



May 2025

# Straight Talk

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

Our Next



**7:00pm Thursday, May 22!**

**Time:** Thurs., May 22, 2025 7:00 PM CDT

**Join Zoom Meeting:** <https://us06web.zoom.us/j/89379547485?pwd=FDacduLj3TYS4A0Xab1MPmmlrbrUV.1>

**Meeting ID:** 893 7954 7485      **Passcode:** 041804

If you have a time/date preference so you can join our ZOOM meetings, let Robert know: [rdcotner@yahoo.com](mailto:rdcotner@yahoo.com) or call him at 512-694-7456. We will send an email notice each time one is scheduled. Call Robert for a test run if you're new to ZOOM.

We last ZOOMed on Thursday, April 24 at 7:00 pm. We had 10 SACC members on line talking about all sorts of C1 issues. We talked briefly about Tremec transmission conversion again.

Don Eckhart had recently bought Ron Cople's lift. Several of the guys had lots of experience with the same



type of lift and gave Don advice about installation and use. Several have LED light strips under their lifts to aid in working under the car while it's raised. Great hints. Bob Weaver Lifts in Fort Worth was recommended, if you need help. Don got it all installed the following weekend.

There was discussion about heat and sound barriers under the carpet. Several suggestions were mentioned.

Mark Billington wants to paint the 1957 he's building. Jim Bilodeau, a long time paint and body man in Stillwater, offered to help him learn when the time comes.

## Solid Axle Work Day Saturday, May 31

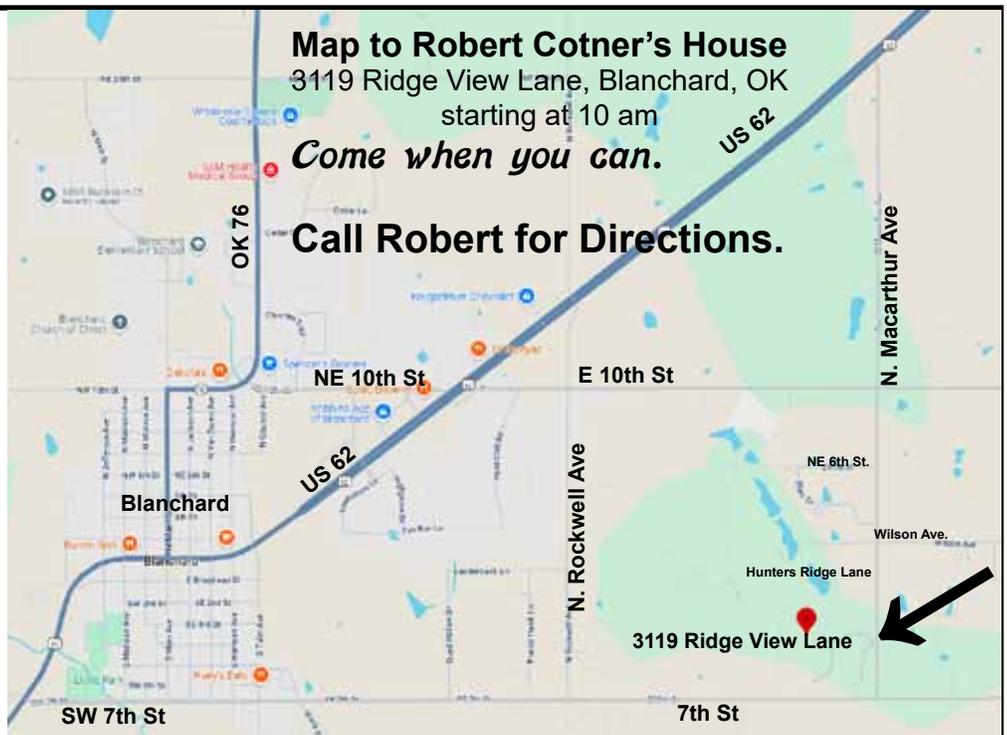
3119 Ridge View Lane,  
Blanchard, OK  
starting at 10 a.m.

or whenever you can come.

We have scheduled a work day to install brake lines, brake booster & power front disc brakes on Robert Cotner's '59 before he puts the new engine in.

Please come, even if you don't want to work on the brakes, you can supervise and have a burger.

Let Robert know, if you can come: [rdcotner@yahoo.com](mailto:rdcotner@yahoo.com) or call him at 512-694-7456



### Map to Robert Cotner's House

3119 Ridge View Lane, Blanchard, OK  
starting at 10 am

**Come when you can.**

**Call Robert for Directions.**

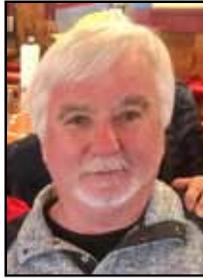
# President's Message

We had an enjoyable lunch get together in Guthrie, OK on April 10. It was great to see everyone and their cars. See more information and pictures on page 8.

Our Club ZOOM meetings have continued to be very successful. If you haven't had a chance join, please put the next meeting on your calendar for Thursday, May 22 at 7:00PM. All info is on page 1 and Diane will also send the link and password in a reminder a few days before the ZOOM.

We have an upcoming Work session at my home in Blanchard, OK on Saturday, May 31 beginning at 10:00AM (or whenever you can get here). We will be upgrading the brake system on my '59 with front disk brakes, power master cylinder, and new brake lines. There is no engine or transmission in the car, so installation will be easier than normal. We can use your input and previous experience or you can just hang out and visit.

Come join in the fun and stay for lunch, if you can. Contact me for driving directions to the house at 3119 Ridge View Lane, Blanchard, OK. Be sure to RSVP to ensure we have plenty of food: rdcotner@yahoo.com or 512-694-7456.



We are also planning a Tech Session in Dallas in the near future. That session will cover fuel injection systems.

Looking forward to seeing you at upcoming Corvette events. Contact me at rdcotner@yahoo.com or 512-694-7456 with ideas or questions.

*Robert Cotner*

## It's Car Show Season!

(See flyers for most of these shows on pages 9-12)

5/10 Fort Worth Boat Club Show	Ft. Worth, TX
5/10 Badside Fastpitch Show	Crossroads Church OKC, OK
5/14 Classic Cars & Brown Bags	Flower Mound, TX
5/16-18 Lone Star Corvette Classic	Grapevine, TX
5/17 Corvettes on the Mountain	Morrillton, AR
5/24 MSP Indoor Car Show	Frisco, TX
5/24 Bethany 66 Festival	Bethany, OK
5/31 Okie Nationals	Mustang, OK
5/31 Cruising with the Bulldogs	Wayne, OK
6/12-14 Central AR Corvette Weekend	Hot Springs, AR
6/14 Fraternal Order of Police	Tuttle, OK
6/21 NCCO All Corvette Show	Shawnee, OK
6/28 Sam's Club Car Show	5510 SW 5th, OKC, OK
7/25-26 Height of Summer Indoor Show	McAlester, OK

# Classic Cars & Brown Bags

Heritage Park, 600 Spinks Rd., Flower Mound, Texas

Between Gerault Rd, & Garden Ridge Blvd.  
3 mi. North of Grapevine Mills Mall

**11am-1pm**

**2nd Wednesdays-May, 14,**

**Drive your Classic Car to a safe, shaded place to park, have lunch and socialize with other Car Guys!**

**Bring your own lunch and drinks.**

There's a SubWay, Pizza Hut and Salads To Go 1 mi. North in the Kroger Shopping Center at Flower Mound Rd. (FM3040) & Gerault Rd. (Morris Rd.)

No glass containers or alcohol allowed in the park. Smoking is prohibited.

Pets must remain on a leash at all times.

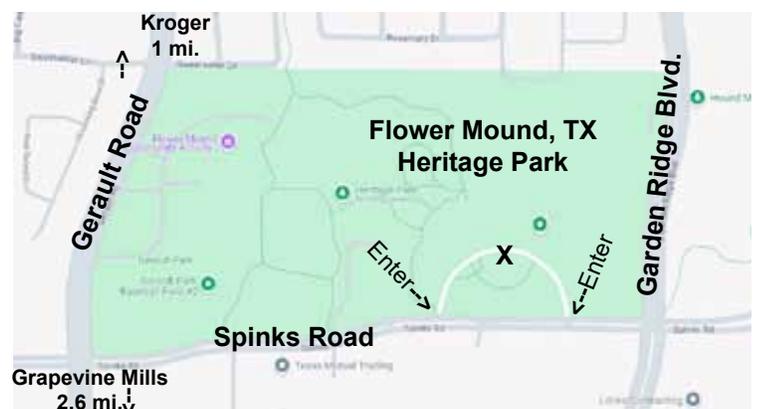
Excessive or amplified noise is prohibited.

Keep the park clean. Park restrooms nearby.

### Meet Up Dates

April 9  
May 14  
June 11  
July 9  
August 13  
September 10  
October 8  
November 12

**For Info Call: Bill Preston 405-412-0502**

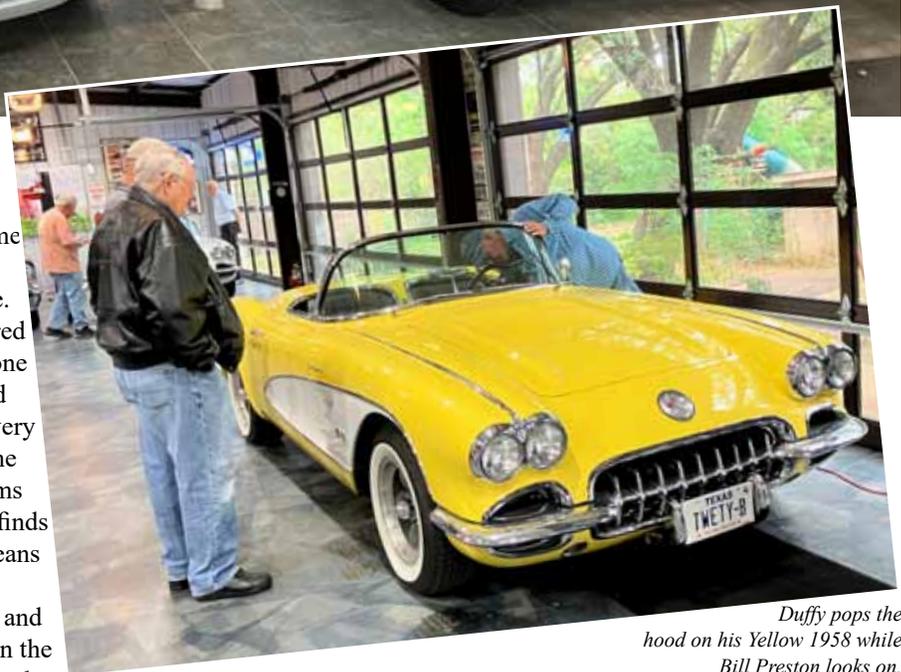




On Saturday, May 19, 18 car lovers met for lunch at El Fenix Restaurant on Forest Road in Dallas. Our host, Duffy Oyster, showed up in his fancy sombrero in keeping with the Tex-Mex theme

We drove the short distance to Duffy's home to see the cars in the awesome garage at his home. His two Rolls Royces (above) had just been entered in the Regional judging in Tyler, Texas. The old one had won the beautiful traveling trophy that he had prominently sitting in his office. Both Rolls had very interesting history. The stories of how he found the all the cars we saw were all very interesting. Seems like he's very lucky when he buys cars... then he finds out that they have interesting histories after he cleans off the dust.

Duffy's automotive interests are wide spread and he also had a lot of great memorabilia displayed in the huge garage. The rest of his car collection is in another garage near Austin. Thanks for a great visit!



*Duffy pops the hood on his Yellow 1958 while Bill Preston looks on.*

*by Diane Preston*

*Left: Duffy tells McLeods and Heimsaths about his 1960 White Corvette*

*Dan Jacobs, David Schall, Don Sebert, Rocky Rainbolt, Butch McLeod, Bill Preston, Geni McLoud, Kurtis Allen, Tim Bradford, Frank Casey, Linda Bradford and Carol Heimsath with the 1958*

# Duffy Oyster's Garage





Don Sebert looks over the Blue 1967 Corvette Coupe



Tim & Linda Bradford check out the Red Baby Bird and all the memorabilia.



Duffy tells about his Hot Rod with Sandy Allen, Bill Preston, Jim Heimsath, Don Sebert & Butch McLeod.



One of two tri-five Chevy convertibles at Duffy's garage.



Jeff Sebert checking out the interior of the old Rolls Royce



The "Trunk" of the old Rolls Royce

# Meet Our Members



*by John Spencer*

It started when I was 13. I was walking home from the community swimming pool, when the town doctor's son offered me a ride home in his shiny new 1958 Corvette. Sitting in that car, I made myself a promise: if only a shell in my back yard – I would own such a car one day. Well... Nearly 20 years later, in 1976, on my way to work I spotted the car on the back of a flatbed behind a Used Car Dealer in the Dallas area. It was a "Ten Step Car" – looked pretty good from ten steps away, but the closer you got, the worse it looked. The '58's fiberglass body was in decent shape but everything else left a lot to be desired. From the tail pipe to the fan blade everything was wrong. The interior, side trim and trunk rails were among the many missing parts. The Wonderbar radio was in place but like the rest of the gauges it didn't work.

I bought it anyway. I drove it for the first year while I started collecting parts and laying plans for the rebuild. This was before Corvette restoration was a thing. Everyone who knew me thought I was crazy, after all—this was an 18-year-old car.

There was no Internet. Searching for parts was a technical challenge. It required intimate knowledge of how the telephone worked and a functioning level of skill in transferring one's thoughts and questions to cards and letters. The original plan was to clean up the old beast and make a daily driver out of it, but one thing led to another and before I knew it I was restoring the '58 to its original condition. The hardest part to find was the Trunk Spears which distinguish the '58. I put the word out to everyone I knew. A total stranger overheard my cousin inquiring about them in a parts store in Oklahoma and indicated his son

**John Spencer**  
Wylie, Texas



had modified a Corvette years ago to make it look like the next year model, and he thought the parts taken off were still in his attic. Sure enough, he found a pristine pair of '58 trunk rails. Somebody was looking over my shoulder. Today '58 trunk rails are all but nonexistent.

I tore the car down in the Fall of 1977 and cataloged all the parts correct for a '58. Once stripped of its trim, windshield, bumpers, etc., I started removing the paint using several gallons of Ditzler's acrylic paint stripper and a lot of elbow grease. Analysis of a paint chip revealed no less than seven colors had been painted on the car. The original color was Roman Red, but the current color was Bright Apple Green with black coves and hood spears. I couldn't believe it when people would ask if those were the original colors.

Using a pair of small hydraulic bottle jacks and a lot of wooden blocks, I slowly lifted the body off the frame, pausing from time to time to say a short prayer. Once it was raised off the frame, I built a scaffold under the body and rolled the chassis out from underneath the body. Well almost, I failed to account for the scaffold material, the wheels cleared the body but not the scaffold, I had to deflate the tires to clear.

The condition of the frame was one of the pleasant surprises. Although it looked extremely rough, once I got all the years of grease scraped off, I discovered a frame in very good condition. I completely disassembled it, replaced all the worn parts and refinished it with GM Frame Paint.



I had a lot of other suggested finishes, but I figured if the original paint had survived as well as it had, it must be pretty good. After reassembling the frame, I turned my attention to the '58's body.

The only damage to the body was the right front fender. The previous repair was such a mess that I abandoned any attempt to straighten it out. It was great for going over hills, the headlights pointed down so far they could not be adjusted into minimum specifications. So I purchased a replacement fender, placed the body back on the frame so it could be properly aligned and performed an immediate fenderectomy. For instruments I used a hacksaw. I love working with fiberglass. In total I replaced the front fender from the center of the wheel well to the center of the grill and the complete front end below the bumper line. An original GM Assembly manual proved indispensable to achieve proper positioning of the fender over the lower splash panel. I built a wooden frame to support the body pieces and maintain the alignment while each piece was bonded and secured.

With the body repaired, I removed the last coats of color and primer by hand sanding and addressed the fine stress cracks in the fiberglass gel-coat with a router and a product called MarineTex.

With the body work finished, I removed the body once again, this time with the help of several of my neighbors (the jack and block technique was too hazardous). With the body off, I finished the chassis power train. Although an original '58 used a 283, I installed a 327 which I had bored .030 over, balanced, blueprinted and fitted with hardened rods and crank. I finished the engine with a pair of polished and ported power-pack heads and topped it off with a dual 4-barrel from an original '58. The 4-speed tranny and rear end were stock '58. While exposed, I ran all new brake and fuel lines. The finished product was so pretty I almost hated to cover it up with the body. When I replaced the body this

time I mounted it permanently. But, before I did, I painted the engine firewall and inner fenders and undercoated the belly and fender wells.

With the body permanently attached, I finished the bodywork and prepped it for paint. I used tracer coats to remove the final pits and scratches. Ready for paint I ran into another hurdle. Originally I planned to paint the car '58 Silver Blue. When I bought the '58 I figured it was the only one this side of the Mississippi, but by the time I got ready to paint it, nearly two years later, I located numerous other '58s undergoing restoration in the Dallas area, and they were being painted Silver Blue. Not wanting to be like the crowd I started reviewing my options. I had already purchased the Silver Blue interior so my exterior colors were limited, White or Charcoal. Since White doesn't show the chrome, which there is a lot of on a '58, the default was Charcoal. This turned out to be a blessing. With a Silver cove - the color scheme is probably the most complemented feature of the car today. I painted the car in pieces to give me access to all cut-in areas. Using PPG Acrylic Lacquer I laid several wet coats of Charcoal on, followed by several coats of clear. Once painted, I let the body stand for six months to give the paint time to cure properly.

During this time I assembled the body and glued all the weather stripping to the doors, hood, trunk and deck lid. In the course of collecting parts I came across a set of power window regulators and motors and decided to add this option to my '58. I didn't realize the worm's nest I was opening. The door mechanisms were readily available, but the door switches were not. I searched high and low for over two years and all but gave up when I received a call from JT Piper who had secured a pair of '58 switch bezels, when refurbishing a customer's 62 that had a set of '58 door panels from a power window car. It was during this period that my wife seriously questioned my sanity. Adjust-

SPENCER--continued on page 7



SPENCER--Continued from page 6

ing the windows, I sat in the door-sill watching the window roll up and down, adjusting it for alignment and smoothness of operation. Who knows what she thought I was doing!

The rest of the interior restoration was rather straight forward. I rebuilt and calibrated all the gauges, had the Wonderbar rebuilt, restored, lubricated and painted all assemblies according to Chevrolet specs and installed them under the hood and dash. My workbench was the kitchen table – my wife loved that. With virtually everything but the exterior trim installed, I wet sanded and polished the paint. This is where the clear coat came in. I used it more as a sanding depth gauge than a bright coat. When sanding the clear coat the throw-off was white, as soon as I hit the color coat the throw-off turned black and I stopped sanding. The result was a flat surface, with no orange peel and no haloming of the color coat. When polished, the result was a mirror like finish. Components that were subject to impact like the door strikers, hood and trunk latches were plated for durability.

From this point forward it became fun, but I had to apply a great deal of patience. Up to now it seemed all my work only created more work, but now each job resulted in a finished product—a step forward. I was anxious to finish the project, but to achieve the detail I wanted I had to continually throttle myself back, to take my time and do it over, if it wasn't right. After all, it's the candles on the cake that you see not the plate that it's on. I had to work out several bugs, like the dash lights that only came on when the radio was on. This only confirmed what most of my friends knew "sometimes I get my wires crossed." With everything done I bumped up against my last hurdle. I had everything but the correct wheels, tires and hubcaps. This last addition would require the layout of nearly two thousand dollars, almost as

much as I paid for the original car. I was prepared to forego the expense, but my better half put her foot down (again). Needless to say, I yielded like a good husband and purchased 15 inch wheels, white wall tires and a set of 19'58 hubcaps that I had been eyeing for over two years. The price of these had grown from \$250 to \$850 by now. Once again—Mom was right—the tires, rims and hubcaps did more to authenticate the look of the '58 than any other one item. Side by side photos of the car with and without these tires and hubcaps, look like two completely different cars.

The car has been a real source of enjoyment for me and created a lot of memories and friends. I recall one parade the Corvette Club carried the dignitaries. My guest was an attractive young girl "Miss Plano." While driving I turned on the radio to play 50's music to her amazement. Inquiring as to the source of the music, I explained the radio like the car was a 19'58 and since radio waves never dissipate you could still receive the '58 music, if you had a '58 radio. I feel guilty I never told her any different (not really).

The '58 has participated in numerous shows throughout the four-state area bringing home more trophies than I have room for. It was featured in an article and on the cover of Vette Vues Magazine in June 1984.

I drove it 1500 miles in the Texas Regional Great Race in 1990. But my most coveted experience was having Zora Argus-Duntov see it and pose with it during the 1984 Corvette Expo held in Dallas.

Like all of us, the '58 is showing its age. It now has 35 years of wear and tear on it, since it was restored in a carport in Richardson, but it still turns heads and gets a lot of thumbs up. The car is its own trophy.



*In case you don't recognize him, the gentleman in the above photo... it's Zora Argus-Duntov. I had the fortunate pleasure of meeting him (and his lovely wife) in a Corvette Expo in Dallas in 1982. What an interesting gentleman. Although he told me the 57 was his favorite, he graciously adorned this photo of my 58. If you don't know who Mr. Duntov is, I'm not going to tell you. Just let me just say this, "If not for him, there would be no 1958 Corvette!"*

**Please submit your Corvette story and photos for us to use in this newsletter.  
Just e-mail it to me and I'll make sure it's spelled and punctuated correctly.  
Diane Preston -- [cdiane1957@aol.com](mailto:cdiane1957@aol.com)**



*Jim & Jere Bilodeau drove over from Stillwater, OK in their Red 1960*



*Bob Sullivan & the trophy he won at the Enid, OK show with his Blue/White 1959*

# It's CORVETTE DRIVING TIME in Oklahoma!!

In the last month Oklahoma has been through snow, prairie fires, tornados and LOTS of rain accompanied by floods! All not conducive to bringing the old Solid Axle Corvette out of the garage. Things changed for our SACC Lunch in Guthrie, Oklahoma on Thursday, April 10 at The Stables Restaurant! **We had C1 sightings!**

Chapter President Robert Cotner and Maggie from Blanchard arranged for the lunch meeting and provided us with these pictures.

Once at the restaurant the group divided with men at one end of the table and women at the other. On the mens' end, we congratulated Bob Sullivan on his first place win at the Enid, OK Car Show. The rest of the conversation centered on ongoing Corvette projects and our cars' histories.

At the other end of the table, the conversation was more serious, as the women, of course, solved a lot of the world's problems.



*Glenda & Alan Brown from nearby Edmond, OK*



*Glenda Brown, Bob Sullivan, Alan Brown, Jim Bilodeau, Gene Holtz, Joe McIninch, Noal Sinn, Donna McIninch, Katie Sinn and Jere Bilodeau*



*Donna & Joe McIninch from Guthrie with their Maroon 1962*

# Pat Boone loves the timeless allure of Corvettes.



But...did you know he was great friends with Malcolm Konner the Chevrolet dealer based out of Caldwell and then Paramus, NJ from 1962-1995. Mr Konner (below) arranged to personally deliver Pat Boone's new fuel injected Ermine White 1960 Corvette to Pat's Teaneck, NJ home and brought along his sales manager Skip Sofield and the Chevrolet area zone manager for pictures. Mr Konner awarded Pat Boone a plaque from the New Jersey Sports car Club (founded by Malcolm Konner).

Pat Boone is an avid collector of classic cars and fondly loves the timeless allure of Corvettes. In Boone's opinion, the Corvette is still as cool as it was in 1952. "They used to call it a 'chic magnet' type of car, he jokes. But not for me, as I was married with four kids, when I started driving one!"

It was a beautiful Sunday morning in Hollywood, California, in the year 1959. Charles Eugene "Pat" Boone, an internationally famous pop singer, stepped out of his gun metal-grey 1957 Chevrolet Corvette and cast his gaze to the blue, cloudless California sky. He was among the first celebrities to own a Corvette. He regularly turned heads on the Sunset Strip, when he cruised from his Beverly Hills home, which he still owns, to the TV studio. Corvettes were rare and exotic in those days.

In the 1989 documentary "Roger & Me," Boone stated that he was first gifted a Corvette from the Chevrolet product line, but after he and his wife started having children, four in four years, GM supplied him with a station wagon as well.

Pat Boone has been an iconic Pop Singer since the 50's. He even hosted The Pat Boone Chevy Showroom on CBS! He also teamed up with Dinah Shore for many Chevrolet commercials and new Chevrolet model introductions. I can hear the jingle now, "See the USA in your Chevrolet."





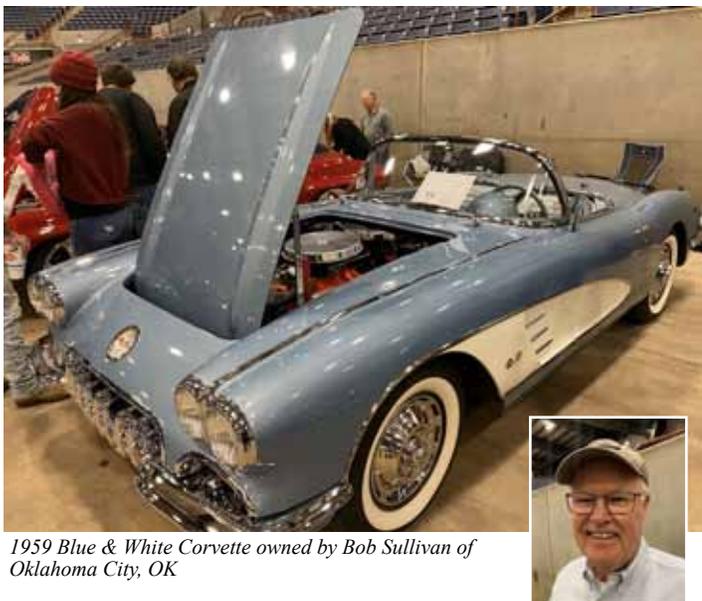
1955 White Corvette displayed by Enid club member Jerry Holder in the traditional club display showing a Corvette of each decade with the year ending in "5"



1958 Black & Silver Corvette owned by Enid club members Dennis & Erlene Morehart.



1957 Black Corvette owned by Bryan & Deb Williams of Aledo, TX



1959 Blue & White Corvette owned by Bob Sullivan of Oklahoma City, OK

## QUIZ

by John Spencer

1. What is the significance of 1-8-4-3-6-5-7-2?  
ANS- It is the firing order of a Chevrolet Engine.
2. What is the Gap for mechanical points in your distributor?  
ANS- The Gap for Chevrolet points is .018
3. What is the Gap of a spark plug? ANS- .035
4. What is the relationship of Distributor rotation to that of the Engine?  
ANS- The Distributor rotates ONCE for every TWO rotations of the Engine.
5. What are the strokes of a 4-stroke engine?  
ANS- 1-Combustion or Power, 2-Exhaust, 3-Intake, 4-Compression
- 6 What occurs at the end of this cycle?  
ANS- COMBUSTION!

**NCCO** **June 21, 2025**  
**17th Annual NCCO All Corvette Show**

FEATURING  
**VETTES FOR VETS**

Register 8am-11am/Awards at 2pm  
 Preregister before June 14th - \$40  
 Day of Show - \$50  
 Show and Shine - \$30

**46 TROPHIES!**

**Club Participation**  
 (Based on preregistration only)

**100% of proceeds go to**  
**TOYS FOR TOTS**

**CORVETTES at The GRAND**

**Come Early and Enjoy the Casino!**  
 777 Grand Casino Boulevard  
 Shawnee, Oklahoma 74804  
 Hotel: (405) 964-7777  
 Ask for Corvette show rate, \$115

Contact: 405-420-7461




Sam's Club

**Car SHOW**

**Saturday, June 28th**

Entry Fee \$20

Registration begins at 8am

**5510 SW 5th St, OKC, OK, 73128**

50/50 Raffle ● Door Prizes ● Food Trucks ● Giveaways

All Proceeds Go To The Children's Miracle Network



**NEW Location**  
**Hilton DFW Lakes Grapevine, TX**

**35th ANNUAL LONE STAR CORVETTE CLASSIC**

Hosted By **LONE STAR CORVETTE CLUB**

Host Hotel **Hilton DFW LAKES EXECUTIVE CONFERENCE CENTER**  
 1800 Highway 26E  
 Grapevine, TX 76051  
 (817) 481-8444  
*Room block will open February 2025  
 Room rate \$150*

**Save the Date**

**MAY 16-18, 2025**

**NEW LOCATION: HILTON DFW LAKES CAR SHOW, NEW CLASSES, NEW AWARDS AND MORE!**

**EVENT LINEUP**

**Friday, May 16<sup>th</sup>**  
 Registration/Packet Pick-up  
 Vendors • Autocross • Road Rally  
 Grapevine Excursion  
 Dinner/Music/Dancing  
 Friday Night Lights - Awards

**Saturday, May 17<sup>th</sup>**  
 Judged and Show n' Shine Car Shows  
 Vendors • Silent Auction  
 Cornhole Tournament • Raffle Prizes  
 Music • Grapevine Excursion  
 Awards Dinner  
 Live Auction Charity Fundraiser

**Sunday, May 18<sup>th</sup>**  
 Parade to Brunch • Grapevine Excursion

**35th Lone Star Corvette Classic**  
**CORVETTES 'N PICKLE**  
**Friday, May 16, 1:00pm - 5:00pm**

Pickleball Tournament on the 12 outdoor courts  
 Hilton DFW Lakes Executive Conference Center

For FUN and meeting new Corvette friends, a FIRST-TIME event at 2025 Lone Star Corvette Classic. Just for participants in the Classic, we're staging a doubles-team tournament. Pickleball sign-up Friday morning in the hotel and courtside Friday afternoon.

Entry fee is \$10 per player.

**Sign-up is NOT part of the Classic's on-line registration.**  
 USA Pickleball Rules apply. Teammates play only one game together. Subsequent games will be played with different teammates. It's a social game. Players' scores accumulate for, at least 4 games. Players should play 5 or more, games at any time within the Tournament's 4 hours. We score your best 4. Medals for best Men's and Women's players, given at the Sat. evening Awards Dinner. Maybe awards for sharpest Pickle-wear, too.

**So, C'mon, bring your paddles and your Pickle-gear**  
 (Yellow Outdoor Pickleballs provided).

**FRISCO CHARITY**

# CAR SHOW

**5<sup>TH</sup> ANNUAL**

**Indoor Show!**

**Frisco Flyers Sports & Events Center**  
 6300 Flyers Way, Frisco, TX  
**Saturday, May 24, 2025**

**Registration: 8am-1:30pm \$30**  
 Spectators: Free

Also visit the Car Museum on premises  
 with more than 100 vehicles!

**AWARDS, RAFFLES & PRIZES: 2-2:30PM**  
[mustangsallyproductions.com](http://mustangsallyproductions.com)

-----Purchase a VIP Ticket for \$100-----  
*VIP Ticket includes access to the Private Careington Lounge, all food and drinks provided, plus a Raffle Ticket. 100% of benefits go to Families of World War II Veterans & CK Family Services.*

**TUTTLE** **JUNE 14, 2025**

# FRATERNAL ORDER OF POLICE

**FOP CHOICE!**

REGISTRATION 8AM-11AM  
 JUDGING 11AM-12:30  
 PRIZES & TROPHIES @1PM

**\$25 ENTRY FEE**  
 DOOR PRIZES!  
 50/50 POT!  
 TOP 10 OVER ALL!  
 PEOPLES CHOICE!

**13TH ANNUAL CAR SHOW**



**ALL CLASSES WELCOME**

**COAL CREEK VINEYARD & WINERY**  
 210 N SARA RD  
 TUTTLE, OK

PINUP CONTEST  
 LIVE MUSIC  
 FOOD TRUCKS & VENDORS

**OVER 50 PICKS**

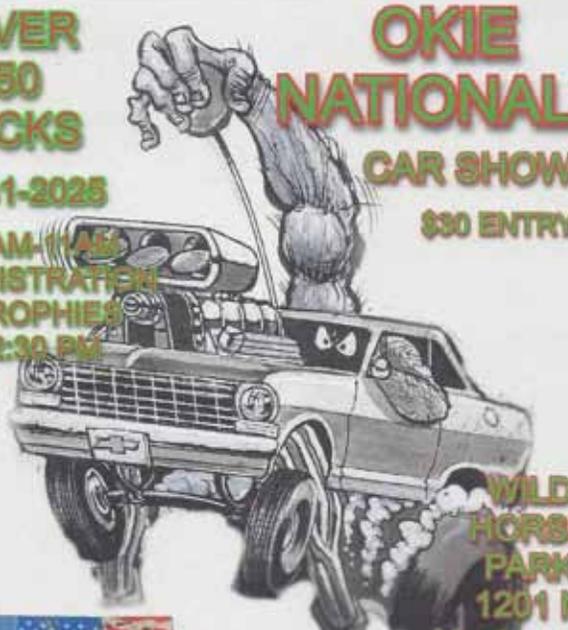
**OKIE NATIONALS**

**CAR SHOW**

**5-31-2025**

**7AM-11AM REGISTRATION**  
**TROPHIES 2:30 PM**

**\$30 ENTRY**



**WILD HORSE PARK**  
 1201 N Mustang Rd,  
 Mustang, OK 73064

BETHANY IMPROVEMENT FOUNDATION PRESENTS:

# 14th Annual Bethany 66 Festival

**BETHANY RT.66 CAR SHOW**  
 8AM-3PM

**GATES OPEN @ 7:30AM**  
 ALL MODELS 1931 AND OLDER



**SATURDAY MAY 24TH, 2025**  
 Downtown Bethany's Rt.66

MAIN FESTIVAL EVENT 10:00AM - 4:00PM  
 CHILDREN'S PARADE AT 11:00AM  
 CAR, MOTORCYCLE & TRUCK SHOW  
 ARTS & CRAFTS BOOTHS  
 LIVE ENTERTAINMENT  
 FOOD TRUCKS



**May 17, 2025**  
10am-3pm



Contact Tony Salter at 501-450-0902  
or TRS75L82@yahoo.com

Central Arkansas  
Corvette Club

CONTACT:

972-523-9016  
501-590-3506



CentralArkCC.com



Registration opens  
December 2024

## SAVE THE DATE June 12-14, 2025

24TH ANNUAL CORVETTE WEEKEND, HOT SPRINGS, ARKANSAS

- **JUNE 12, 2025 - Casino Night Meet & Greet**
- **JUNE 13, 2025 - Registration, Vendors, Auto Cross, Scenic Tour, Seminar, All Corvette Parade through Hot Springs National Park**
- **JUNE 14, 2025 - INDOOR all Corvette Judged show , Hot Springs Convention Center. Vendors, Silent Auction, 50/50 Drawing**
- **Host Hotel - Hotel Hot Springs, Hot Springs, AR**



*America's First Resort*

## WOOD, WAVES & WHEELS



FREE ADMISSION & OPEN TO THE PUBLIC

SATURDAY, MAY 10, 2025\*  
10:30 AM - 2:30 PM  
AWARDS AT 2:00 PM

- ❖ FOOD & DRINKS ONSITE
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# TECHNICAL HELP FROM THE SOLID AXLE CORVETTE CLUB

*These and other questions and answers have been archived over the life of our club and are available at: [solidaxle.org](http://solidaxle.org) under Technical Help.*

*To submit a technical question regarding a 1953 to 1962 Corvette, simply e-mail [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 have a question on the windshield install of my '61. It is in the shop and they tell me the lower channel is bent. I am sceptical as everything looked great when the assembly came off the car, and fit good when reinstalled six months ago. I took it in because the gasket across the top had pulled out and got rolled under the top of the windshield exposing the outer edge of the windshield (probably from a too tight top install). The car has never been hit near the windshield. Have you ever heard of this phenomena and how would that affect fit across the entire top edge of the assembly?

**Answer from Max Brockhouse, President of SACC:** I bet the corners of your windshield tabs are broken off. This will cause the weather strip to have a gap. Send them to Corvette Central to have them rebuilt. Glass installers back in the day would not remove the windshields, just pry them back to allow room to replace the glass and after 50 years of a soft top pulling back on the frame, they break.

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**Question:** I am replacing a six cylinder Blue Flame engine back into a 1954 that had a V8 installed and need to find a repair manual or some kind of literature/diagram/photos that shows how this is done regarding placement of all parts, lines, wires, etc. Can you recommend any sources?

**Answer from Noland Adams, Founding Pres. of SACC:** There weren't many repair manuals for Corvettes before 1956. The best reference is the book I wrote on 1953 to 1962 Corvette Restoration, which covers six cylinder Corvette engines in detail. *(Editor's note: Available on Amazon or other used book sellers)*

**Question:** Can you tell me what the standard shop time to replace a windshield in my 1961 Corvette should take? (ie: what was the standard shop rate time expected from removal of the assy, replacement of the glass, to reinstallation in the car.

**Answer from Max Brockhouse, President of SACC:**

A standard shop should not be considered. Best go to a Corvette shop that works on early Corvettes. The window frame will have to be removed and is held down by a bolt about every 7 or 8 inches that is accessed under the padded dash. If you are handy, best do it yourself as it will take most of a day.

**Answer from Larry Richter, SACC Founding Treas.:**

Here on the west coast they allow between 5-7 hours. On the early cars you must get under the dash to remove the windshield. You can save a bunch if you remove the windshield with the frame (they come off together). Be very careful of the bolts on the back corners as they are difficult to get out without breaking them off. They can be brazed back on by a expert in welding. Once that is complete you can remove the bright work around the glass. Now is a good time to have it polished and any dents removed. Try to find a shop that has changed a early Corvettes windshield before, or you may have problems that you never dreamed could happen.

You need a expert to re-install the glass in the rubber and get it to fit into the bright work channel and back on the car. You need to check the top after replacing the windshield in the car to make sure your top fits as it should and check the door fit.

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**Question:** I have a 1958 Roadster (Have owned it for 41 years now) I just got it back from restoration / paint folks. Putting back together. During the restoration, a new interior, including dashpad was installed. My problem: Brake lights work fine, as do turn signals. However, when I pull headlight switch out, even at parking light position, the brake light rear light fuse (10 Amp) blows. Headlights continue to burn. Could my problem be in the rear taillight housing, even if the brake and turn signal side still works? Any insight you can give me will be greatly appreciated. Also, I am very interested in joining the solid axle Club.

**Answer from Noland Adams, Founding Pres. of SACC:** My guess is a grounding problem in the left rear taillight area. I would buy a bucket of fuses and try removing hot wires until the problem goes away. Then you have the faulty source surrounded. Another problem area might be the turn signal switch just under the steering wheel. .

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**Question:** Which other vehicle rear end housing will fit a 1959 Corvette without major modification?

**Answer from Max Brockhouse, President of SACC:**

Any full size 1953 Chevy sedan. In 1960 the Corvette rear end was changed.

**Question:** How do I remove the manual window regulator assembly on driver side?

**Answer from Larry Richter, SACC Founding Treas.:**

You need to remove the two screws holding on the arm rest assembly. Then remove the handles and window cranks, You will need to remove the horseshoe clips holding them on from behind ( careful not to slice you door panel). Unscrew the locking knob. If you do not have the correct tool go buy one. Remove all the screws holding on the panel. Pull out from the bottom with your hands and lift up to remove. Next remove the end molding on the top of the door and the outside top molding (screws are on the inside). Do the same with the inside molding. Remove the inspection plate (big one bottom back and almost square). Then put the window crank back on (no clips required) and run the window up or down until the sash retaining screws are visible (one will be visible on the top front of the large inspection plate and the other one in the round inspection hole about 8 or 10 inches forward from the inspection plate). Remove these two screws. You may need to pry up on the bottom channel to make the window loose. Then carefully remove the glass (bottom channel still attached from the top of the door). Have some help and do not drop. Remove the screws retaining the regulator and then from the car. Make sure you have the correct replacement before you put the old one in the garbage. Be sure to mark everything so you window will fit back in the same as it came out. Grease everything so it will work correctly, especially the guides and gear. Before you install the door panel make sure everything works correctly and the fit is correct.

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**Question:** There are three set type screws at the pinion area of the diff. Is there a torque spec on these screws or is there a specific tightening instruction?

**Answer from Larry Richter, SACC Founding Treas.:**

The Corvette Service Guide states the following. Under Pinion Assembly #5. Install three tapered lock screws and draw them down evenly and tightly, then tighten lock screw nuts.

Note. A statement in general states " All bolts should be tightened to 40-60 Ft. Pounds."

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**Question:** #1. I have a posi rear end in my 1960 fuelie. I need to add some posi fluid. The person that restored my Corvette stated not use new synthetic posi fluid but the "whale fat" posi fluid that the car was manufactured with. Is this true? If so, where do I go to purchase this type of "natural" posi fluid?

#2. My Corvette has sat in my garage for several months. When I parked the car for winter, everything worked great. However, I started the car today and when the clutch is depressed, it will not shift into gear. What is the possible problem and solution?

**Answer from Larry Richter, SACC Founding Treas.:**

Hi; I would use the original type of oil with the additive in you possiunit. The problem is that the new synthetic type makes the clutches very slick and may not work correctly. The newer units are built for the synthetic fluid. G.M. dealerships should be able to get the product. If not try the better parts stores.

On your second question. Is the clutch releasing so the transmission can go in to gear? If it is not, rock the car in gear with the clutch depressed as the clutch is stuck. You may even try to turn the engine over with the battery in gear with the clutch pushed in. Be sure your battery is fully charged. If this does not work and the car is so you can start it in gear you may try to drive the car with the clutch pushed in, and hit the brake pedal hard, maybe several times. Be very careful and ready to turn the engine off, if something happens. Perhaps have some one ride with you with the their hand on the key. Again be very careful. If the problem is not in the clutch then it is either a transmission linkage problem or an internal transmission problem.

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**Question:** Can someone tell me the thread size of a stock '57 corvette 4-speed shifter knob? Thanks, Ron.

**Answer from Larry Richter, SACC Founding Treas.:**

The thread size is 5/16 -18.

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**Question:** I need a VIN plate for my 57 Vette. It was lost when it was painted. I have the title and have owned the car for 25 years. can you help, or tell where I can get one?

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

I'm sure you are a very honest person with honorable intentions. Unfortunately, there are some not so honest people out there. And because of them, there are several people/companies who reproduce "cowl" and "trim" tags, but no longer produce VIN tags.

Over the years, I've discussed this with a few of them and all were very explicit about this point: if they make a VIN tag, and even if unknown to them it is used to disguise a stolen car, or defraud a customer about a car's true history, if discovered, they could be charged as an accessory.

I'm sure there is someone who provides this service, but sorry, I don't know who they are. However, if you search the internet long enough and follow-up with phone calls, you'll probably succeed in your search.

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**Question:** I have a '61 Vette that I'm trying to positively identify the engine. The car is supposed to be a real F.I. car, and from all the published "signs" to look for it's the real deal. The engine numbers are as follows:

Casting #s at the rear of the block are 3756519----D99  
Stamped #s on the front are F414CS, no other #s (VIN) are present.

The VIN on the car indicates it was built mid November 1960. From the research I've done, the block is the correct type, but doesn't seem to be the correct year. Any help you can furnish will be greatly appreciated.

**Answer from Noland Adams, Founding Pres. of SACC:**

The CS engine is a fuel injected engine with mechanical lifters. I would check the left inner fender panel to see if there are holes which held brackets around the large air inlet hose to the air cleaner. You didn't provide your serial number, but you stated it was built in mid-November 1960, which means it is a 1961 with a serial number about 102500.

Your engine's assembly date is F414CS. The "F" means it was assembled at the Flint engine plant, and "414" means it was assembled on March 14th.

Now we go to the engine casting number 3758519 and the casting date code D99. The 519 block was used from 1959 through 1961. The date D99 means April 9, 1959.

In building a production calender, we have: 519 block, cast D99- April 9, 1959 engine assembly date F414CS- April 14, 1959 Your '61's build date- mid-November 1960

I have watched the production and assembly of engines and Corvettes at the Grey Iron Foundry in Saginaw, The Flint V8 engine plant, and the Corvette assembly line in St. Louis. There are two factors in identifying your engine. First, about one and one-half years elapsed between the time the engine was built and your '61 was built. The other is the lack of a serial number on the front engine pad. That means the engine was built at Flint, but was never shipped to the St. Louis Corvette plant. Instead, it was shipped as a long block to a Chevrolet dealer who ordered it as a special order. Long blocks come complete with heads, valve covers, and oil pan. I'm guessing now-sometime in 1961 the owner of your '61 was looking for a replacement engine. The parts department of a dealer just happened to have an older long block available, and it was purchased and installed in your '61.

I am reasonably sure this is what happened in this case. Be aware that because it has a high hp mechanical lifter fuel injected engine in it now, that does not help to identify the original engine.

**Question:** I have a '58 car and I can see the crescent shaped arm bent and the pin hinge for the crescent arm coming half way out as the trunk lid closes. This causes the trunk lid on the left side does not go all the way down, causing a bad fit.

Can a body shop change parts of the hinge tower with removing the body rivets for the hinge tower?

**Answer from Larry Richter, Founding Treas. of SACC:**

First remove the trunk divider board and examine both hinges and towers. You may have a problem on both sides. A good shop may be able to bend the part and or parts back to the original shape. If excess wear is apparent replace the part or parts. If you have reproduction trunk irons you may want to put the after market springs in to hold the trunk lid up. These are a lot heavier than the original. If the irons are hollow brass they are the original type. If solid they are re-

production. There is a small amount of adjustment through the shims that can be made on the trunk lid.

**Question:** The serial number on my car is 20867S10809. My car is in the final stages of restoration and I'm down to having the hardtop restored. Here's my question. What is the correct color for the headliner in a 1962 Corvette?

In one of the Corvette books I thought I saw a description of the top for 62 having a white headliner and a black headliner for the 61 model year. I have two hardtops for my car. (one for restoration and one for parts) The nicer of the two has the black headliner. I haven't been able to locate that information again and need to know which is correct for my car before I get the hardtop restoration started. Although my car will be a driver I'm doing everything my budget can tolerate to make it as correct as possible.

Do you know which Corvette book had this info in it?

**Answer from Larry Richter, Founding Treas. of SACC:**

All 62 Corvettes had a white headliner in the hardtop. From the front there are two one inch heat seams (inch apart center to center) going across the car. (door to door) then a two inch gap and most of the top are the one inch heat seams going front to back. The same heat seams pattern is on your door panels. Enjoy the car.

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

Of the 14,531 Corvettes produced for 1962, 11,256 were equipped with the RPO 419, hardtop. 8,074 were manufactured with both softtop and auxiliary hardtop, while 3,179 came with hardtop only.

The '56 thru '60 Corvette hardtop headliners matched the color and pattern of the car's vinyl interior. However that changed in 1961...

Although not offered as an interior color for either '61 or '62, I believe the only color offered for both years for headliner was "white".

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.

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*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*

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**Would you be willing to receive calls or e-mails with Technical Questions about C1 Corvettes from the Red River Members?** Yes \_\_\_ No \_\_\_

If yes, what areas could you give Technical Help?

Engine \_\_\_ Stock Trans \_\_\_ After-market Trans \_\_\_

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Install Windshield \_\_\_ All \_\_\_