



November 2025

Straight Talk

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

**Annual Chapter Meeting
Saturday, November 15
11:00 a.m.**

**@ Prairie House Restaurant
119 E. Main St., Lewisville, TX
See map on page 2**

We will get together and enjoy looking over the Solid Axle Corvettes that our members bring before the meeting. Prairie House has a nice parking lot for displaying our cars.

**So, do what you can to get 'er on the road
and hope for no rain!!!**

We will have our own meeting room for lunch and you can order off a limited menu of reasonably priced entrees. They will give each of us separate checks and accept cash or credit cards.

We will have a short business meeting as required in our bylaws and discuss anything to do with our old cars. We will be collecting annual dues of \$60. **The club can only take cash or check for the dues.** Please note below that several of you have already pre-paid 2026 National SACC dues. Those need only pay Chapter dues of \$15.

Robert Cotner and Diane Preston will be continuing in their present offices, but we would like to have a volunteer to be Texas VP to arrange a couple of activities during the year in the Dallas area.

MEETING--Continued on page 2



7:00pm Monday, October 20!

Topic: Solid Axle Club Zoom Meeting

Time: Monday, October 20, 2025 at 7:00 PM CDT

Join Zoom Meeting: <https://us06web.zoom.us/j/84978949059?pwd=EZfyPOpkrQsKRKDJYpKx8JuufpvG2Z.1>

Meeting ID: 849 7894 9059

Passcode: 953002

We last **ZOOMed** on Monday, September 22 with 13 people tuning in. Mick Swezey from California joined us. The Prestons had met him at the SACC Convention in Sacramento. He told us about his stable of old racing Corvettes. We hope to have him give us a program about these old Corvettes at a future ZOOM. Noal Sinn wanted to know how to keep his rear main seal from leaking... no one had an answer. Bill Preston had a third arm with the bearing out and a new one to install that Shane Morris needed.

Lots of garage talk as usual. Seems like brake and transmissions conversions always come up.

If you have a time/date preference, so you can join our ZOOM meetings, let Robert know: 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.

Renewal Notice--Dues Are Due

**National and Chapter Memberships
Expire December 31, 2025
(unless you've paid for multiple years)**

Red River Chapter collects \$60 in dues. \$15 is for Chapter dues. We forward \$45 to National for your dues and have record that all our members are also National members. Please pay as soon as possible, so we can forward your National dues before they send you a notice.

Pay at the Nov. 15 meeting or mail to:

Diane Preston, 1124 Lopo Rd., Flower Mound, TX 75028
Please include filled out renewal form from page 15.

If you've sent in your \$45 for 2026 dues directly to National, please let Diane know, so she can record it: cdiane1957@aol.com

These members have already paid National dues for 2026 and just owe Red River dues of \$15.

Ron Cople, Gary Hobbs, Dwayne Marchbanks, John McIlvoy, Verl Randolph & Paul Wolter.

Daniel Pranausk is fully paid for 2026.

President's Message

I hope everyone is looking forward to a cooler fall and better temperatures for driving our C1s!

Our ZOOM meetings have been gaining more attendees; several SACC members from as far away as California and Michigan have joined us recently. We have had some great discussions, and we welcome everyone to join us.

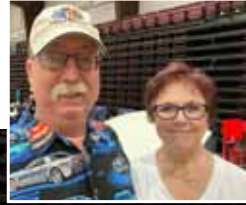
The next ZOOM is **THIS Monday, October 20 at 7 pm!**

We hope to have a holiday get together in Oklahoma between Thanksgiving and Christmas, and we're working on scheduling some tech sessions. Watch for details!

Robert Cotner



New Members



Daniel & Debbie Pranausk
Joplin, MO
White 1959



Annual Meeting

11 am--Saturday, November 15

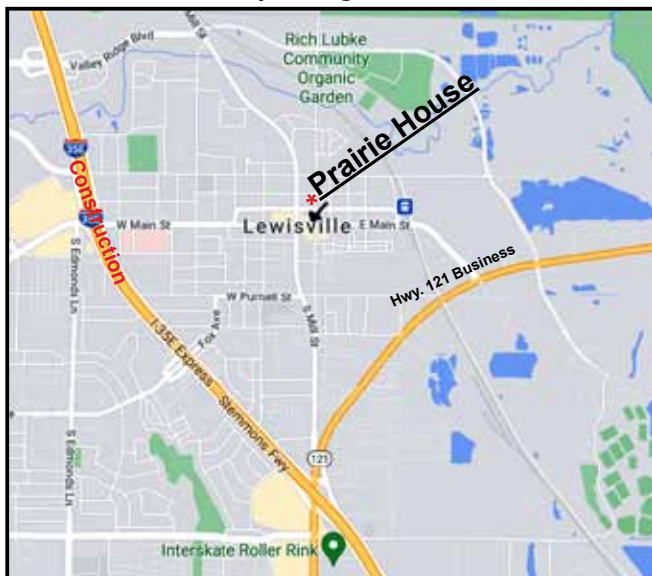
Prairie House Restaurant

**119 E Main St, (East of Mill St.)
Lewisville, TX**

*There is major bridge construction at I-35E
and Main. Avoid it if possible.*

*Directions: From I-35E go 1 mile east on Main St.
(just past Mill St.) Prairie House is on your left on
1-way street.*

*Turn left on Keeley then left into the Prairie House
parking lot.*



Official SACC Merchandise

LIMITED SIZES & QUANTITIES
CONFIRM AVAILABILITY BEFORE ORDERING

E-mail treasurer@solidaxle.org
or call/text (916) 216-7040 (8am-8pm PST)



Polo Shirt
(assorted)



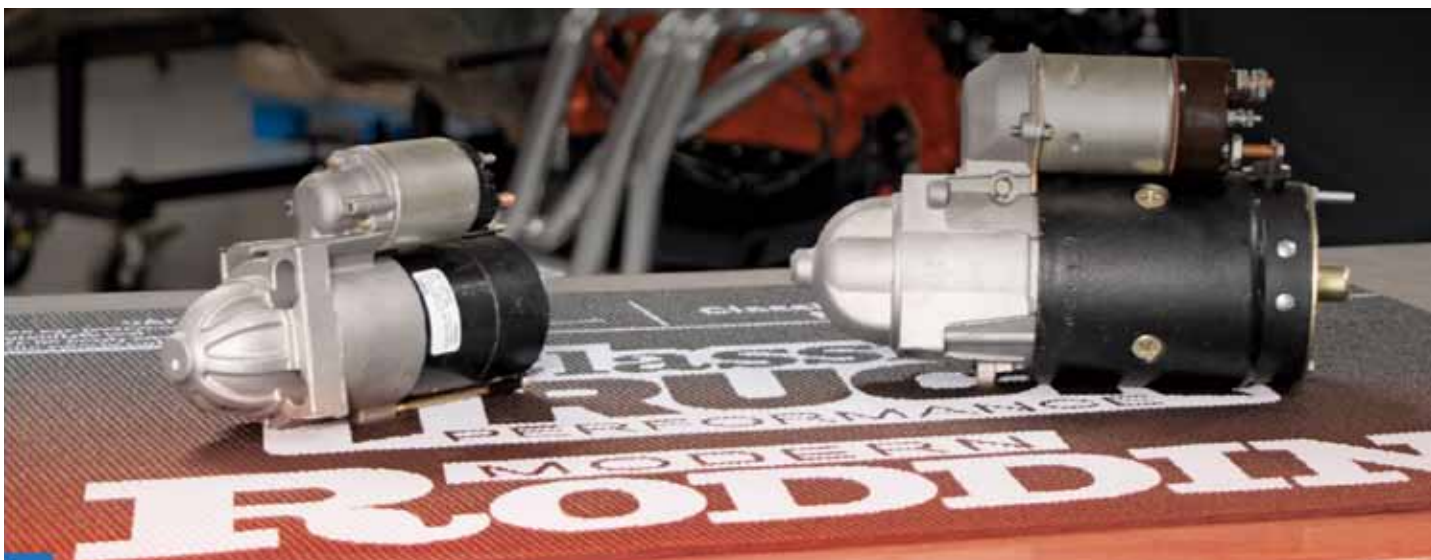
Windbreaker
(black)



T-Shirt
(grey or white)



Lapel Pin Key Fob Grill Badge
Embroidered Fabric Patch (3", 4" or 10")
Tin Wall Plaque (12" not shown)



Big power in a small package. On the left is a Duralast gear-reduction starter; on the right is a conventional direct-drive starter.

Which One is Right for You, Gear Reduction or Direct Drive?

At one time selecting a Chevrolet starter was easy enough, as there really was only one choice. However, since the late '80s, the OEMs have steadily moved away from direct-drive starters and toward gear-reduction starters, and the aftermarket has followed suit.

Although gear-reduction starters are more complex, making them more expensive, they are also smaller, lighter, and more efficient. These starters typically achieve a gear reduction ratio of 4:1. These starters use smaller, faster motors that draw less amperage. A 4:1 gear reduction ratio also means that a gear-reduction starter can often produce more torque than a much larger, heavier, direct-drive starter. In some cases, a direct-drive starter can weigh as much as two times more than a comparable gear-reduction unit. That represents a significant power/torque to weight ratio benefit, and it also means they are physically smaller and often easier to install.

While gear-reduction starters have a variety of advantages in some cases, when originality is important, a direct-drive starter may be more desirable. Regardless of the type of starter used, when it comes to Gen I and II Chevy small-block starters there are two basic choices, and which is used depends on the diameter and tooth count of the ring gear on the flexplate or flywheel. The large ring gears are 14 inches in diameter with 168 teeth and require starters with offset mounting holes. The smaller ring gears are 12 3/4 inches in diameter with 153 teeth and the proper starters have two holes parallel with the back of the block.

STARTER INSTALLATION TIPS

BEFORE INSTALLING ANY STARTER,
TAKE THE FOLLOWING STEPS:

- ♦ Make sure the block's mounting surface is flat and free of paint buildup.
- ♦ Check the mounting holes for stripped threads or cracks.
- ♦ Use the correct bolts; Chevrolet fasteners will have a knurled area adjacent to the threads that keep the starter located properly.
- ♦ Torque starter mounting bolts to engine manufacturer's specifications.
- ♦ Check the pinion to ring gear clearance. There should be 1/16-inch minimum from the back side of ring gear to the front edge of the teeth on the starter pinion.
- ♦ If possible, pull the pinion out to engage ring gear (this can be done without an automatic transmission or bell housing in place).

CURING A NOISY STARTER

There are instances when the only cure for a noisy starter is the use of shims. Often, if a high-pitched whine is heard after the engine starts it's likely the pinion should be moved away from the ring gear with a shim. If the gap is too loose, a high-pitched whine or a clanging sound will be heard before the engine starts. The cure is often a 0.015-inch-thick half shim between the outside bolt and the block.

CRATE ENGINE PRECAUTIONS

Chevrolet Performance engines come with a pilot bushing in place that must be removed if an automatic transmission is used. If left in place, the bushing will prevent the torque converter from seating in the crankshaft properly, so when the converter bolts are tightened the flexplate will be distorted, creating a mismatch between the ring gear and the starter drive. The result is a noisy starter that can't be resolved without taking out the transmission and removing the bushing.

DURALAST STARTERS

Regardless of the type of starter used, Duralast has what you need. Duralast starters are triple tested at the component, sub-assembly, and finished unit levels to ensure OE or better torque output. They are remanufactured by Tier-1 manufacturers for OE or better performance levels (versus rebuilt, which is just torn down, inspected, and cleaned). And don't forget, Duralast Gold 100 percent new starters are also available. Find out more about Duralast's vast array of parts at duralastparts.com.



2. Here, the size difference is apparent, and there is also a substantial difference in weight.

3.



3. Chevrolet V-8s may be equipped with either 168- or 153-tooth ring gears. Each requires a specific starter.



4. This Duralast gear reduction starter with staggered holes is typical of those used with large-diameter ring gears.

5.



5. Starters using snouts with mounting holes straight across are compatible with small-diameter ring gears.

6.



6. Direct-drive starters are heavy, and those with studs in the endplate require a brace to stabilize them.

7.

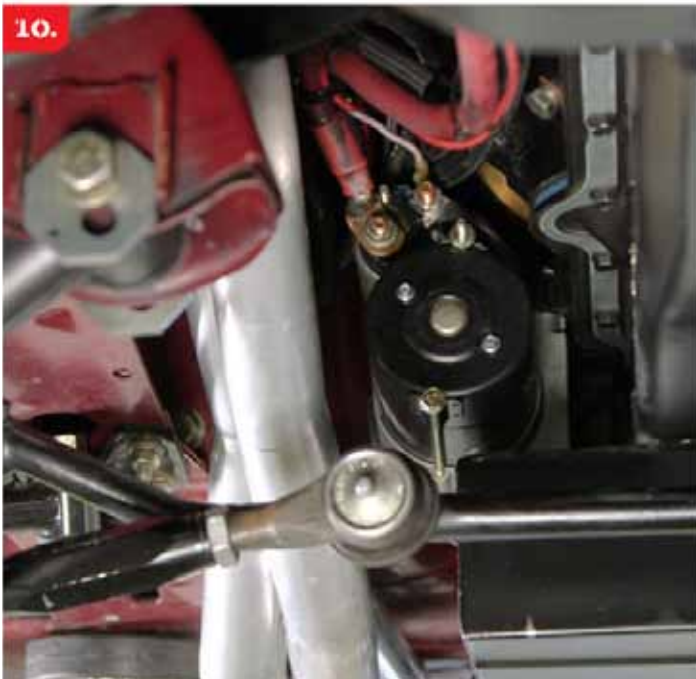


7. Using the correct starter bolts is critical to properly locate the starter. Note the knurled portion above the threads.

8.



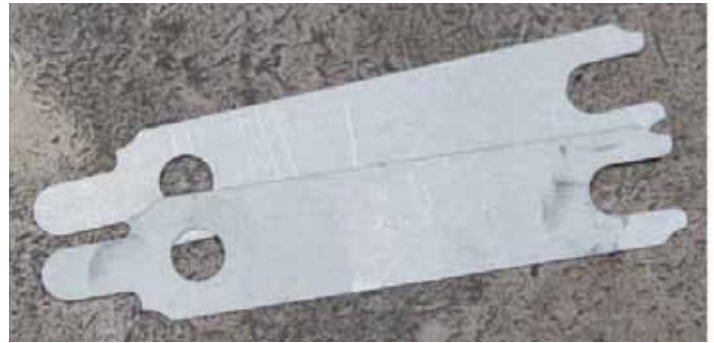
8. Here, a starter brace is shown in place. It attaches to the starter and a threaded hole in the block.



10. Here is a gear-reduction starter. The small size makes installation easier and provides room for headers.



11. Grounds are a critical part of the starting system. Braided straps like this one can be used to ground the engine to the frame.



9. Starter shims are placed between the starter and the engine block to increase clearance between the starter drive and ring gear. Always use the minimum number of shims necessary.



12. This crate engine came with a pilot bushing for a manual transmission, which in turn kept the converter from seating and warped the flexplate and caused the starter to make a ridiculous amount of noise.

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-Nov. 12

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, and Pizza Hut
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



Our Members' Cars



Take yourself back to 1958, those of you who can, and see if you remember the Corvettes of the time.

1953 innovation... 1955 first V8... 1957 fuel injection... These were my icons. I was fresh out of high school and working on my first real job in Waterloo, Iowa, about two hours from where I lived.

I drove past a Chevy dealer every day and there was a gold (now known as Aztec Copper) '56 right there in the front row following me with its headlights, when I passed.

Five days of this torture took its toll and I finally took my poor self right up to the used car guy like I was really a buyer.

I think you all know what unfolded in the next hour or so. I acted like a tough sell, said I would drive the tired old thing, if it would make the salesman happy and got into the car. I really don't remember anything after that, but when I came to I was looking at a sales agreement... *How do these things happen?*

Well, reality is a horrible thing and I had to back up and explain to this very nice guy that I was the next thing to destitute, first real job, no credit history but I had about \$100, if that would get it done. Long pauses can be unnerving.

I could actually see myself driving off the lot in the '56. I might even be able to get a date... maybe even with a cheerleader!

I was really up.

The guy finally spoke. *I was really down.*

Tom & Sandy Lainson
Dallas, Texas



Then I was introduced to a concept I was totally unaware of at the time, but have been the recipient of many times since... the dreaded TO, or "turnover" to you who have lived outside the country for awhile.

When Mr. Nice Guy returned from this begging session with his manager he had an idea. Would my dad co-sign?

Wow, what an idea, of course he would, what's next?

I was really up.

Continued on page 7



Now this shocked me. He said he would ride with me, **IN THE VETTE, I COULD DRIVE**, and we would get all the usual old paperwork taken care of right there and it would be all mine.

I was really up now.

The ride was fantastic and all too short, and we pulled up in front of Dad's store. I had noticed that most everybody in our small town had turned to look as we cruised up the main street. Hadn't they ever seen a Corvette before? Well, not with me in one anyway.

So you all know where this is going, don't you! After listening intently to my proposal Dad said he had no doubt that I could pay for the car, but he couldn't support it because as he put it... **YOU'LL KILL YOURSELF!**

I was really, really down.

...and the sales guy was too, I could tell right off, because he just had to show me how long a burn mark the little '56 was capable of leaving right there in front of the store.

Fast forward through a marriage, three kids, moves to three major cities and here we are in Orange County California, in 1972.

Here I was in the land of Vettes, so I started drooling again and sort of looking for one without breathers through the hood and flames painted on the sides.

One fine day, on my way to play golf with my uncle, I was stopped at a light. There it was again. Staring right at me from a Texaco station with a FOR SALE sign in the window. **It had morphed into a red '61, but I could tell it was the same car from 1958.**

I was late to meet my uncle at the course, so I kept on going. I remember very little about that round, except that the group in front was the slowest I had ever seen. Well, I couldn't take it anymore. The red Vette was waiting for no man. So I took a shortcut on the 15th hole over to the parking lot and hot-footed it back to that Texaco station, where fate awaited me. It was my time! **I was really up!**

Was it still there?? It was! The owner, a young guy, had owned it only a few months, when he got called to the service and Vietnam.

The price, \$1,000 bucks, so I wrote out the check and drove it home to a surprised, and suddenly very quiet wife. You guys know that the quiet thing isn't always a good thing.

Sandy and I would get a baby sitter for the kids and

drive the Pacific Coast Highway down to San Diego for weekends.

It was a good time.

Sandy would take two little football players to practice sitting on the back of the seat and having a ball. **It was a good time.**

We moved to Houston, towing the Vette behind a Ford Country Squire, and then to Dallas, where it sat in the garage, uncranked, from 1976 to May of 2008.



The car sat untended in Tom's garage for 31 years. Can you find the unrestored Corvette in this picture?

The '61 was back on the road after a frame-up restoration in 2008. It took two Best-in-Class awards in the first two shows I entered, the Cowtown in Fort Worth and the KLUV in Dallas and it's been in lots more shows and on a lot of out-of-town trips since then. If I'd had any idea how much fun I would have with it as a retired guy, going to shows, being judged in NCRS, getting involved in Corvette clubs and hanging out with car guys, I would certainly have restored it sooner. **I was really up, again!**

Specs: Carr's Corvettes and Customs in Plano did all the restoration work. It has original matching numbers and is stock except for front disc brakes, radial tires, aluminum "CORVETTE" valve covers and electronic distributor. All the original parts such as brakes, distributor and orange valve covers were saved and stored. The original engine was rebuilt, bored 40 over and we used a slightly hotter cam. It's a 283/230 single carb base engine/powerglide. All of the heavy chrome was rechromed, but it needed new side spears and some of the lighter chrome pieces.

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: Robert Cotner – President
Verle Randolph – Okla. Vice President
Tom Hubbert – Texas Vice President
Diane Preston -- Editor, Sec/Treas
John Spencer -- Technical Advisor

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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

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)

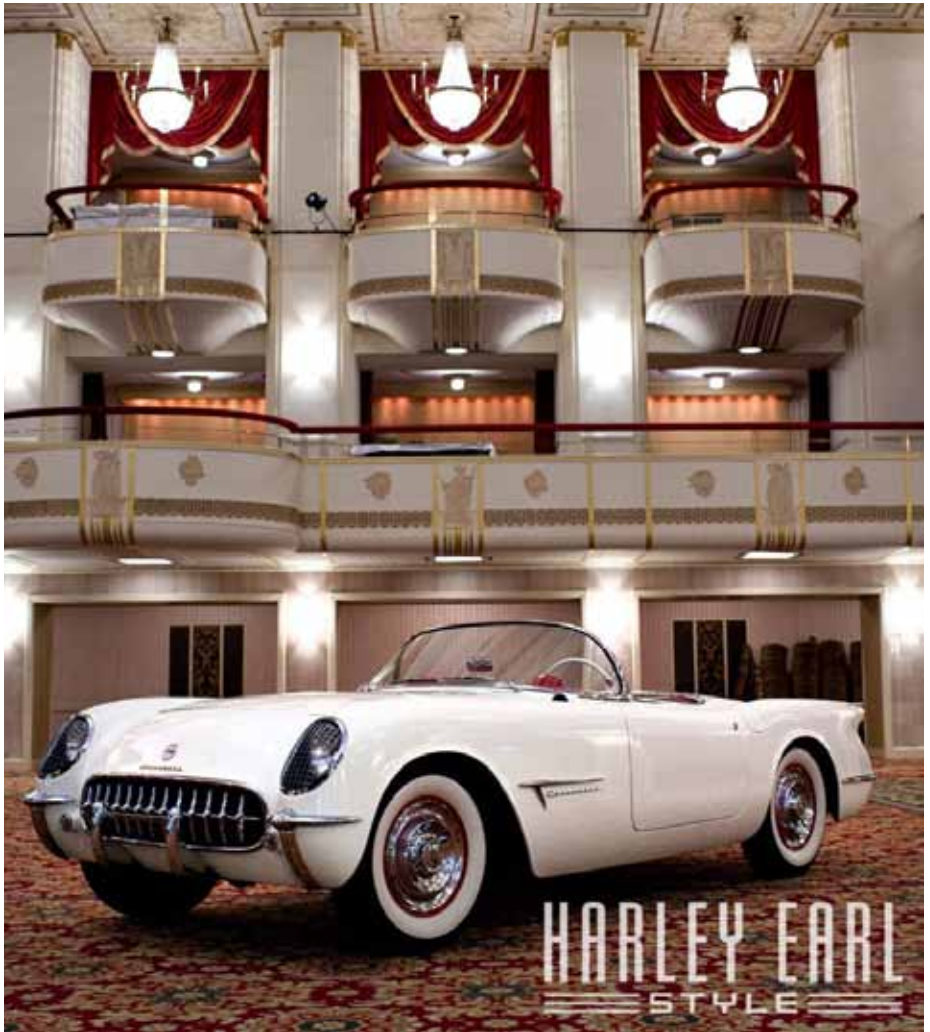
Please return a chapter application / renewal form, available on our web site, with a check for chapter and national dues (\$60.00) to:

Chapter Mailing Address: Diane Preston, 1124 Lopo Road, Flower Mound, TX 75028 or cdiane1957@aol.com

This is it!

The Waldorf Astoria ballroom debuted the Corvette at the fabulous 1953 GM Motorama Show in midtown Manhattan.

Corvette became an instant success and also was the very first dream car by HJE/The Styling Section (GM's Advanced Engineering Dept.) to become a production car!



1956 Corvette SR-2



The 1956 Chevrolet Corvette SR-2 was made for a single purpose—speed. Harley Earl, the great GM designer, ordered it for his son Jerry. He wanted him to stand against Ferrari and the rest at Sebring. The car was long in the nose, with covered headlights that cut the wind. The side coves had scoops to cool the brakes. Two racing wind-screens crouched low. A thin fin sat on the deck, steady at high speed. It began with a 265-cubic-inch V8, tuned hard with a Duntov cam. Later came a 283, then a special 331-cubic-inch engine with experimental dual-meter fuel injection. Each change made it hungrier. Only three were ever built. They were fast, rare, and costly to make. In 2014, one was listed at \$6.885 million. Now they are legends—machines from a time when American steel went to war with Europe's finest, and sometimes won. Men who saw them run remember the sound, the smell, and the way they took the straight like it was theirs.



Saturday, October 4, 2025 30th Annual Car Show

A beautiful day and a stunning venue on the West side of Boone Pickens Stadium at Oklahoma State University.

SACC members Noal Sinn with his White 1962 Corvette and Jim Bilodeau with his Red & White 1960 Corvette both won Top 20 Awards. Both are active members of the Stillwater club that hosted this event.



PERKINS CAR SHOW

Sponsored by the Perkins Lions Club #1918,
HBW Companies, Realty ONE Group Champion

Free for public

OCTOBER 25 8 AM

FOOD | DRAWINGS AND 50/50 POT | MUSIC

P-T HIGH SCHOOL PARKING LOT
1003 E HWY 33
PERKINS, OK 74059

Perkins Car Show

OCTOBER 25, 2025 REGISTRATION: 8AM-10AM, SHOW TIME: 8AM-2PM

VENUE: PERKINS-TRYON HIGH SCHOOL JUST OFF HWY 33



Perkins Lions Club
@Perkins-LionsClub



venmo

TOP 20 ENTRIES WILL BE CHOSEN BY PEOPLES CHOICE

CLUB TROPHY and \$100.00 for the largest number of entries, PRE-REGISTRATION \$15, day of show registration \$20. PRE-REGISTRATION DRAWING OF \$25 & \$50, AWARDS & 50/50 POT Drawing @ 1PM inside the Commons Area, CONCESSION PROVIDED BY PERKINS-TRYON SCHOOL ATHLETICS. REST ROOMS LOCATED INSIDE THE COMMONS AREA. This Event will occur **RAIN OR SHINE**. ALL MONEY RAISED WILL GO TO PERKINS LIONS CLUB community service projects and the Perkins-Tryon School Athletics.

Please Print:

NAME: _____ MAKE OF CAR: _____
ADDRESS: _____ MODEL & YEAR: _____
CITY: _____ STATE: _____ ZIP: _____ PHONE: _____
EMAIL: _____ CLUB AFFILIATION: _____

ALL ENTRIES MUST BE SIGNED. EXECUTION OF ENTRIES WILL RELEASE THE PERKINS-TRYON SCHOOL, AND PERKINS LIONS CLUB, CITY OF PERKINS, AND ANY OTHER REPRESENTATIVE OF THE AFOREMENTIONED GROUPS AND VOLUNTEERS FROM ALL KNOWN CLAIMS, UNKNOWN DAMAGES, AND INJURIES SUFFERED BY THE ENTRANT AND/OR THEIR REPRESENTATIVE OR THEIR PROPERTY.

SIGNATURE: _____ DATE: _____

REGISTRATION INFORMATION OR QUESTIONS: John Calavan 405-612-5739 email: perkinslionsclub74059@gmail.com,
Mail To: Perkins Lions Club PO Box 804 Perkins, Oklahoma 74059
Facebook: Perkins Lions Club #1918, WEBSITE: "Cimarron Starlight Cruisers" <http://slawenertripod.com>

66TH ANNUAL

O'Reilly AutoRama

PARKING DIRECTIONS
ENTRY FORMS
GET DIRECTIONS

LOCATION

Dallas Market Hall
2200 North Stemmons Freeway
Dallas, TX 75207
US

ADMISSION

GATE:

General Admission:	28.00*	General Admission:	26.00*
Children 6-12:	8.00*	Children 6-12:	7.00*
Children 5 and Under Free			

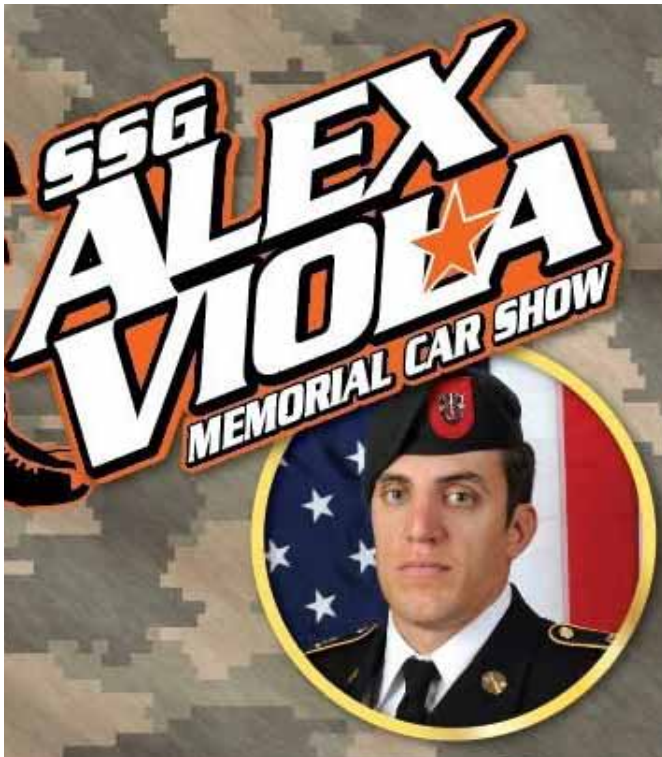
Discount tickets available three weeks prior to show dates
*Purchase of a ticket does NOT guarantee an autograph from special celebrity guests

Discount Tickets available at **O'Reilly AUTO PARTS**

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3 PM - 8 PM

SAT FEB 14TH
10 AM - 8 PM

SUN FEB 15TH
10 AM - 6 PM



SUNDAY NOV 9
KELLER TOWN HALL
10AM-5PM

1100 Bear Creek Pkwy, Keller, TX 76248

GATES OPEN AT 6AM
REGISTRATION 8AM - 12 NOON

\$25 Vehicle Registration Fee

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CAR SHOW

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3 PM - 8 PM

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FOOD TRUCKS

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Downtown Pawnee

500 Harrison st Pawnee ok
contact us to sign up 918-300-3605

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 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 1962 Corvette, which I just recently took to a Corvette specialty shop to have a new wiring harness installed. Before I took it, I noticed when I applied the brakes, the gas gauge needle would go either to full or empty depending on how much gas the gauge showed. Thinking that putting a new harness in the car would take care of the situation, but it didn't. They told me that they had contacted the place where they get their wiring harness from and were told that was a problem with some of the '62's and there was no answer, no fix to it. Further, that some did - some didn't, and that General Motors couldn't take care of the problem either. Do you know of a solution to this problem, or is this the way it will remain?

Answer from Max Brockhouse, SACC President:

You have a ground problem. Most likely in one of the tail lights. Run an extra wire from the tail light(s) housing to a good ground. If this helps, hide your new ground wire and you are good to go. What is happening is the ground is back feeding through your gauge.

From Noland Adams, Founding Pres. of SACC:

This is a common problem with 1958 to 1962 Corvettes. Behind the instrument panel there is a single ground wire, which becomes overloaded when more than one device is turned on (brakes, turn signals, radio, etc.). It is a simple matter of the ground wire becoming overloaded and giving a false gas tank level reading. Install an extra ground wire behind the instrument panel up out of sight. Use a piece of 14 or 12 gauge wire to make sure that you eliminate the problem. No one will ever see it and your gas gauge will show your true gas tank level.

Question: Can you tell me the differences in the distributor drive tach vs. the generator drive tach? I have a 61 tach but I cannot tell if it will work on my 62 Corvette. It came out of a 61 but I don't know if it was early or late. Would a generator-type drive work on a distributor drive? Is there a difference in appearance?

From Noland Adams, Founding Pres. of SACC:

The 1961 and 1962 tachometers appear identical, but they are not. Between the generator and distributor drives, one turns twice as fast as the other. Right now, I can't remember which is which. As I recall, there is a calibration process where the strength of the magnet in the tachometer head is varied to match the speed of the drive unit. Call a speedometer shop that is familiar with Corvettes and they can give you the correct info.

Question: Need your help solving an issue with my 1960 Corvette. Recently purchased my "dream car" a couple of months ago and all has been fine as I've taken it out for the round about town cruise. Today decided to take it out on the interstate and get it up to a highway speed (around 70 mph). When I got the car up to around 70, it started feeling like it was fishtailing around. The feeling was either like the axle was shifting around or a tire was rolling off the rims. Checked the tires and all looks OK there. Crawled under the car and the rear axle looks fine but did notice a couple of things:

1. Noticed a nylon strap on the left side (just hanging not touching the axle and on the right side the strap is missing. I can see where the straps had touched the axle in the past so not sure if this could be the problem.
2. Measured the distance from the center of the tires on the drivers side (101.5 inch) and Passenger side (102 inches). Not sure if a 1/2 difference is OK.

Do you have any suggestions or thoughts as to what might be going on?

Answer from Larry Richter, founding Treas. of SACC:

You could have several problems. The one half inch is material on the car. It could be anything from a bent rear spring, bend axle housing, rear spring bushings gone or wore out to a bent tire rim, and on and on. You may even have front suspension problems. I would suggest that you take the car to a good four-wheel alignment shop that has the knowledge or the measurements for the car. They should be able to either tell you what is wrong or be able to fix the problem. Do not let them just start to change the parts until it goes away, it needs to be fixed.

Question: How do you replace the fuel line that runs from the tank to the fuel pump on a 1959 Corvette? I have been told the engine must be removed for access.

Answer from Larry Richter, founding Treas. of SACC:

You do not need to remove the engine to replace the fuel line. My first question is why do you need to replace the line? If you have rust in the carburetor you must find

where the rust is coming from first, generally this is the fuel tank. However there may be other problems. Check the fuel neck (from the cap to the tank). I have seen a lot of rust in this area, or it may be the fuel pump in and of its self.

Assuming the short line from the tank to the long line is good. There is a connection to the long line on the right side just above the sway bar mounting. (you will need to drain the tank at this point). The long line generally goes on the outside of the frame to another connection about 3 inches from the fuel pump. There are several clips holding the line to the frame. It is simpler to remove the right front tire and possibly some other items to have access. You can bend the long line, but be careful not to kink the line. This can be disconnected at this point. The forward short flex line goes into the fuel pump. When it is apart replace this flex line and the fittings. Be very careful because these brass fittings are easily damaged. I will admit that space is very tight but with the correct tools it is not a hard project. Corvette Central has the parts in the 53-62 Book 800-345-4122.

Question: Wondering if you have any links to a demo tape etc. of a installation and adjustments of a soft top frame on a 59 Vette

Answer from Larry Richter, founding Treas. of SACC: Al Knoch at 800-880-8080 or alknocinteriors.com has them. The **most** important item is you must have the convertible top frame fitted and adjusted to the car in all areas before installing the cover.

Question: I have a stock 1962 Corvette fuelie. I am in the process of detailing the chassis. Was it common for the 1962 to have visible wax pencil shim marks on the chassis? The Quanta detailing kit gives me the pencil, but no indication as to the location of the marks. I've seen mid-years with shim marks, but not solid axles. Please advise.

Answer from Larry Richter, founding Treas. of SACC: I do not believe there were any shim marks on the Solid Axle cars. I have never seen any on the original cars. The machine to measure the height of the frame, came in for the 63 and up cars. They used two different colors to indicate the shims required. White generally means one and red or orange generally means 5.

Question: I just purchased a 'driver' quality 1960 Vette after long years of wishing I hadn't sold my '59 in '71. I'm not unique in that. My intention is to bring it back to as close to original as I can. I will need to look for the right drive train as everything has been changed.

I'm hoping you can help me establish the build date from the VIN number. It ends in 109156 which must be near the end of production for that year. That will help me to know what to look for. One of your answers to a similar question has already been helpful in determining that the tach red line suggests it was a 270 or 290 FI. Is the

location of the crossed flag insignia on the sides a further clue as to FI or not? In other words, did the factory center the flag emblem when mounted alone and somewhat lower when centered together with the FI script above it?

Answer from Larry Richter, founding Treas. of SACC:

Great find and when you are finished enjoy the car. First you need to purchase 3 books: Noland Adams Vol 1 (53 to 62), The 1960 Assembly Manual, and NCRS Judging manual for 58-60. These three will answer a lot of questions and solve a lot of problems for you.

On your questions. Your car was built the first working day of July 1960. What that means is that all the parts should be dated 6 months or less before the assembly date. Generally the car parts will be dated about one to two months (April 15 to June 15) before assembly.

As to what was the original horse power or was it a fuel unit. The one spot that should be still original is the firewall. Look directly behind the distributor and if there is a hole about 2.5 inches wide and about 1 inch high it was a fuel unit. All fuel injection cars had a distributor tack drive and all carb units had the drive on the back of the generator. You may find a bracket or holes on the drivers side (left) fender about half way back that held the air cleaner for the fuel unit. If no evidence either place it was a carb car.

On the fenders, unless it has the original fenders and many do not, it will not tell you anything. The injection script is located about 4 1/4 inches forward of the door opening. Oh yes, someone may have changed the tach.

Question: I am having a problem getting my horns to work on my 61. I have replaced all the wiring and everything else works. I can make the horns work when jumping the red and black wires at the horn relay, but when I try the horn button nothing. I have tried another relay with the same result. The tan wire is connected at the column. I simply do not know how the horn circuit works. Any way to test the tan wire?

Answer from Noland Adams, founding Pres. of SACC: It's been a long time since I've worked on the horn relay, but I think I can explain the principle. First of all, it takes a lot of watts (voltage times amperage) to get the horns to produce its loud noise(s). A heavy duty horn relay is added to the circuit to handle the power load required by the horn(s). In order to get the relay to pull in and send power to the horns, a wire runs from the relay through the column, ending at the horn button. This wire is always "hot", so when you push the horn button, you are grounding the wire, which pulls in the relay, and the horns produce noise. You should have power on the wire in the column at all times. If this wire shorts out, maybe while turning a corner, you will go batty trying to silence those blaring horns.

Try installing a jumper on the relay where the tan wire is connected. By grounding this wire, the horns should sound off. Then check the wire up through the column to the horn button. Somewhere there's an open circuit like a broken wire or maybe a bad relay.

Question: I have a 1960 Vette and the key will not open the trunk, it used to open OK but now the key just turns and the trunk will not open. How do I get it open to repair it ???

Answer from Max Brockhouse, SACC President:

You will not like what I am about to tell you. You will need to break the plastic emblem, then try not to damage the aluminum backing any more that you have too, but you just as well beat it to death as well. Then you can use this round hole to reach the latch and open your trunk. Then you can repair the problem of the key no longer working to release the trunk latch. Do save the chrome ring however.

Question: I have a 54 Corvette and am attempting to remove the steering box and steering shaft. I have removed all the proper bolts as well as the firewall grommet and dash supports but the shaft cannot clear the side wall of the engine compartment. My question is does the shaft need to be separated from the steering box first before removal, or is there a trick to remove them as one piece?

Answer from Noland Adams, Pres. Emeritus, SACC:

The 1953 to 1955 Corvette steering column and the steering box containing the gears were installed as a unit in the body at the Corvette assembly plant (Flint or St Louis). Then the body was lowered onto the chassis and along with the steering column and box, and they were bolted in place.

After all of these years, it's no surprise that the steering box needs rebuilding. It will probably need a bearing set, and perhaps new gears. Removing the steering column is a difficult job, indeed. Some owners have given up and removed the body from the chassis. Besides providing easy access to the steering box and column, there are many other items that can be easily reached at the same time, including body repairs and body mount repairs.

Another method is to cut the inner fender panel, and repair it after the rebuilt steering column and box are reinstalled. None of this is quick and easy.

The steering box and column is easier to remove/replace on 1956 and 1957 Corvettes, because more space was provided. 1958 and later Corvettes have even more space, so their steering parts are fairly easy to remove/replace.

Answer from Max Brockhouse, SACC President:

The box and shaft are one item. They have to be removed as a whole. Ideally you need to remove the body to get the steering shaft and box off of an early Corvette. But you can remove parts of the front axle and spring and related parts and after much time and work you can pull the steering box down and out with the Corvette on a lift.

Answer from Larry Richter, Past Treasurer, SACC:

You need to remove the steering wheel and the hub (with the turn signal switch). (Careful of the wires to the horn and turn signal switch and remove the plate around the column. With the car up in the air, you should be able to slide it out the bottom of the car. If you cannot get it up in the air, you will need to take part of the left suspension or steering gear

loose. If you do, mark the shims (if any so it can be reinstalled later.) You will need to turn it to clear the steering gear under the car.

Question: I have been the proud owner of E54S001601 for the past 5 years. I purchased the car from a gentleman who passed away from Sandpoint, Idaho who had owned the car for over 30 years. He had only put 100 documented miles on the car driving it onto his trailer and off while having it stored in the Talyor/Parker GM dealership over the past 30 years.

I am starting an NCRS restoration and have found black paint under the three or so coats of Polo White which I was hand stripping. I have taken picture of it but wanted to know what kind of other documentation is needed. Or can I find out more information on black 54's that were produced by GM, since only 5 or 7 black 54's are known to be produced. E54S001601 is the first 600th Corvette made in 54 and is one of the first 1,000 made for Corvettes. I have contacted DMV in Washington State and they do not hold any records past 15 years and do not even have microfish to check old records on historic cars.

Answer from Larry Richter, founding Treas. of SACC:

Black was not used after March 5, 1954. The start of Production for the 54 was Dec 28, 1953 and there are generally no production records available for the 54. However, NCRS has documentation that S.N. 2628 was produced on May 18 of 54. If you average this out it is about 350 + or - per month so you car was built (on the average of the first 1628 cars) toward the end of February of 54. Therefore, it could be an original black car. Look in all the little hidden places for evidence of overspray on the raw fiberglass. You should document this in very good pictures for future reference. It should have a red interior (same as the white cars).

Question: I own a 1960 red Corvette that I've had for 25 years. The windshield weather stripping is starting to separate from the glass. I am very tempted to play with this issue but something tells me I better ask, first! Is it worth tackling on my own?

Answer from Max Brockhouse, founding SACC Pres.:

This is something you can do yourself. But how much time and how nimble are you? You will need to pull the dash loose at the door post to access two 1/2" nuts. Then about every 6 inches all along the front or bottom of the windshield frame are small nuts that will need to be removed. These are accessed from under the dash on the inside of the Corvette. If the pot metal parts of the windshield post are cracked at the bottom, when you remove the assembly, have them fixed as well.

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