.

# Patriot PAWS @ Pate Swap Meet



Dennis Conte and Bill Foote shown with Dennis Conte's Jewel Blue/White 1961, which was the display car on Thursday.



John Spencer displayed his Red 1954 on Saturday, with Don Eckhart (right)



Bill Preston, Gary Williams and Dennis Conte collecting donations on Thursday



Al Macdonald tells a passerby about Patriot Paws on Thursday.

Our Red River chapter members, who also belong to Corvette Legends of Texas, volunteered to work the Patriot PAWS Service Dogs booth at Pate Swap meet April 22-24! We collected \$4,412 plus online donations made by visitors at the site! Bill Preston made all the arrangements with Pate and Patriot PAWS. He and Diane Preston set up the booth on Wednesday and were there both days.

Dennis Conte, brought his Jewel Blue/White 1961 to display. Saturday John Spencer displayed his Red 1954. The C1 display Corvettes slow down the foot and scooter traffic and bring the car guys to our booth, so we can tell them about Patriot PAWS. The Service Dogs also attract a lot of attention when they are present. Other SACC members working the booth were: Matt Tidwell, Don Eckhart, Denise Iverson, and Al Macdonald.

We cancelled working on Friday due to the threat of bad weather that afternoon, but mainly because Bill was exhausted. Scheduled to work were SACC members Tom Hubbert, Jim Pagana and Don & Jeff Sebert. Bill failed to contact the Seberts, so they made the trip to TMS... and probably bought something. Thanks to all who volunteered that day.

The temporary move to the east side of TMS made it hard for us to talk to as many people as usual, but we are glad it was held at all this year! This is the third year that Pate has chosen Patriot PAWS to be their charity and asked us to collect funds for them.



Patriot PAWS puppy raiser, Paula Sterling and Koko, a 2 1/2-year-old Black Lab who is nearing graduation, with John Spencer's Red 1954. In the background Denise Iverson is working the crowd for donations.



Matt Tidwell and Patriot Paws puppy raiser, Tammy Zaleski with Gypsy a seven-month-old yellow Lab in training



Denise Iverson talks to pedestrians and scooter riders before they spend all their money on Corn Dogs next door,

Share this application with other C-1 Owners

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

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

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

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

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

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

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

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

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

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

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

SACC Annual dues are: \$45.00 one year

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

*Red River Chapter Dues Suspended for 2021. \$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.)~~ <sup>\$45</sup> to:

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

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.  
\_\_\_\_\_