



November 2022

# Straight Talk

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

## Come to the Annual Red River Chapter SACC Meeting & Garage Tour! Sunday, November 13 at 2:00 pm

at Lee & Jo Ann Brumit's garage

We will get to see all of their Corvettes  
plus their other cool collectible cars!

They will tell us about services offered by their  
company, Corvette Correct.

New SACC Central Region Rep, Don Brittin will  
talk about the 2023 SACC Convention to be held  
during Bloomington Gold June 1-3, 2023

*Plenty of Parking-Drive your C1 if it's nice,  
Drive your street car if it's not!*

**Brumit's Garage,  
3701 Marquis Dr, #101, Garland, TX**

*Map and directions on page 2*



## Christmas Toy Drive & Corvette Cruise

2:00 pm

Sunday, December 4

**Bring an unwrapped toy  
to donate.**

We will meet in the parking lot east of  
Wells Fargo Bank, 101 S. Locust St., Denton  
(South East corner of the court house square)

and take a back roads tour to  
Isabella Village in Savannah, TX  
to drop off our toys at the clubhouse.

(1402 S Peach, Savannah, TX)

## It's time to renew your SACC dues!

**National and Chapter Memberships**

**Expire December 31, 2022**  
*(unless you've paid for multiple years)*

Red River Chapter collects National SACC dues of \$45. We then forward all National dues and have record that all our members are also National members. Please include a completed application form that is included on the last page of this newsletter.

Send to: JoAnn Brumit, SACC Treasurer, KARLEE KLASSIC AUTOS,  
3701 Marquis Dr., Suite 101, Garland, Texas 75042

If you have sent in your dues directly to National,  
please let JoAnn know, so she can record it. [JABrumit@nuzinc.com](mailto:JABrumit@nuzinc.com)

## Directions to Brumit's Garage, 3701 Marquis Dr, #101, Garland, TX

### From the North and West:

Take Pres. Bush Turnpike (190) to Jupiter Rd exit  
in Plano then go South 7.8 mi  
Turn right onto Marquis Dr  
Destination will be on the right 0.2 mi

### From the East:

Take TX-78 S to Garland  
Use the 2nd from the left lane to turn left onto S 1st St. 1 mi  
Turn right onto W Avenue B 1.0 mi  
which Continues west as Forest Ln 2 mi  
Turn left onto S Jupiter Rd 0.5 mi  
Turn right onto Marquis Dr Destination will be on the right

# OUT AND ABOUT SEARCHING FOR OLD VETTES & THEIR OWNERS

## Sam Pack/AER Car Show, October 8, 2023, Farmer's Branch, TX



Danny Barboza's Red & White 1961



John McIlvoy's Black & Silver Fuel-Injected 1957



Gary & Jennifer Seib's Black & Silver 1956

**CORVETTE CORRECT**  
NCRS | Bloomington Gold | Triple Diamond  
Winning Restorations

**MECHANICAL**  
**ELECTRICAL**  
**INTERIOR**

**CLIMATE CONTROLLED STORAGE**

**THE DIFFERENCE IS IN THE DETAILS**  
3701 Marquis Drive, #101 Garland TX 75042  
www.corvettecorrect.com | 469-873-1783

Back issues of "Straight Talk"  
available on line at:  
[www.VetteLegends.com](http://www.VetteLegends.com)



# Paint Seminar and Bean Dinner



Lots of Corvette guys showed up at Bill and Diane Preston's house on Saturday, October 15 for the Solid Axle Corvette Club Tech Session.

Bill was getting his 1957 Corvette ready to display at the NCRS meet October 20-22 in Frisco. He's not having it judged, even though NCRS has created a class just for his highly customized Vette. The car will be there to attract attention to the Solid Axle Corvette Club booth. SACC's new Regional Rep, Don Brittin, is looking for new members.

It's been eight years since Bill finished the third restoration on this 57 and it's starting to show some wear from the 14,000 miles he's put on it. So, of course he had to spiff it up for the NCRS people.

He and his grandson, Preston Watkins, had made some covers to hide the discolored exhaust manifolds. Speed and Sport Chrome Plating in Houston did a great job of plating them.

The idea for the Paint Seminar came to him when he realized that the red accent paint on the stock Corvette valve covers was peeling off. It's a



little thing to paint, but you still have to go thru all the steps that you would to paint the whole car. He thought it would be an opportunity for club members to see what's involved that makes a paint job so expensive.

Attending the seminar were Bunky Garonzik, Len Woodruff, Vic Pacheco, Sam Deneault, Keith May, Don Brittin, Gary Hardy, Rick Mayberry, David Jackson, Dennis Conte, Brad Sammis, and Lon Hutcheson.

*Lon Hutchenson, Brad Sammis Len Woodruff, Keith May, David Jackson, Dennis Conte, Gary Hardy Vic Pacheco and Rick Mayberry*



# SACC Membership Booth at NERS

Lone Star Regional – October 20-22



Our new Central Region Rep, Don Brittin, hosted a SACC booth to publicize our organization at the National Corvette Restorers Society's 2022 Lone Star Regional judging event on October 20-22, 2022. It was held at the Embassy Suites Dallas/Frisco Hotel & Convention Center, in Frisco, Texas.

We had a prime spot at the entrance to the ballroom where the judging was being done. Bill Preston's Black & White 1957 Fuel-Injected Corvette was on display there to help attract people to learn about the Solid Axle Corvette Club. It wasn't being judged, but a few years ago NCRS added two new Concours classes that would include Bill's modifications. These categories are offered for both Stock appearing and Modified Corvettes built from 1953 to 1996.

A Stock Corvette is one with the doors, hood and trunk (ISE) closed, and excluding wheels and tires but including paint color or scheme, the car basically appears like a production Corvette. From outward appearance the car body appears to be stock or as it came from the factory. It can have show quality chrome and paint, a different motor than was originally in the car and different suspension. The key in this class is whether the car looks like it might be stock.

Modified Corvettes includes all other Corvettes. These can have flared fenders, custom paint such as flames pin stripes or other custom touches. This modified class opens the field for a wide variety of Corvettes that were not previously considered candidates for Flight judging. Concours judging is an exciting new concept within the NCRS and is a way to open the field for a new generation of Corvette fanatics who like to update their old Corvettes.

There was only one C3 being judged during the Lone Star Regional in the Concours classes. One of the objectives of this display was to raise the awareness that these new classes exist for modified Corvettes in NCRS.

Diane Preston and Tom Hubbert were also there to talk to people interested in SACC. We signed up one new member for our chapter and added 12 people to our newsletter emailing list. There were a number of SACC members from around the country who stopped by to say hello and lots of local club members.

NCRS--continued on page 5



Brad Sammis chats with Don Brittin (right) at our SACC Display



A visitor talks to Bill Preston about his 1957 while Diane Preston and Don Brittin are at the SACC table



The judging field was about 25 cars short of capacity this year and only two C1 Corvettes were judged. Friday John Harris' 1957 was judged and he had locked his keys in the trunk on Thursday afternoon, which delayed the judging. He tried using Bill Preston and Alan Stein's C1 keys to no avail. Then he called several local locksmiths who could only offer to drill through his trunk lid to release the latch. Finally he called Ace Lock DFW, and David Williams was able to come to Frisco at 11:00 am Friday and successfully pick the lock. But he said it wasn't easy. The judges were then able to finish. Unfortunately, on Saturday morning John, once again, locked the keys in the trunk... David came back, opened the trunk and made John some extra keys. One went straight into Carol's purse. What a great guy!



John and Carol Harris' Red/White 1957 just after David Williams of Ace Lock DFW picked the lock the trunk on Friday. It drew quite a crowd of spectators.

**ACE LOCK DFW** David Williams  
 #803043101 acelockdfw@gmail.com  
**469-515-5907**  
 Locksmith  
 \*Commercial \*Residential \*Automotive

Alan Stein's Fawn Beige Fuel-Injected 1962.



Gary Summerville held a Rochester Fuel Injection Trouble Shooting Seminar Friday afternoon. He gave a lot of great information on living with these units. He covered a basic understanding of the system. He also pointed out other problems that many owners blame on the injector, but are caused by other problems within the car. He gave tips on making your system work better and key components that fail. If you would like a copy of his notes e-mail him at gwsvettes@yahoo.com.

There were lots of other things going on; parts and memorabilia vendors, NCRS apparel sales, and a silent auction with great items to benefit a local animal rescue. The NCRS was also conducting judging seminars.



Red River member Kathryn Maulsby watching husband Joe judging the 57.



It's not a Solid Axle, but this is one of the cars owned by Tom Jackson that will be on display at our SACC Annual Meeting at 2pm on Sunday, November 13 in Garland.



## **General Motors N95 Certified Masks**

***By Bob Cook and Pete Yentema***

We all own cars built by General Motors, but how many of us knew that in 2020, GM made millions of masks to help with the COVID-19 pandemic. Del Val Chapter member Pete Yentema told me he had a package of GM-made N95 masks and he sent me the package. (Pete got the masks from his son, David, who works for GM as a Field Service Engineer and World Class Technician.) We wondered how the masks happened, so I did some research and this is what we found out.



**Package of 10 masks sent to me from Pete Yentema**



**And here's what they look like out of the package**

GM began making facemasks at its Warren Transmission Operations plant in Michigan in March, 2020 (less than a month into the pandemic), with a group of GM engineers and technicians lending their expertise to develop and manufacture the masks. GM initially planned to have 20,000 facemasks delivered by April 8th, and once its newly established production line was running at full capacity, it would have the capability to make up to 50,000 masks a day and 1.5 million masks per month.

GM and the UAW sought roughly two dozen paid volunteers from their Detroit-area manufacturing plants to help produce the masks at the Warren facility. “Our team began looking at ways we could quickly utilize our talents and resources to help in the shared fight against COVID-19,” said Peter Thom, GM’s vice president for Global Manufacturing Engineering. “Working around the clock, our team rallied with incredible passion and focus to come up with a plan to produce masks that would help protect the women and men on the front lines of this crisis.”

GM managed to ramp up its mask-making project at an impressive pace. The core team working on the mask project only assembled for the first time on March 20 and six days, 23 hours and 30 minutes later they were producing masks and putting them through quality assurance tests. The team consisted of more than 30 GM engineers, designers, buyers and manufacturing personnel, who helped source materials and equipment and planned the production process.



“The first people we called were those who work with fabric vehicle components,” explained Karsten Garbe, GM’s plant director for, Global Pre-Production Operations. “In a few days, the company’s seat belt and interior trim experts became experts in manufacturing face masks.”

The team also leveraged GM’s existing supply chain to get the materials they needed to produce the masks, including metal nose pieces, elastic straps and non-woven fabric filter material. GM reached out to JR Automation in Holland, Michigan and Esys Automation in Auburn Hills to design and build it custom machinery required to manufacture the masks.



GM photograph

General Motors received N95 certification for the filtering facepiece respirators made at the Warren, Michigan facility on July 14, 2020. As defined by NIOSH, the term N95 refers to the filter class, not the respirator. However, many filtering facepiece respirators have an N95 class filter and many people refer to them as N95 respirators. A filtering facepiece respirator that filters out at least 95 percent of airborne particles during “worst case” testing using a “most-penetrating” sized particle is given a 95 rating.

Achieving an N95 rating required a manufacturing process with four separate stations to help create a tight seal around the user’s face:

- Station 1: Four layers of fabric were sandwiched together, tack-welded in place and then cut into rectangular “blanks”
- Station 2: Blanks were loaded into a template that welded the outer perimeter as well as the pocket for the wire nose piece
- Station 3: The wire nose piece was inserted, the blank was folded horizontally, and a sonic weld in the shape of a hockey stick was installed from the nose to chin
- Station 4: The excess material was trimmed



GM photograph



Solid Axle Covid Mask

To expedite the launch of the N95 line, GM repurposed sonic welders from the Brownstown Battery Assembly plant. These sonic welders were previously used to form sub-assemblies in the Chevrolet Volt’s battery packs. For the N95 line, the equipment was updated with new templates to create the weld patterns needed for respirators.

After being trimmed to shape, the N95 masks followed the assembly process at Warren: head bands were manually welded in place; completed masks were subject to a quality check; and then masks were cleaned, bagged and prepared for shipment.

As of mid-July, 2020, the Warren facility had delivered more than 4 million face masks and 230,000 face shields to frontline workers. Our masks are dated 11/06/2020. (We don’t have any more recent data on numbers produced.)



# CORVETTE WHEELS

*by James Gibson*

*Reprinted from A Glass Act, newsletter of the Mid-Atlantic Chapter of SACC*

All three of these wheels have been on my 61 corvette at one time or the other. One is worth \$50.00, one is worth \$100.00 and one is worth \$2,500.00. Can you tell the difference? If you can't, I will happily pay you \$50. for a \$2,500 wheel.



The first thing to look for is wheel width. Most corvette wheels between 1957 and 1962 are 5 inch width. Corvette did make 5 ½ inch wheels, which were a special option (RPO 276). The 5 inch width wheels have little nubs pressed into the rims to hold the hubcaps on whereas the 5½ inch rims have no nubs. I had a set of 5 inch width rims on my corvette as my wife really liked the full hub cap look and the small poverty dish hub caps were really un-attractive.



Another thing to look for is the valve stem hole diameter. 1957 to 1962 rims used 5/8 inch diameter holes (picture on left) and 1963 rims switched to 7/16 inch holes (picture on right)





Another thing to look for is the presence of a safety hump. In 1963 the 5 ½ inch wheels had a ridge molded into the rims to keep the tire bead from rolling off the rim during hard cornering or low tire pressure. You can see in the picture below that the tire bead would be held against the face of the rim by a shoulder pressed into the rim. The 1963 rim also has two dimples pressed into the rim by the valve stem opening. The next picture is of a 1957, 5 ½ inch RPO 276 Kelsey Hayes rim. All the RPO 276 wheels were dated.



The last picture is the most important. The RPO 276 rims had an unusual offset so that the rims could fit over the finned brake drums. The picture on the left is a typical 57-62 wheel where the center section of the rim just meets the sloping section of the rim. The picture on the right is a RPO 276 rim where the center section hangs over the sloping section of the rim and can be observed by using a quarter to determine the overhang

You might ask yourself why there are so few RPO wheels around to be sooo expensive? The answer is simple - they were plain jane ugly with the poverty hubcaps, so people that could afford a Vette could also afford cool chrome mag wheels. Therefore many a RPO wheel hit the junk pile. So to recap. A standard 5 inch 1957 to 1962 rim is worth approximately \$50 and has nubs to hold on the hubcap and uses a 5/8 valve stem hole. A 1957 to 1962 RPO 276 rim has no nubs, is 5 ½ wide, has a center section the overhangs to sloping section of the rim, has no safety hump, uses a 5/8 valve stem hole and is worth approximately \$2,500. The 1963 rim is also 5 ½ inch wide, has a safety hump pressed into the rim, uses a 7/16 valve stem hole and is worth approximately \$100. So if you are at a local swap meet and someone is selling RPO 276 rims for \$50. Please buy them (for me).



# Laps and Cruise to...



On Sunday, July 17, Dennis Conte had made arrangements for Red River SACC members to go to Eagles Canyon Raceway to do laps on their 2.7 mile track. It was a short, easy drive from Denton out to Decatur.

The track is spectacular! There are several very nice buildings housing lounges, offices and ECR's garages. There are also rows of garages available for members to store their race cars on site. Everything is meticulous.

It is easy to see the cars throughout the entire 2.7 mile track as they maneuver the hills and turns. We didn't have to have a pace car when we did our laps... I think they thought that our leader, in his 1961 Corvette, probably wasn't going to do anything crazy.

It was fun and not scary, since we were the only ones on the track and not having to keep

up with drivers out of our league. There were other drivers out doing laps before us and it was fun to watch them negotiating the curves at a higher speed than we were interested in doing.

The buildings are quite new including the restaurant that is perched on top of the ECR main garage. We

had lunch there and had a great view of the activities. That day was just a practice day, but there are races held out there on a regular basis. It would be fun to go out and watch a road race there. It's nice that there's a track up north of the metro, because it's a long way out to Cresson, southwest of Fort Worth, where racers have gone for many years.

Go to their web site at: [eaglescanyon.com](http://eaglescanyon.com) to learn about their membership and driving instruction sessions.

**THE TRACK--2.7 Miles – 15 Turns**  
**Half-mile long back straight**  
**FIA Spec Width (40-48 Feet Front Straight)**  
**Over 200 Feet of elevation change.**  
**ECR is a recently re-paved, technical, world-class track**



*You can even gas up at the track...*



*Driving instruction sessions can be done in your own car, or in one of ECR's fleet of race cars*



# Visit Every Automobile Museum While You Can!



*Bill and I have visited every car museum we could over the past 40 years. We have learned that you better go see them NOW, because they might not be there next year. Most are personal collections that don't have the funding to continue very long after the collector passes away. Or perhaps, the family doesn't have the interest to continue maintaining the museum. We visited the Ponder Collection twice and loved it, even though there were only two Corvettes and one Classic Chevy among all the MGs and other exotic cars and motorcycles. Gene was a gracious man who loved to share his collection with groups who were interested. His cabinetry companies were the biggest employer in Marshall, Texas. When he sold the company in 2018, he shared \$1.2M of the profits with over 500 employees and retirees in amounts ranging from \$750 to \$10,000.*

*Diane Preston*

## The Ponder Collection

Nestled not far from the Louisiana border, the town of Marshall is a jewel in the rolling hills of East Texas. With a population totaling just over 22,000 people in the most recent census, it is not an exaggeration to say that the September 2022 RM Sotheby's auction of The Gene Ponder Collection attracted a good portion of the surrounding area. Visitors who took the time to preview the auction location witnessed an expansive estate, nestled among pine trees, with more than a dozen buildings, each containing enough automobiles and automobilia to cover nearly every square inch of real estate.

Vintage bicycles and large model airplanes hung from the ceilings, vintage jukeboxes and pinball machines lined

the walls, and nearly every room featured an offering from the array of over 120 European sports cars and motorcycles, many of them painted red—Mr. Ponder's favorite color. An encyclopedic array of memorabilia pushing the offerings to 1,163 lots. Earning \$24,315,417 over a three-day single-owner sale, this collection proved Mr. Ponder's dedication was worthwhile.

A total of 977 registered bidders from 31 countries and 46 states participated. "For those who were lucky enough to attend," said RM Sotheby's Automobilia Specialist Kurt Forry, "words are very unnecessary. Mr. Ponder's collection of rare Bugatti and Ferrari collectibles has captured the world's attention, and deservedly so."

Representing nearly every automotive brand in history, the selection of motoring memorabilia amassed by Mr. Ponder brought in an impressive \$3,344,792, a testament to the quality of his collection. Two-and-a-half days of the three-day single-owner sale were dedicated to these automobilia offerings. Thursday's auction saw 491 lots go under the hammer and brought over \$1M, with the Pegasus Neon and Bugatti Children's Car being the highest lots sold as they both smashed their pre-sale estimates and brought \$19,550 each.

Automobilia lots continued the following day, with Friday's auction featuring another 455 in total. If anything, the second day's selection proved even more superior, commanding nearly \$1.3M, with the Arnolt-Bristol Engine on Running Engine Stand being the highest selling lot of the

*PONDER--Continued on page 12*



*1955 Gypsy Red 195-hp, 265 ci, V8, Powerglide. Beige Convertible Top, Red Interior, Optional Pushbutton AM Radio, VE55S001564, SOLD-\$118,250*



*1961 Roman Red/Ermine White, Red Interior, Rochester Fuel Injection, NCRS Top Flight, 315 hp, 283 ci, V8, 4-speed, Numbers Matching, White Vinyl Soft Top, White Factory Removable Hard Top, VIN 10867S104348, SOLD-\$132,000*



PONDER--Continued from page 12

day at \$57,500. Saturday's finale was 217 lots strong.

A faithful companion of Mr. Ponder on prestigious road rallies until 2019, his 1960 Mercedes-Benz 300 SL Roadster earned a respectable sum of \$1,595,000 USD. The second of two cars valued at \$1M or more was the 1938 Bugatti Type 57SC Atlantic Recreation by Erik Koux, which hammered down at \$1,155,000 USD, befitting its fine quality. The rest of the list of top-ten cars included several authentic models, including a 1960 Maserati 3500 GT Spyder by Vignale, which brought \$770,000 USD, and a 1954 Aston Martin DB2/4 Drophead Coupe by Graber, a feature car at this year's Pebble Beach Concours d'Elegance, sold for \$687,500 USD. Altogether, an offering of automobiles to suit every taste.

Starting with an interest in pre- and post-war MG models (a total of 34 examples were sold in this auction), Mr. Ponder demonstrated an uncanny ability to curate a collection, and an endless capacity as a gentleman.

RM Sotheby's Auction Coordinator Thatcher Keast concluded, "The Gene Ponder Collection was a unique and incredible opportunity for a buyer to come experience the passion of Mr. Ponder firsthand at his estate. Bidders onsite could see that every aspect of this property revolves around the vehicles, the memorabilia, and Mr. Ponder's love for all things automotive.



Chevrolet Corvette Neon Sign,  
18.5 x 22 Inches,  
SOLD-\$1,150 USD

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 one to you. Send all articles for publication to: Diane Preston, Editor – [cdiane1957@aol.com](mailto:cdiane1957@aol.com)

**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:

**Chapter Mailing Address:** JoAnn Brumit, KARLEE KLASSIC AUTOS, 3701 Marquis Dr., #101, Garland, Texas 75042



# 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](mailto:sacctech@solidaxle.org). In  
the subject box you need to put "sacctech/ (your SACC  
membership number)". Example: [sacctech/1234](mailto:sacctech/1234)*

---

**Question:** Are there pictures on how the dash wiring is routed with the clips that hold the wiring harness?

**Answer from Chip Werstein, SoCal Chapter Advisor:** Consult the 1962 assembly manual section 12, sheets 4.00, 6.00 and 12.00. Not great, but it's the best we have.

---

**Question:** I am restoring a 1960 Corvette for a friend of mine and was wondering how to remove the 4 tumblers in the glove box lock cylinder? I need to code the key to make new keys. The guy that owned this car before him matched the ignition key to the doors! The doors, trunk and glove box have the same keys. All of those are keyed wrong also. The only way I can get the right key code is from the glove box lock. How do I get the tumblers out of the lock cylinder that seemed to be punched on both sides of the tumblers inside the lock cylinder? The code on the lock cylinder is 8591. Went to a dealer and he gave me a no. out of the code book but not the last no. 55533? Is the last no. a 2 or 3? And do I need only 4 no.s or 6?

**Answer from Chip Werstein, SoCal Chapter Advisor:** All C-1 Corvettes had one key which fit the ignition, glove box, doors and trunk. The lock codes were 4 numbers. It sounds to me like the glove box and trunk need to be matched to the ignition and doors. I suggest you send the glove box and trunk locks along with your ignition key to Jessers Classic Keys 330-376-8181 to see if he can match everything up for you. You may find the original code on the ignition and door locks. Might be 8591, might not.

---

**Question:** I own a 1960 Corvette with a soft top and a hardtop. Recently, I had a new soft top installed and now I am having a great deal of problems having the top lowered far enough into the rear compartment to close the top lid!

It was always a tight fit before but now I am nearly damaging the soft top when I try to close the lid. Is there a way to get the soft top LOWER into the rear compartment to be able to close the lid easily?

**Answer from Larry Pearson, SoCal Chapter advisor:** One of my 62's (in 1974) came with the original soft top, and it was still useable, so I used it for many years until it finally tore. When I folded it down into the top compartment, it practically fell into place and the lid was easy to close. I replaced it with an inexpensive service replacement top that I paid \$50 for at the Pomona Swap Meet. This top is harder to fold down into the compartment, but offers little difficulty in closing the lid. I do my own convertible top installations.

The problem you are having is that the major reproduction top supplier (Al Knoch) is using a material that is much thicker (at least twice) than the original material, and that is why it is difficult to compress the folded top into the top compartment. I still have some scraps of the original material and it is, literally, paper thin. Al is in a bind on this. Think about it. If he were to accurately reproduce the original thin material, then the competition would compare their heavier material with it and advertise that Al's tops are made of inferior flimsy material, and Al would lose sales of tops. The only way you could get Al to change would be for NCRS to deduct originality points when judging the tops that are too thick. Al would love that because then everyone having their cars judged would have to buy a new top. He has done this many times in the past. His first tops had a sewn in rear window with no logo or date code, the wrong grain and the wrong binding grain. Gradually, one by one, he fixed these things and sold a whole lot of tops in the process. I waited to buy mine until he fixed everything, because I knew what needed fixing. His current tops look completely correct. I have tried to get NCRS to fix their judging manuals many times and always got nowhere.

Another reproduction issue, is that the original logo and date code were heat stamped into the rear window. The last tops I bought from Al, the logo and date stamp were cold stamped into the window. The rear window plastic has a "memory", and after a few years, the logo and \$50 date stamp completely disappears! He will do it right if you insist when you order the top. It is virtually impossible to remove a top fabric, return it to him, and have him do the logo and date over, and then reinstall the top. I talked to him about this, and he understands.

Your only solution here is to push the top down as hard as you can and then slam the lid. It helps to do this on a hot day. Never fold the top down on a cold wintery day, no matter what it is made of (except 100% cloth tops). The staples will pull out of the tacking strips and the top or rear window may tear. The main interference is with the ends of the header, and there is no adjustment here. Do not fool with the top frame adjustments. Then nothing will fit when



you raise the top.

---

**Question:** For my 1961 Corvette, what is the correct height from the ground to the top of the wheel wells in both front and back?

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

Section O of the Corvette Servicing Guide ST-12 gives an excellent overview of the Corvette ride heights. It can be ordered from Helm, Inc.

---

**Question:** I will soon have my 62 Corvette back from restoration. I need to know: What color is the under the Hood, Trunk and Convertible Top Compartment supposed to be painted? I think the hood and trunk are black, but have no idea about the convertible top compartment. Is it black too or painted the same color as the car's body. I want my car to look completely stock and have all as original as I can possibly do. Car was originally and will be Roman Red. Also, is there a way to trace my car's origin? I was told this car was originally purchased for James Gardner's (Not James Garner) but a different famous actor's wife as a gift. I'd like to know if there is anyway to verify that? Also my car's original motor is gone and the numbers on the 327 in it show it is from 1964. I was also told that the motor had blown and was replaced under warranty in 1964. This is the only thing that keeps it from being totally matching numbers. So if there is a way to verify this, it would help with its originality as I was told, if I can verify this, it would still be considered numbers matching.

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

Unlike today, in 1962 most new car warranties were for 12 months or 12,000 miles, whichever came first. Therefore, it's possible but unlikely the warranty covered replacement of a '62 Corvette engine in 1964 (unless the car was not originally sold/titled until 1963). Sorry, but unless you have documenting paperwork showing this, matching numbers will be almost impossible to substantiate.

Regarding the car's former owners... again unless you have documenting paperwork (copies of the different titles), the car's lineage is almost impossible to prove. GM does not retain production or sales records this far back. If you do not have these, the place to start would be to contact the person you purchased the car from and see if they retained any documentation. If not and the car has been registered in the same state for some time, you can use the VIN # to apply for its history from the state's Department of Transportation, Vehicle Registration Division. If successful at finding former owner titles, and they have not moved since ownership, you can attempt to contact them, personally.

Paint is an easier question... In 1962 the underside of the hood (along with entire engine compartment) were painted flat black "Duco" lacquer. Starting with 1961, the Corvette's folding top and trunk compartments were painted the same as the "primary" exterior body color. In 1960 and before, they were painted to match the car's interior.

---

**Question:** I have a 62 Corvette and the convertible top is sagging in the middle on the left side. The right side is fine and no sagging. I tried the adjustment on the left side behind the seat and it did not help any. Suggestions appreciated.

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

The answers I am giving you are illustrated on Figure 72 on page 1-32 of the official Chevrolet shop manual for all C1 Corvettes, Corvette Servicing Guide, Publication ST-12. If you don't have this publication, I advise you to get a copy from any Corvette parts supplier.

The two top side roof rails (front and rear) tie together and pivot with a large slotted head screw in the middle. The height of this pivot point is controlled by the Link (Rear Control) as illustrated in Figure 72. To raise this pivot point to make it straight, loosen the two bolts that hold this Link to the bracket that attaches to the large vertical steel support bracket. Unlatch the top header from the windshield frame (both sides). Raise the top header about 2 inches above the windshield frame. Push the pivot point up until it is as straight as you want it. While holding the pivot point straight, tighten the two bolts that hold the Link to its bracket. Latch the top header to the windshield frame, if you can. If it won't latch, slightly loosen the two bolts enough so you can latch the top header to the windshield frame. Go back and forth until you get it right.

Your real problem might be caused by the forward roof rail being bent at the pivot point. This happens when, due to a lack of lubrication at the point of the large slotted head pivot screw, the front side rail bends when you try to lower or raise the top. In extreme cases this forward side rail will actually break in two. Be careful that this doesn't happen. If it is bent, you may have to remove it to straighten it or weld it if it breaks. Keep all joints on your top frame lubricated using 30 W engine oil. Service replacement parts should be available from Corvette Central.

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

Could it be that your windshield is leaning back too far. If there is a gap between the glass and rubber weather stripping at the bottom of the windshield, your top will not fit either.

---

**Question:** I bought a car for \$500 that had been used for drag racing and brought it back from the dead. Years ago I welded the clutch cross shaft support onto the frame in what thought was the right spot. I have the engine out for its third rebuild and would like to cut this thing off and put it in the right place.

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

I assume that you are trying to convert a Powerglide 1960 Corvette to a 4-speed car and there is nothing there and you are referring to the measurement given in the Corvette Assembly Instruction Manual (AIM). The 28.06 inch measurement is from "C/L of Gauge Hole" to the 3723607



Bracket Assy (Frame Bracket). I don't think that anyone alive knows where this Gauge Hole was. The factory probably used a jig to locate the Frame Bracket, and no one has that fixture. So you will have to "eyeball" the location of the Bracket on the frame. It shouldn't be that hard to do. Mount the 3723603 Bracket to the bellhousing with two bolts as shown. Then mount the 3732881 Cross Shaft over the ball on this bracket after placing one 3743307 spacer (a thick felt washer that acts as a seal between the end of the Cross Shaft and the bracket) over the ball. Then install a second 3743307 spacer over the ball on the Frame Bracket, insert the ball into the other end of the Cross Shaft and set the Frame Bracket on the frame. Take a carpenter's square and adjust the Frame Bracket as necessary fore or aft so that the Cross Shaft is at right angles to the 3723603 Bracket. The height of the Frame Bracket is not adjustable. Mark the location on the frame with a crayon and weld the Frame Bracket in place to the frame.

There is a second much smaller bracket (3723786) that is welded to the frame and acts as an attachment to the frame for the large 3744159 Over Center Assist Spring via a 3720152 hook. This spring reduces the foot pressure needed to depress the clutch pedal when using a three finger Borg & Beck type pressure plate, which your car came with. If you are using a diaphragm type pressure plate, this assist spring may not be needed. The 1963 Corvette went to a diaphragm pressure plate and this assist spring was not used. This Assist Spring bracket centerline is 5.32 inches back from the Frame Bracket centerline. Make the measurement and weld the bracket in place as shown in the AIM illustration. All parts should be available from Corvette Central.

---

**Question:** I have a 54 vette and I'm certain the powerglide in it is not the correct one. After purchasing several books for hundreds of dollars and months of research, I cannot find the definitive answer as to the correct casting number for a 1954 Corvette powerglide. Can you help me?

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

According to my books and my '54, all 1954 Vette's had a cast iron Powerglide case which was the same as the passenger car except for the shift lever location and the fill pipe length which was much shorter (about 6"). The casting codes all began with a "C" followed by the month (1 thru 12) and the day (1 thru 31). Ex.- C 119 is January 19, 1954. The first about 1,100 Powerglide's were P/N 3709676 and the last about 2,300 were P/N 3713604.

---

**Question:** I am wondering if it is possible to remove the PowerGlide transmission, 1954 Corvette, without pulling the engine? That is, do you think a transmission shop could do this if the car is put up on a lift? My fear is that the vehicle's finish might get damaged if the engine/transmission assembly is pulled as a unit. I had new seals put in the transmission 15 years ago when the engine & transmission

were out of the car. The car was repainted at the time and has not been driven much since then.

**Answer from Ken Amrick, SACC Publications Editor:** Are you sure it must be removed? Sometimes repairs can be made without removing it. Have your shop check it out first because it's a lot of work removing and installing the unit. Removing the engine and trans as a unit would be very scary. If all that weight accidentally banged into the fiberglass firewall, you would do expensive damage.

I've removed and replaced the Powerglide transmission on my '55 without removing the engine. It's been a few years so I don't remember all the details, but I think the exhaust pipes will have to be moved out of the way. I have a '55 and it's a V8. I don't think that makes a difference though. The back of the engine will have to be supported, but lowered slightly to get enough clearance. It is a close fit around the X frame, but it will come out.

---

**Question:** I've been waiting for my 1958 front bumpers to come back from the plating shop and I've been going thru the re-installation process and wondering about the bumper grommets. Are the mounting bolts for the bumpers tightened from the underside and then the rubber grommets punched thru the bracket window towards the front of the car? Does the smaller outside dimension of the gasket face the front of the car (to make it easier to push thru and position)? It seems simple but I've been giving this way too much thought...any help would be appreciated!

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

The rubber seal that installs in the "bracket window" should be installed over the bumper bracket and the lip on the seal installed into the edge of the fiberglass opening. The seal has a slit cut into it top to bottom and shorter slits cut on the top and bottom to allow it to easily slip over the bumper bracket. Install the seal first before attempting to install the bumper bolt through the bumper bracket and into the bumper. Use your fingers to start the bumper bolt threading into the bumper. Use an end wrench, preferably one with a ratcheting box end, to tighten this bumper bolt. Before completely tightening this bolt, install the side bolt along with the rubber pad (goes between the bumper and the fiberglass outside surface), the steel spacer sleeve (goes over the bolt from the inside of the fender and ends up sandwiched between the bumper backside and the rear bumper bracket), and steel "U" shims as necessary. See page 11-5 of the official Chevrolet C1 shop manual Corvette Servicing Guide, publication ST-12, to see how this is done. The steel spacer sleeve typically rusts away and must be replaced if it is gone. You can make your own out of steel water pipe or buy a replacement from Corvette Central. After both bolts are started, tighten them up so that the bumper bar is exactly centered between the fiberglass body extensions above and below it. I advise you to apply Lubriplate grease on the threads of both bolts before installing them to keep them from rusting in place.



*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 2022* ~~\$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.  
\_\_\_\_\_