



May 2023

Straight Talk

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

National SACC Convention Travel Plans

Contact Diane Preston to coordinate travel plans to go to
Bloomington Gold with others from our area! cdiane1957@aol.com

Red River Chapter

Summer Picnic

Saturday, July 15

1-4 PM

Isabella Village Club House

1402 S. Peach Dr.

Savannah, TX.

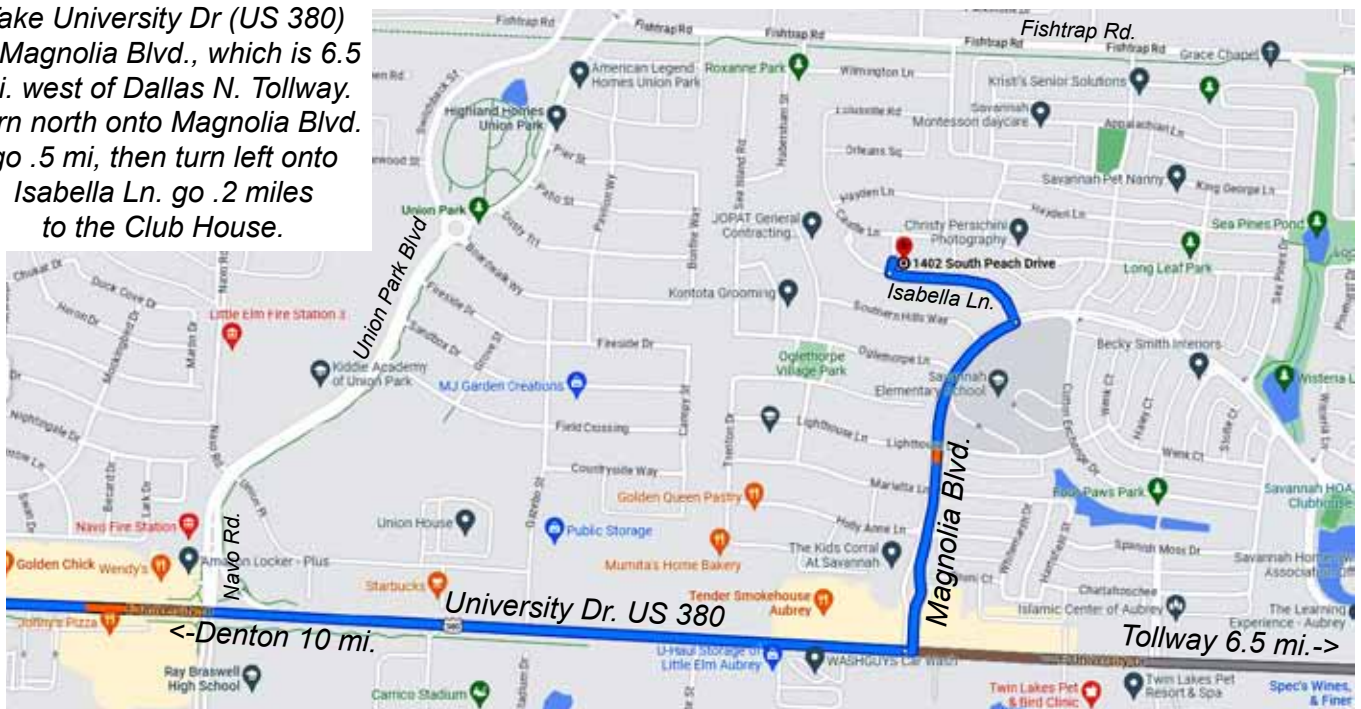
Our President, Dennis Conte, will be grilling Hot Dogs and Hamburgers for you at his neighborhood's Club House. Also having Corn on the Cob and Soft Drinks. All compliments of the Red River Chapter. (BYOB)



It's a short drive in your Vette to the North side of the Metroplex

Hang out for a few hours, have lunch on our club, talk about our Vettes, make some new friends and get back together with old friends again!

Take University Dr (US 380) to Magnolia Blvd., which is 6.5 mi. west of Dallas N. Tollway. Turn north onto Magnolia Blvd. go .5 mi, then turn left onto Isabella Ln. go .2 miles to the Club House.



President's Message



We had a fantastic turn out in Tulsa for our tour of John and Sally Neas' garage. We sincerely thank them for hosting our event. Also thanks to Red River Chapter VP, Verle Randolph for making the initial arrangements for this tour back before Covid!

Coming up, I'm excited to host a simple club picnic for our chapter on July 15th. No long distance driving for the Dallas members. No spit and polish required for your Vette. Just come up to the north side of the Metroplex in Savannah, hang out for a few hours, have lunch on the club, talk about our Vettes, make some new friends and get back together with old friends again!

It will be at my neighborhood club house in Isabella Village, with restrooms and a place to cool down, if needed. No swimming, though!

Dennis Conte
President, SACC, Red River Chapter

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: Dennis Conte – President cell 972-839-8473
Verle Randolph – Okla. Vice President 918-520-7861
Tom Hubbert – Texas Vice President cell 972-897-3045
JoAnn Brumit – Secretary/Treasurer cell 214-676-2265
Diane Preston -- Editor cell 405-615-3856
John Spencer -- Technical Advisor cell 972-429-6000

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 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 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: JoAnn Brumit, KARLEE KLASSIC AUTOS, 3701 Marquis Dr., #101, Garland, Texas 75042. Make payable to SACC.

Central Region Notes

Our Central Region Rep, Don Brittin of Davis, OK, has accepted the position of Vice President of the national Solid Axle Corvette Club.

Great Rivers Chapter President, Michelle Paillou of St. Louis, MO, has stepped in to take over the job of Central Region Rep.

Thanks to both of them for all their work to keep the Solid Axle Corvette Club going strong and helping the new national President, Doc Hollada of Kilgore, TX.

We were thrilled to have both Don and Michelle in Tulsa to attend our SACC event on April 22 during our visit to John and Sally Neas' collection.

Don is busy helping to make the national SACC Convention in Bloomington, IL a success.

Michelle welcomes your input and is looking forward to meeting more Red River Chapter members at the Convention in Bloomington. Her contact info is: 314-852-1236 cell, 4everpalu@sbcglobal.net



The John Neas Collection



This is thought to be the only 1956 factory Corvette at the 12 hours of Sebring. It was campaigned by Max Goldman

We've been looking forward to making this trip to see John Neas' race car collection, since it was originally scheduled before Covid.

Bill and Diane Preston, Don Eckhart, Denise Iverson, Keith May, Dennis Conte and Sharon Conde left McKinney, Texas at 8 am, April 22 to make the trip to Tulsa. When we arrived at our meeting place at the Schlotzky's near Neas' shop it was already full of Oklahoma Corvette owners waiting for us. An impressive number of Solid Axle Corvettes were lined up in the restaurant parking lot. We had a great time greeting old friends and meeting some new friends.

Neas' spacious shop has all the vintage Corvette race cars and a few other special cars that he told us about. There were also several dragsters. They even moved one of the dragsters outside and started it so we could hear it. The walls were decorated with many awards, photos and magazine articles about John's cars and other interests.

SACC members from Oklahoma attending in addition to John and Sally Neas were Noal and Katie Sinn from Stillwater, Rod and Kathryn Jensen from Pawhuska, Robert and Maggie Cotner from Blanchard, Verl Randolph from Owasso, Neal Kennedy and Scott Gleason from Tulsa. New SACC Central Region Rep, Michelle Paillou from St. Louis, MO also attended. There were also many Oklahoma NCRS members and Corvette enthusiasts there to talk to about the cars in the collection.

NEAS--Continued on page 4



Our hosts, John & Sally Neas



Maggie & Robert Cotner from Blanchard, OK



Scott Gleason of Tulsa with his Blue/White 1959



Kathryn & Rod Jensen from Pawnee, OK



Phil Gray, Tulsa, OK & Neal Kennedy of Tulsa, OK



Noal Sinn of Stillwater, OK, Don Eckhart of Little Elm, TX, Bill Preston of Flower Mound, TX and Denise Iverson of Little Elm, TX look at the first 57 to be equipped with racing brakes and suspension, B production SCCA champ.



Katie Sinn of Stillwater, OK, Bill Preston of Flower Mound, TX standing between Carol & John Harris of Greenwood, LA



Don Brittin of Davis, OK, Sharon Conde of McKinney, Scott Gleason of Tulsa, Verl Randolph of Owasso, OK, and Phil Gray, Tulsa, OK and the Jensens of Pawhuska, OK



The Schlotzky's parking lot full of Solid Axle Corvettes drew a lot of attention at 71st & S. Lewis in Tulsa, OK where we met for lunch.



Carol & John Harris look at Neas' White 1958 RPO



Denise Iverson & Don Eckhart at lunch at Schlotzky's with our group.



Verl Randolph's White 1957 from Owasso, OK



I forgot this guy's name from Tulsa, leaving in his silver 1960. If it's you let me know.



Red/White 1960 driven by Don Brittin from Davis, OK



Both Dennis Conte's Jewel Blue/White 1961 from McKinney, TX and Don Eckhart's Red/White 1958 from Little Elm, TX were driven to the event in Tulsa, OK



Verl Randolph of Tulsa, OK visits with Keith May from Plano, TX



The race team moved this dragster outside to start it for us, so we could enjoy its sound... after they passed out the ear plugs.

Solid Axle Corvette Club

Convention 2023

It's Not Too Late

-- Welcome back to Bloomington Gold! --

May 31 - June 3, 2023

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



Because of the contacts, and renewed friendships with owner, Guy Larsen, the Solid Axle Corvette Club has been given a special invitation to attend Bloomington Gold 2023.

For us the invitation includes a special discount for their VIP GOLD MEMBERSHIP, which includes your daily admission, special parking, admission to the opening of the Special Collection reception, VIP Lounge daily with light breakfast and soft drinks, **banquet** dinner at a nice restaurant, lunch on one day, goody bag, Corvette University, road tour, (subject to Bloomington Gold changes).

Plus a special Bloomington Gold polo shirt is included.



Your personal CODE will be given to you after registration for the convention. The code is for the Gold Membership and to use for your hotel room registration. Hotel reservations are at a premium price in Bloomington-Normal for Bloomington Gold. Booking for our hotel must be done before April 30, 2023. Our room block charge is \$109. Plus tax, per night, for all room suites! Our hotel is very close

to ISU campus (**Bloomington Gold**), but out of the major traffic. After your registration for the convention, information will be emailed with instructions on where to make your hotel reservation and registration with Bloomington Gold. We do this because unregistered convention attendees often take advantage of our hotel block and special perks without supporting our convention. If you do not register as a VIP Gold Member, you will be totally on your own for tickets and activities.

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

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

2023 SACC National Convention

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

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

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

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

Make your checks payable to SACC Convention and send to:

Mary Rae Brockhouse • 215 Cedar Drive • Chapin, Illinois 62628 217-473-5758

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

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

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

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

Thursday evening starts Bloomington Gold activities with the Special Collection Reception. You will receive emails from Bloomington Gold with times, activities and places after you register with them. *Hold Harmless Agreement: I agree to insure my vehicle(s) and property against loss, damage, and liability and to provide proof of insurance to SACC. I assume the risk of any and all damages or acts of omissions which may result in the theft, damage or destruction of my property or injury to me or to others occurring during or as a consequence of this convention. I agree to send proof of vehicle insurance covering the convention dates. I will abide by Federal, State and local guidelines to prevent contagious diseases and virus spread and that SACC is not responsible for any transmission of these diseases.*

Year _____ License tag# _____ State _____

Exterior color _____ Interior Color _____ Trailer YES or NO

Insurance Company _____ Policy # _____ Expires _____

Signature _____

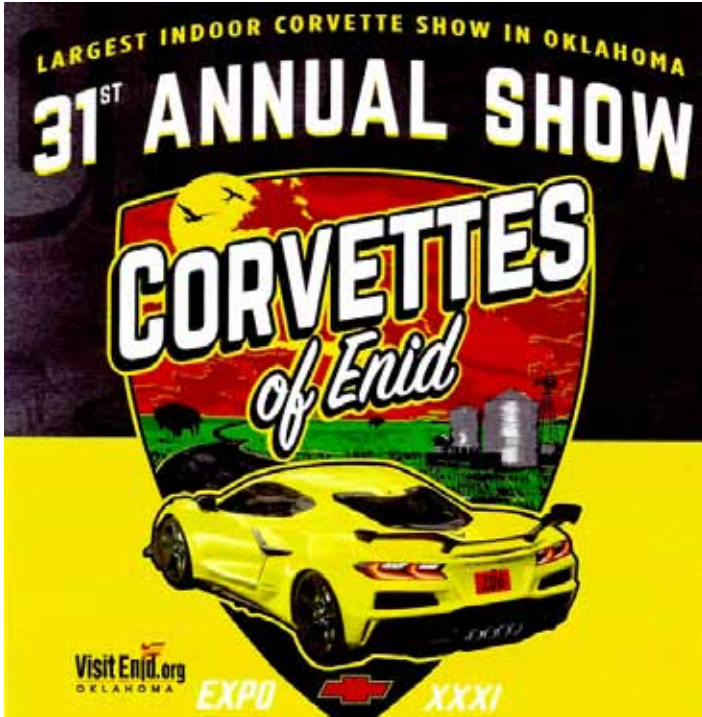
Mail completed form to: Mary Rae Brockhouse • 215 Cedar Drive • Chapin, Illinois 62628

OUT AND ABOUT SEARCHING FOR OLD VETTES & THEIR OWNERS

Corvette Expo XXXI

April 1, 2023

Enid, OK



Dennis & Janet Kirsch's Gypsy Red 1955 from Guthrie, OK--C1 Class



Mike & Wendy Jantzen's Modified Black/White 1959 from Ringwood, OK--Mod



Curtis Crain's Horizon Blue 1960 from Wichita, KS -- C1 Class



Noal & Katie Sinn's White 1962 from Stillwater, OK -- Enid Club Member



Jerry Holding's White 54 from Enid, OK -- C1 Class

ENID--Continued on page 9



Casey Coats' 1959 Silver/White from Derby, Kansas -- C1 Class



Mike Hein's Brandy Wine Modified 60 from Lahoma, OK -- Modified Class



Dennis & Erlene Morehart's Black 1958 from Enid, OK -- Enid Club Member



Kathy Eck's Red/White 1961 from Enid, OK -- Enid Club Member



www.summerslastblast.com

NOSTALGIC CRUISE WEEKEND August 10-12, 2023

THURSDAY

Main Street Car Show, Main St. & Olive-7:30 pm

Chamber of Commerce Power Wheels Race

Waggoner Bank Parking Lot-7:30 pm

FRIDAY

Waggoner National Bank Antique Car Exhibit

1818 Texas St.-9:00 am - 2:00 pm

Sumner Colley Lumber Co. Redneck Car Show

1830 Maiden St.-9:00 am - 2:00 pm

Vernon Auto Group Car Show

Ford House-Hwy 287-2:00 pm - 6:00 pm

Swap Meet-North End of Orbison Park

Concert-Wilbarger Auditorium-7:00 pm

Burn-Out Contest-Laurie Street-8:30 pm

SATURDAY

Crime Stoppers Golf Tournament

Hillcrest Country Club-8:00 am

Summers Last Quack Duck Race

Orbison Park Aquatic Center-10:30 am

SLB "Show-N-Shine" Car Show

Orbison Park-9:00 am - 2:00 pm

Antique Tractor Exhibit & Engine Show

Orbison Park-9:00 am - 2:00 pm

33rd Annual SLB Nostalgic Cruise Night

Wilbarger Street-7:00 pm - 9:30 pm

Registration for the Nostalgic Cruise Night:

Orbison Park: 8:00 am - 5:00 pm

Courthouse (South Side): 6:00 pm - 9:30 pm



MECUM
AUCTIONS

HOUSTON-APRIL 13-15

Consignment entry fees run from \$350 - \$1000 plus a 6% seller fee (no reserve) or 10% seller fee (reserve). Consignment entry fees are non-refundable. Seller fees are only charged if the vehicle is sold. Selling at No Reserve provides a 50% discount on your Consignment entry fee.

Registration to bid is \$100-500. Buyer premium is added to the hammer price of each sold lot, paid by the bidder/buyer. In Person 10%, Telephone & Inrtnet 12% Minimum Buyer Premium: Vehicles \$1,000 Motorcycles: \$500. Below are the hammer prices without seller or buyer fees.



1953

\$187,000

NCRS Top Flight 1998, This car was referenced by the Danbury Mint to produce their 1:24 scale model of a 1953 Corvette, letter of authenticity and blueprint included. 235/150 HP Blue Flame Six. Carter carburetors. Powerglide trans. Polo White with Red interior and Black soft top. Odometer reads 93,037 miles



1954

\$77,500

Previously owned by Roy Clark of the TV series 'Hee-Haw'. Pennant Blue with Shoreline Beige interior and matching soft top. 235/150 HP Blue Flame Six engine. Carter carburetors. Powerglide trans. Glass side windows in trunk Roy Clark Album. Odometer reads 932 miles



1954

\$79,200

265/195 HP V-8 engine, Powerglide trans. Gypsy Red with Red interior. White soft top



1956

\$62,700

Venetian Red with White covers and Hardtop. Matching Red interior with White painted dash. 265 CI V-8 engine. 3-speed manual transmission



1957

\$77,000

283/245 HP V-8 engine. Two 4-barrel carburetors. Powerglide trans. Onyx Black with a Beige folding top. Beige interior. 3-spoke competition steering wheel Updated pushbutton style radio with cassette.



1957

\$71,500

Venetian Red with White covers. Matching Red interior. 283 CI V-8 engine. Dual 4-barrel carburetors. 3-speed manual transmission. Removable hardtop. Wonderbar pushbutton radio.



1958
\$84,700
Signet Red with White covers. Red interior. Color-keyed removable hardtop
283 CI V-8 engine. Carter 4-barrel carburetor. Aluminum intake. Finned aluminum valve covers. 4-speed manual transmission.



1959
\$95,700
Crown Sapphire with White covers. Color-keyed removable hardtop. Blue interior with padded dashboard. 283 CI V-8 engine. 4-barrel carburetor. Finned aluminum valve covers. Automatic transmission. Wonderbar radio.



1960
\$88,000
1 of 859 Corvettes produced with fuel injection for 1960. 283 CI V-8 engine. Rochester fuel injection unit. Finned Corvette script valve covers. 4-speed manual trans. Roman Red with White covers and a Black soft top. Black interior.



1961
\$91,300
Fawn Beige with White covers. Fawn interior. Beige soft top. 283/230 HP V-8 engine with a 4-barrel carburetor. 4-speed manual trans. First year the 4 round tail lights were incorporated.



1961
\$78,500
283/315 HP Rochester fuel-injected V-8 engine. 4-speed manual transmission. Honduras Maroon with White covers. Black soft top. Black interior



1962
\$143,000
First year for the 327/360 HP Rochester fuel-injected V-8 engine. High lift camshaft. 4-speed manual trans. Tuxedo Black with matching hardtop. Black interior. Black soft top. Bright rocker panel trim.



1962
\$82,500
First year for the 327 CI Rochester fuel-injected V-8 engine. High lift camshaft 4-speed manual trans. Roman Red with matching hardtop. Red interior. Black soft top. Bright rocker panel trim.

One more Solid Axle in the Houston Mecum



1962
\$77,000
327 CI V-8 engine. 4-speed trans. Roman Red exterior. White convertible top. Matching Red interior

TECHNICAL HELP FROM THE SOLID AXLE CORVETTE CLUB

*These and other questions and answers available at:
solidaxle.org under Technical Help.*

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

Question: I have a 61 Vette. The motor was rebuilt and a 3/4 cam installed 20 years ago. When this was done an Edlebrock intake and a Holley 650 carb were installed. The air cleaner, the ignition shield, the carb and intake were all thrown away.

Motor was built July 14th car was built Oct 16th 1960. Do you know if original ignition shielding and air filter will fit? They also changed out the powerglide for a 3-speed 400. I have the power glide but it needs rebuilding. Any idea of what a rebuilt one cost, and is mine worth anything as a core or for rebuilding?

Answer from Doug Prince, SoCal Chapter Advisor:
The factory air cleaner will not fit on a Holly carburetor....the factory shielding will still fit, but I assume that it also has all been thrown away. 1961 was the last year for the cast iron Powerglide transmission. Unless you really, really want to go back to the Powerglide, I would recommend that you stick with the current transmission as it is more efficient and less costly to rebuild if need be. Quality transmission rebuilders for the old cast iron Powerglide transmissions are few and far between. Good luck with your project.

Question: I have a friend thinking of purchasing a 1958 Vette. The car is said to be an original Fuel Injected car, but is now carbureted. The original fuel injection is not available, so he would like to know how he can tell if the car is truly an original Fuel Injected car. Someone told me long ago that there's a mounting hole, for fuel injected cars only, inside the engine compartment, left inner fender that was for the fuel injection air cleaner. Is that true and are there other ways to identify a fuel injected car?

Also, can you tell me what the tachometer red line

should be for all 1958 engine options?

I will be joining the Solid Axle Club as I have a 1959 and a 1962 Corvette and this forum is just what I need.

Answer from Bill Huffman, Michigan Chapter Pres.:
Simple questions, complex answers. All 1958 Corvettes had either 5500 or 6500 RPM redline depending on HP. 5500 RPM tachometer was used for 230 HP base engine & 250 HP fuel injected. Both of these would have been generator-drive tachometers.

A 6500 RPM tachometer w/ generator drive would have been used in the 270 HP. The 6500 RPM tachometer w/ distributor drive was used on 290 HP fuel injected engines.

So, back to your first question, how do you tell if it was really a FI car? There were 504 cars w/250 HP FI & 1007 cars with 290 HP FI and although both are fuel injected, the distributors, generators and routing of the tachometer cables were different.

Tachometer routing for the 290 HP required a special hole thru the firewall halfway between the distributor & the steering column.

In addition to the 2 air cleaner mounting holes (w/ riveted support bracket behind), due to access issues, the WSW reservoir was moved from driver side to the passenger side area just forward of the battery. There should also be screw holes in the left inner fender for attachment of the air cleaner inlet air hose straps.

Question: Can you recommend tires for my 1959 Vette, with standard 5" rims and body height. Are there well regarded options for bias ply 670x15 and radials P205/75R15 that you could recommend. Would like to avoid rubbing under fenders.

Answer from Bill Huffman, Michigan Chapter Pres.:
You can put Coker American Classic 205-75R15 tires on your stock rims all the way around to get wider tires, radial performance and a stock appearance all in the same package w/o affecting your speedometer. That's what I would recommend. They are available from Corvette Central as well as other outlets.

If you really want bias-ply tires, Corvette Central also sells reproduction Firestone, BF Goodrich & US Royal 6.70-15 tires that would be correct for your 1959. (Good-year bias-ply tires were not available on Corvette until 1961). Just keep in mind that bias-ply tires are more for looks than for driving.

Answer from Doug Prince, SoCal Chapter Advisor:
P205/75R15s are the perfect tire for your application which gives you the correct ride height. Depending on your preference, there are many different manufacturers with equally different sidewall appearances.

Question: What are the production quantities for each body color for 1958 Corvettes? How many 290 hp were made?

Answer from Bill Huffman, Michigan Chapter Pres.:

The answer to your questions & more is available in "Corvette Black Book" by author Mike Antonick. Every Corvette owner needs one. It is updated yearly & can be purchased from any of the major Corvette parts vendors.

Question: I live in Florida and my vehicle is always parked in the garage. I keep the soft top securely fastened with both the back latches and front latches, but is it necessary to keep the back latches secured while parked? When I go for my weekly ten mile drive through the country, I always have the soft top lowered to enjoy the ride. I want to ensure that I do things correctly, so any assistance that you can provide would be very much appreciated. I also heard something about rolling up a towel and putting it into the crease of the plastic window when I lower the top as not to damage the window...is this true or just a myth?

Answer from Brad Bean, Vice President of SACC:

I too live in Florida and like to take drives, especially in the spring and fall. If your top is really taut, some owners like to undo the rear latches, when the car is garaged, to reduce chances of separating at the seams. However, if the top is not too tight and the garage is not temperature controlled, I like to keep the rear latches fastened so the vinyl remains taut and wrinkle free.

No myth regarding the rolled up towel in the crease of the rear window, when in the down position. The clear plastic scratches easily and this helps to minimize the wear. It also keeps the pointed stainless trim tips from penetrating the top when folded. Word of caution... make sure towel is not too thick as to cause stress on the metal frame joints; over time this could bend the frame.

Question: Would you know where I might buy a hardtop shipping box. I would appreciate any info you have.

Answer from Bill Huffman, Michigan Chapter Pres.:

I would contact <http://www.thehardtopshop.com/> or call them at 724-457-0680 for information on the size box required to ship a hardtop. After they fix them, they then ship them all over the USA.

Answer from Brad Bean, SACC Vice President:

Same holds true for "The Glassworks" in the Pittsburg, PA area.

Question: Two simple questions: I have a Cascade Green 1960 big brake fuelie car, but it has a carb, a dual point distributor, not a fuelie one, but from what I was told it is part of a GM kit that folks got back in the day to retro the fuel, since no one knew how to setup for the changing season here in the east coast. I pulled the wires, they were clear and brittle and can see they were correct lengths and all, but I got some NAPA ones, and no power now, they were for sure solid copper wires. Any ideas where to get the correct ones for a 60 fuel dual point setup?

Answer from Doug Prince, SoCal Chapter Adviser:

Correct length and style of spark plug wires are readily available from Paragon Corvette Reproductions or Corvette Central. These wire sets are manufactured by Electric Limited. 1960 Corvette spark plug wires were not dated. Fuel injected and carburetor Corvettes all used the same spark plug wires.

Answer from Bill Huffman, Michigan Chapter Pres.:

If you really have a Cascade Green 1960 big brake fuelie, please be very careful that you don't damage it or change anything until you have it professionally appraised.

As for spark plug wires for it, all 1960 Corvettes used the same wires regardless of horsepower. They should be available from any of the major Corvette parts vendors to get GM Restoration Parts.

Question: How does one remove the 3 side spears? Also does anyone know if any of the backer plate for all three, the visible one was ever chrome? I have a set on now that are painted over and they are chrome underneath... Looks like the wheel well cover may need to be unbolted and reach up in there? I can see the 3 long end nuts....

Answer from Bill Huffman, Michigan Chapter Pres.:

If you are referring to the three horizontal side spears in the cove, the speed nuts that fasten them are located behind the kick panels inside the car. What you are seeing behind the splash pan are the speed nuts that fasten the crossed-flag emblems.

Question: I'm doing my first oil change on my recently acquired 1959 and upon removal of the oil filter I noticed there is no cover over the flywheel. This appears to be the "flywheel housing extension". Are these known to fall off? I'm concerned that I may have driven without this in place and allowed debris to enter the housing. What would you recommend I should do to be sure I won't damage anything, if I just replace the cover? Can you point me to the right size bolts for installing a new one and any other tips you might want to add such as proper seals, gaskets etc.?

Answer from Doug Prince, SoCal Chapter Adviser:

No gaskets are required and the piece is available from any of the large restoration stores. You will have to remove the starter as this shield gets sandwiched between the starter housing and the bell housing. It is attached by four 1/4 x 20 recessed hex head bolts with a captured external lock washer. These are the same style bolts that attach the oil pan to the engine and also available from reproduction sources. The picture you sent indicates that your Corvette's engine oil filter has been converted to a "spin on style."

Question: I'm putting a little '60 Vette back together and I was installing a new throwout bearing and couldn't get the fork back on right. Is there a trick to it. The fork doesn't have enough play to slip past the rounded knob that the clip is supposed to hold on to.

Answer from Bill Huffman, Michigan Chapter Advisor:

How did you get the clutch fork out ?? Whatever you did, try the reverse on re-assembly. If that doesn't work, try backing the clutch fork pivot ball stud out of the bell housing to see if it will give you the clearance to install the fork, then re-torque.

Question: My problem is with my wife's 1960, which she drives regularly in the summer. I gave her the car as a wedding gift 33 years ago. It is a 3 speed.

Problem was last year or so the clutch wasn't disengaging properly, and you would get grinding going 1st to 2nd and 2nd to 3rd. The pedal was at the top and no adjustment left. I put in a new clutch, pressure plate and throw out bearing, which were all the same size as the ones I replaced, unfortunately I can't get enough adjustment.

If I adjust the clutch rod so I get pedal, then the throw out bearing rests right on the pressure plate (I know this is a no no). If I adjust so bearing is off the pressure plate, I don't get enough clutch to shift properly.

The grommet where the pedal rod hooks up was worn out so I turned down an insert to tighten this area up, it didn't seem like this grommet could add that much to the clutch adjustment. The pedal/clutch is all the way at the end of the pedal. Obviously something is wrong, but I don't know what.

Answer from Bill Huffman, Michigan Chapter Pres.:

If your wife has been driving this car summers for 33 years, take another good look at the wear & elongated holes in all the clutch linkages.

Inspect the clutch fork ball in the bell housing, the clutch fork where it contacts the ball, the holes where the push rod attaches to the fork, the pin hole in the push rod, the push rod pin and both pivot balls for the Z bracket. While you are giving it the attention it needs, you might want to add a grease fitting to the Z bracket tube and some felt packing around the pivot balls to keep the grease contained.

Taking all the slack out of the system and proper lubrication should increase the adjustment available.

Question: Tell me how to install speedometer cable in my 1959 Corvette .

Answer from Bill Huffman, Michigan Chapter Pres.:

I'm going to make an assumption that you already disconnected the transmission end of the speedometer cable casing and unsuccessfully tried to pull the cable out.

There is a collar around the cable in the small ferrule at the end attached to the speedometer that keeps the cable properly located in the cable housing.

To replace the cable, disconnect the small ferrule from the back of the speedometer, note/document how the speedometer cable assembly is routed under the instrument cluster and thru the firewall, then pull it out. SAVE THE GROMMET, you may need it later. Also note the cable assembly routing from the firewall down to the transmission,

then remove it.

Replace it with the correct length replacement assembly that can be purchased from most Corvette parts vendors. '59s are steel case with different lengths depending on whether the car has 3 speed, 4 speed T-10, 4 speed Muncie, or Powerglide transmission.

Be sure the new cable is properly lubed.

In order to get your hand under the dash to disconnect the speedometer cable, get a light, lay on your back with your head directly under the instrument cluster and look for the access that allows your fingers to turn the knurled ferrule nut. You may have to push some wiring out of the way but I've done it dozens of times since 1968. Lay a piece of cardboard over the lower seat frame so you don't tear your shirt or your back on the seat track attachment screw sticking up out of the frame.

Question: My 1961 is being repainted following an accident and the painter wants to know if the inside of the trunk was originally black, or speckled. Could you please advise if it was speckled, was it light, medium or dark grey and if possible what the paint code was.

Answer from Chip Werstein, SoCal Tech Advisor:

All 1961 Corvette trunks (and the trunk lid bottom as well as the convertible top well and deck lid bottom) were painted body color. Note that the paint in these areas was not as glossy as the body because the factory prep was not very good, nor were these areas polished out.

Question: I have a 1954 Corvette in need of a top. Is pin-point vinyl the correct type?

Answer from Bruce Fuhrman, SACC Secretary:

No, the correct top is beige canvas. It can be found and purchased in Texas at alknochinteriors.com

Question: I have a 1960 Corvette but it has 1961 sill plates. I am going to install the correct sill plates but the old holes for the small step plate are not visible. How do I correctly position the small step sill plate since no old holes are visible?

Answer from Bill Huffman, Michigan Chapter Pres.:

Lift and remove the seat cushions and the seat backs from the seat frames and set them aside. That will give you access to the underside of where the small dimpled step plates are mounted. Depending how the holes were filled, you may find hardened filler bits hanging down below the surface. This is exactly the same thing you would be looking for to find cove moulding holes that somebody had filled in on the door.

You may be able to use the seat frame a fulcrum to force the filler up out of the filled holes in the fiberglass. Or, you may have to remove the seat frame to get better access. The filler doesn't have to be pushed up out of the holes, just enough to show where they are located. Then use a really small diameter punch, so you don't enlarge the holes, to drive the filler down thru.

Please include completed application with your dues renewal

Solid Axle Corvette Club Membership Renewal/Application



Renewing Member Number _____ New Member
If you don't know, we can look it up.

Applicant Name _____

Co-Applicant Name _____

Mailing Address _____

City _____ State _____

Zip _____ Country _____

Phone #1 _____ Home ___ Cell ___ Work ___

Phone #2 _____ Home ___ Cell ___ Work ___

E-Mail _____

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

Solid Axle VIN # 1 _____ Yr ___ Color _____

Solid Axle VIN # 2 _____ Yr ___ Color _____

Solid Axle VIN # 3 _____ Yr ___ Color _____

Solid Axle VIN # 4 _____ Yr ___ Color _____

Solid Axle VIN # 5 _____ Yr ___ Color _____

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

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

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

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

SACC Annual dues are: \$45.00 one year

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

*Red River Chapter Dues Suspended for 2023. \$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:

**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.
