



October 2023

Straight Talk

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

Red River Chapter Annual Business Meeting



Saturday, October 28 at 11 am at

BJ's Brewhouse, 4901 Belt Line Rd, Dallas, TX (Addison)

President's Message



I have set up the Annual meeting for the Solid Axle Club for Saturday, October 28th at 11am. We will have the meeting at BJ's Brewhouse in Addison and lunch will be on the Club. It's a good time to pay your \$45 National dues in cash or by check unless you prepaid. (See list below)

At the meeting you will need to elect a New President for the Club. I will be stepping down, since I don't have my CI anymore.

I enjoyed the time I have been president of the Club and the planned events we did over my two years. I hope everyone who joined us for the events had a good time. I want to thank everyone for their support of the club and hope it will continue under the newly elected President.

Dennis Conte

President, SACC, Red River Chapter

These members have ALREADY paid their 2024 SACC dues!

- | | | |
|-------------|-------------------|----------------|
| Don Brittin | Nate Lanford | Tom Parsons |
| Ron Cople | Patricia McCulley | Verle Randolph |
| Gary Hobbs | John Neas | John Spencer |
| Tom Lainson | Steve Parker | Ron Daugherty |

SACC Membership Roster & Road Assistance Directory

NOTE: Due to liability issues, The National Solid Axle Corvette Club will no longer publish the annual Roster and Road Assistance Guide. To protect the directors (national and chapters), and to protect our non-profit status, President Jack Hollada called for a board vote to suspend the printing and publishing of the Roster. The vote of the board was unanimous.

Free Lunch at BJ's on the Club

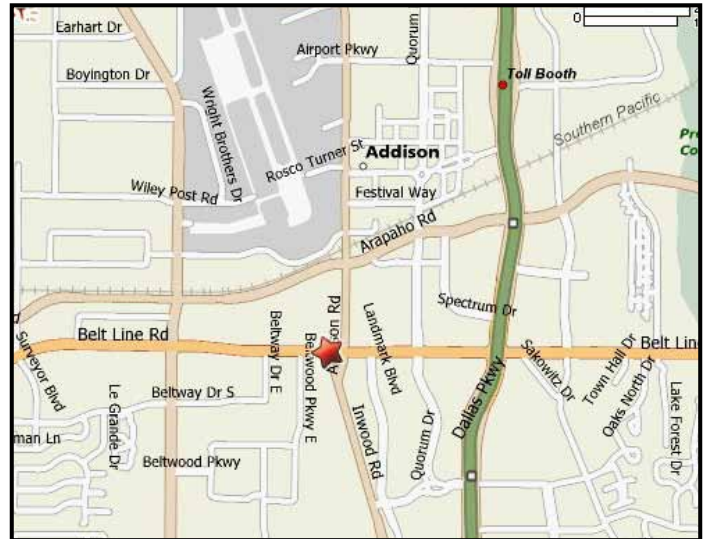
Election of Officers

Decisions on: Chapter Activities

Disolving Red River Chapter

Reinstatement of Chapter Dues

Please park in the back of the restaurant.



Renewal Notice--Dues Are Due

National Memberships

Expire December 31, 2023

(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 pay as soon as possible, so we can forward your National dues before they send you a notice.

If you've sent in your dues directly to National, please let JoAnn know, so she can record it.

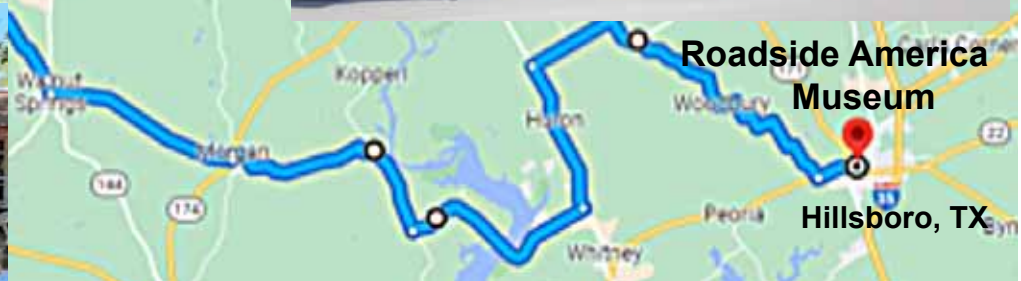
JABrunit@nuzinc.com

Scenic Lunch Cruise to Roadside America Museum

, Granbury, TX

**Club
Event!**

**Lunch at
Loco Coyote Grill
Glen Rose, TX**



Photos by Al Lisbona

Dennis Conte planned and led the fun trip Saturday, September 16 that started in Granbury. We took a scenic cruise to the unique Loco Coyote Grill in Glen Rose for lunch. Then drove more scenic backroads to the Roadside America Museum in Hillsboro, Texas. The museum was great, had lots of memorabilia and a small car collection.



Our group at the Loco Coyote Grill in Glen Rose, TX



Tommy Grimes, Al & Mary Anne Lisbona, Mary Jean Entrekin, Bill Foote, George Reilly, Dennis Conte, Tom Entrekin, Jack & Gerry Hollada and Jeff Clevenger

2023 Corvette Fun Fest



Mid-America founder, Mike Yeager at 2023 Fun Fest

Another year of Corvette Funfest hosted by Mid America Corvettes in Effingham, Illinois, has come and gone, leaving behind memories that we will cherish forever and our hearts are filled with the deepest gratitude. This year, in particular, has been a very special one, and it's all thanks to each and every one of you who joined us and those who were there in spirit, if you couldn't make it. Your presence, enthusiasm, and unwavering support have made this event an incredible experience each and every year for the last 30 years. The camaraderie, the shared passion for all things Corvette, and the friendships forged at Corvette Funfest are truly remarkable. We are deeply moved by your dedication to this event, year after year.

For those of you who may have missed Mike's announcement Saturday morning, we want to take a moment to confirm and reinforce what he shared. Corvette Funfest 2023 was a bittersweet moment for all of us at Mid America Motorworks, as we have decided that this year will be the final year of the show, as we know it today.

But, let us be clear – Mid America Motorworks is not going anywhere. As we proudly enter into our 50th year in business and reach this significant milestone, we remain committed to our Corvette family, and we are excited about

the future. As a family-owned company since day one, our roots run deep within the heart of the Corvette community, and this milestone only strengthens our resolve to continue evolving and growing alongside the community we cherish. **As we move forward, we have plans to redesign Corvette Funfest into a more intimate and dynamic one-day event, akin to a Super Saturday style gathering.** This change is driven by our desire to continue providing you with the best Corvette experience possible, evolving and adapting to the ever-changing landscape of our beloved Corvette world.

We believe this new format will allow us to focus on creating a more personalized and immersive experience for all of you, bringing us even closer together as a community of Corvette enthusiasts. It's a chance for us to celebrate the essence of what makes Corvette Funfest special while embracing new opportunities to connect, learn, and grow.

As we embark on this exciting journey of transformation, we invite your input, ideas, and feedback. Your opinions matter greatly to us, and together, we will shape the future of Corvette Funfest.



Once again, from the depths of our hearts, thank you. Thank you for the countless memories, the tireless dedication, and the boundless love for Corvettes that you bring to this event year after year. Corvette Funfest may be changing, but our commitment to you remains steadfast.

Let's look ahead with anticipation and enthusiasm for the new and improved Corvette Funfest that awaits us. Until then, let's continue to cherish the memories we've created, and let the spirit of Corvette live on in our hearts.

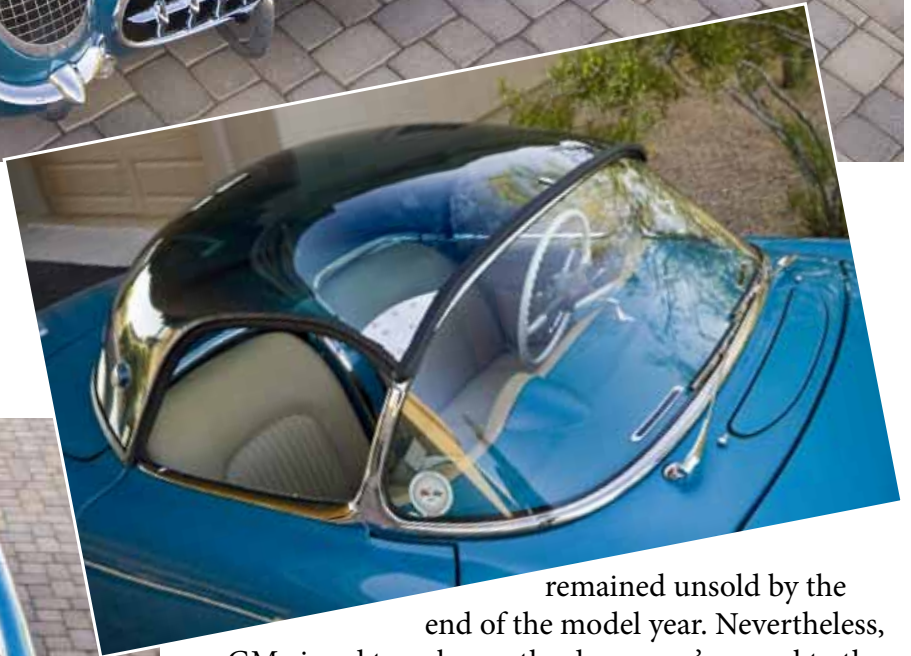
With heartfelt gratitude and excitement for the future, again, thank you!





1954 Chevrolet Corvette "Bubbletop" Roadster

After a rocky start, Chevrolet reintroduced the Corvette into its lineup for 1954. Prices saw a \$10 increase, and production shifted to St. Louis, Missouri in December 1953. The production numbers rose significantly to 3,640 units, yet 1,076



remained unsold by the end of the model year. Nevertheless, GM aimed to enhance the dream car's appeal to the public.

To achieve this, a distinctive jet fighter-like bubble-top canopy was crafted for the budding sports car by Model Builders of Chicago, Illinois. Records vary, suggesting that between 20 and 25 of these transparent plastic bubble tops were manufactured. The design of the bubble-top echoed the style of GM dream cars like the Bonneville Special and Cadillac's Cyclone.

Costing reportedly \$500 each, these fiberglass bubble tops were indeed a high-priced option. Today, the bubble-top serves as a window into the futuristic vision of dream car designers from the 1950s, making it a unique example among 1954 Corvettes.

Cushing Fly In Fair

OCTOBER 21



2023
3RD ANNUAL
-CAR-MOTORCYCLE-
-JET BOAT SHOW-
• 10:00 AM - 2:00 PM •



2414 TOM MALONEY DRIVE • CUSHING, OH

REGISTRATION BEGINS: 8:00 AM
REGISTRATION FEE: \$25
PRE-REGISTRATION DISCOUNT: \$20
CALL OR TEXT TO REGISTER:
(918)720-8550



CLASSES:
ANTIQUÉ (PRE-1949)
CLASSIC (1950-1970)
HOT ROD /STREET ROD
MUSCLE
TRUCK IMPORT
MOTORCYCLE
PROJECT (UNEFINISHED)

21ST ANNUAL CORVETTE SHOW

http://www.cowtownvettes.org/EventsN/2023/102123_CS_1.html

SATURDAY
OCTOBER 21, 2023

10AM - 2PM

RAIN DATE: Oct 28, 2023

COWTOWN

FORT WORTH TEXAS

VETTES

SHOW LOCATION:
4921 OVERTON RIDGE BLVD
FORT WORTH, TX
76132

2022 EARLY BEST OF SHOW
OWNER: TWEETY BERG
2022 C8 CONVERTIBLE



THE FIRST 100 ENTRIES
RECEIVE ONE FREE T-SHIRT

GOODIE
BAGS

2022 EARLY BEST OF SHOW
OWNER: TIM WARDLAW
1962 C1 CORVETTE



50/50 RAFFLE
PROCEEDS TO
BENEFIT LOCAL
CHARITIES

DOOR PRIZE DRAWINGS
FOR PARTICIPANTS

SETUP:
9AM - 10AM
CLASSES:

VETTE GENERATIONS
SPECIAL EDITIONS
RACE & CUSTOM
SEVERAL "BEST OF AWARDS"
PARTICIPANT'S CHOICE JUDGING
AWARDS: 2:00PM

PRE-REGISTRATION ← OCT. 14
\$40 SINGLE ENTRY
\$70 DISCOUNTED - 2 ENTRIES*
DAY OF THE EVENT
\$45 SINGLE ENTRY
\$80 DISCOUNTED - 2 ENTRIES*
* = SAME FAMILY



8th
Annual

Cars, Music, Events!

WHEELS *of* HOPE

2023



Saturday
Oct 21
10am - 3pm

**Downtown
Garland, TX**
On The Square

WheelsOfHopeGarland.com  

FREE
Admission!



Solid Axles at Good-Guys Texas Motor Speedway



Black/White Rochester Fuel-Injected 1957 is highly modified with rack & pinion power steering, power front disc brakes, & A/C. Owned by Bill Preston, Flower Mound, TX.

by Diane Preston



John Spencer's Red 1954 from Wylie, TX

30th Summit Racing Lone Star Nationals was held the weekend of September 29 - Oct 1, 2023 at Texas Motor Speedway in Fort Worth, Texas. The weather was clear and in the mid-90s, as opposed to the March Good-Guys event that was a rain out. This is a VERY popular event filling the 1.5 mile oval's infield with pre-1998 American cars from all over Texas and neighboring states. Plus the Good-Guys national headquarters has recently moved to TMS. Vendors filled the three NASCAR garages and had Big Rigs in the parking areas. This year there was a very large area full of swap meet entrants and cars for sale.

Of course, there are ALWAYS a lot of Corvettes at this event and it's a great event for owners to show off their Solid Axle Corvettes to an admiring crowd of thousands.



Louis Trevino's Silver 1957 with LS-6 & 4L60 from Friendswood, TX



Tom Hubbert's Red 1962 from Plano TX



Tim Perry's Black Blown 383 1959 from Ben Wheeler, TX

GOOD-GUYS continued on page 8



David Strom's original, White 1962 from Texas City, TX



Mark Billington's Metallic Red/White 1961 327, 4-speed from Prosper, TX



Custom Blue 1954 with 502 engine, custom frame and 700R4 transmission belongs to Wayne Angell of Hutto, TX



Darren Heavener's Yellow/White 1960 from Weatherford, TX



Danny Barboza's Red/White 283 4-speed 1961 from Hickory Creek, TX



Brady Lowry's Red/White 1957 from Allen, TX

OUT AND ABOUT SEARCHING FOR OLD VETTES & THEIR OWNERS

Stillwater, Oklahoma Car Club Show
October 7, 2023



It was a great day for the Stillwater Car Club show! There were tons of cool cars, and Stillwater, Oklahoma Mayor Will Joyce awards the Mayor's Trophy to Jim Bilodeau and his gorgeous Red 1960 Corvette.

WHITESBORO'S
ANNUAL



PEANUT FESTIVAL CAR SHOW

WIN A 2024
CHEVROLET TRAX

\$100 PER
TICKET
HOLIDAY



1 IN 400 CHANCE AT WINNING!

**WINNER WILL BE DRAWN @
4 PM ON THE MAIN STAGE!
FOR TIX, CALL 903-564-3331.**

*2024 Chevrolet Traxx, model, trim, and color is subject to change per availability, delivery of actual vehicle is subject to change, picture is not of actual vehicle, winner will be responsible for TT@L and any other fees associated with titling and transfer.

SATURDAY
OCT. 21

TROLLINGER PARK
WHITESBORO, TX

Registration 9-11 am - \$20
Awards Presentation 3:30 pm

Participant Judging
Top 30 Show

PRESENTED BY
Gainesville Car Club




FOR MORE INFORMATION,
PLEASE CALL 940-736-6001

BURN OUT on

Catoosa, OK



Bounce house provided by: 

5TH ANNUAL BENEFIT

Car Show

Saturday, October 21 - 9:00 am

at Catoosa **KWIK LUBE**

3331 N. Highway 66 - 918-266-3931

REGISTRATION INFORMATION:

- * Registration Begins at 8AM, Judging begins at 11AM
- * Registration fee is \$25 and includes discounted merchandise at time of entry. All entrants eligible for Best of Show / Tayton's Choice. Tayton's Choice is by Tayton or her Representative in the event she is unable to attend.
- * Professionally judged categories are \$20 extra, with custom hand-made trophy and bragging rights awarded.
- * Burn-Out contest on Rt. 66: \$20 cash due at the gate entering the burn-out box. Drivers/safety meeting at the trophy table will be held at 11:30AM; must attend to participate in the burn-out. Custom trophy awarded to best burn-out.
- * Car show trophies awarded immediately after burn-out contest.
- * For any registration questions call or text Jake Powell at 918-853-1338 or email burnouton66@outlook.com



Tayton is a sport loving girl who turned 10 in July! She was diagnosed with Acute Lymphoblastic Leukemia at the end of May 2023. She plays softball (catcher and 2nd base) and basketball for the Adair Warriors. She loves animals, especially horses and dogs. Her favorite color is baby blue. She has 2 older brothers, Gavin and Ryker. She loves going to the lake and riding on her Mimi's boat. She just completed the 3rd grade. She LOVES OU softball. Her nicknames are Tay and TaterBug.

Follow us @burnouton66 or facebook.com/burnouton66 - Visit burnouton66.com

TECHNICAL HELP FROM THE SOLID AXLE CORVETTE CLUB

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

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

Question: I have recently started restoring my 54 Corvette. When I went to remove the gas tank, I noticed that it had been leaking. When I got the tank out, I can see that it had been externally patched in three places and coated internally with sealer. I think that it is time to replace the tank. In searching the catalog parts companies, I could not locate anyone who actually sold a reproduction 54 gas tank. Is there anyone that you could recommend that sells reproduction tanks or should I go to a local company in the area that claims to repairs gas tanks? Although 98% of the car is and will be original, I am not concerned with regards to the authenticity of the gas tank so a reproduction tank is not an issue for me.

Answer from Noland Adams, SACC Founding Pres.:

I have had too much trouble with rotted out gas tanks in the past. First, I tried an external patch, which worked a few days. Next, I removed the tank, rinsed it out, and poured in a yellow goop that was supposed to be an internal sealer. After sloshing it around to cover the interior, you drain out the excess and let it dry for a day or two. That was a BIG hassle, and it only worked a few days before it failed too. Finally I found a brand new gas tank (expensive) and the problem went away.

In my opinion, the old tank is nothing but scrap metal.

Question: Can anyone tell me how the 4.56 rear end gears performed on the 62 Corvette. Off the line performance and highway driving??

Answer from Bill Huffman, Michigan Chapter Pres.:

Are you building a dragster or a driver? Stock engine or GM Performance engine?

A 4.56 will give you fast starts & acceleration but also high RPM and high ambient noise level at driving speeds.

So, if you will be trying to drive this car, it is not advisable.

I had a '62 with a 3.08 with a worn engine and had to slip the clutch to get it rolling. After rebuilding the 327-250 HP and adding a 327-350 HP cam, it ran well from a standing start & at highway speeds but it never was mistaken as a dragster.

There is a reason GM had 3.70 as the standard Corvette axle ratio until the higher horsepower 327 came out in 1962.

Answer from Doug Prince, SoCal Chapter Advisor: 4:56 gears are strictly for drag racing and are/would be border line ridiculous for driving on the street. The 327 engine produced more rear wheel torque than the 283 generation did and would be just fine with either 3:55 of 3:70 gears. You will never pass a gas station with the 4:56s!!!

Question: I have a 54. The post for the windows do not go all way down so I can not lock them in, one of the knobs is bent where would I get the parts to repair it and how hard is it to remove the door panel to replace it?

Answer from Bruce Fuhrman, SACC Secretary:

The good news is the door panels and white metal bar are very easy to remove, simply bring a Phillips screwdriver. The other good news is there are no window wind mechanisms to deal with. The white plastic nobs and the chrome bezel are readily available. The locking mechanism may be a challenge to find if broken. I am not sure why it will not engage. Do the front first then the rear should drop in the hole in the chrome. Is the chrome aligned properly? Did you replace / rebuild the side curtains and misalign the square pins? Also, try sliding the white ball as you try to engage the pin.

Question: I have 62 Corvette that has 180 thermostat gauge showing 200 plus

Answer from Bill Huffman, Michigan Chapter Pres.:

In no particular order, possible root causes are:

- Radiator/engine block needs flushing,
- Inadequate cooling level,
- Improper anti-freeze vs water coolant mix,
- Oil level low,
- Defective or too hot thermostat,
- Defective temp sending unit,
- Defective temp gauge,
- Defective fan clutch,
- Defective water pump / blocked hoses,
- Fan belt too loose.

First thing I would do is check fluid levels. Then, have the actual temperature checked against the gauge reading. If the gauge is right, check off the other items one by one, easiest to hardest, till you find the problem.

Answer from Doug Prince, SoCal Chapter Advisor:

If you have recently had the sending unit in the intake manifold replaced the current ones sold at most auto parts

stores are not calibrated to our C1 temperature gauges. A very reliable investment is to purchase a digital infrared heat gun. This instrument will give you a very reliable temperature reading to know if you really have a problem. If you find out that the car does not overheat but has an incorrect sender then you can purchase a very inexpensive diode to be placed in line with your blue temperature gauge wire line and the sender.

Answer from Larry Pearson, SACC Advisor:

I have two 62's. One is 360hp and is all original including the sender, fan clutch, 170 thermostat (replaced with new Delco), water pump (rebuilt), and original 62B dated aluminum radiator (never has leaked yet). I bought this car in 1972 and it never overheats.

I bought a second '62 360hp in 1974 and it came with the original sender, a GM service replacement water pump, a 5-blade flex fan, 170 thermostat, and a replacement hand-crafted cross-flow copper radiator. The FI has been replaced with an AFB 340hp setup. The engine short block has been replaced with a GM service replacement unit for this application (bought in 1974) and uses the 30-30 camshaft. It always ran over 180 degrees. No matter what I did, it always ran hot. \

Then I read some articles by the De Witt Corvette Radiators people explaining that the way the original aluminum radiators were constructed, they cool much better (30%) than any copper service replacement radiator can be made to cool. Even though copper conducts heat (and electricity) much better than aluminum does. In the 70's I bought a GM service replacement aluminum radiator to use in the FI car when the original aluminum radiator finally failed, and I still had it in storage in the garage. So I decided to put it in this car to verify that De Witt's claims were true. They are! End of the overheating problem.

Some additional things to consider. Today's service replacement fan clutches are calibrated to engage at 195 degrees, not 170 degrees. They can be modified to engage at a lower temperature. Years ago an article was written in the NCRS Restorer magazine on how to do this. These cars all came with a 170 degree thermostat, not 180. The 170 thermostats may still be available. I have no ideas on getting a properly calibrated service replacement sender unit. It is important that the fan shroud be completely in place. Make certain that the fan blade tips are spaced out from the engine so they are just inside the fan shroud. If you are using a fixed fan in place of the clutch fan it has to be properly spaced out from the water pump to achieve this.

On the 340 and 360hp cars there are flat rubber seals on each side of the radiator to prevent cooling air from bypassing the radiator on the sides. There are also three flat rubber seals below the radiator glued to the fiberglass to seal the bottom of the radiator. Consult the AIM to see how this is done. Corvette Central should be able to supply the seals and special retainers for the side seals. The engine timing must be set correctly (8 degrees, as I recall). I use Podell's

lead additive to prevent detonation in this engine (11.25:1 compression).

If you fix all of these things, you should have no more cooling problems.

Question: Do you have any info about how many 1960 corvettes Tasco Turquoise had silver coves? I have #100.

Answer from Chip Werstein, SoCal Chapter Advisor:

According to all the information I have from original Chevrolet documents to current NCRS judging guides, the only cove color available from the factory on a turquoise 1960 was white. 383 were painted turquoise with white coves. However, note that 15 cars were painted "unknown special colors or primer".

We can assume that a dealer could and would paint the cove any color the customer requested. In my opinion, it is unlikely your car came from the factory with a silver cove.

Question: I think I got a good one that may not have been seen before! I have my 58 trunk lid shimmed so the back and front of trunk lid is even with body line. But both sides are 1/4 to 1/3 inch above the body line. I believe the correct way to fix is to break loose the body rear upper surround and shim up and fit to the trunk lid or maybe install new upper rear surround.

Can I do the opposite: alter the shape of the trunk lid with to match the body line? Can I add new fiberglass material to the trunk lid and then grind or cut off the old material on the sides of the trunk lid?

Answer from Bill Huffman, Michigan Chapter Pres.:

None of these cars was perfect coming off the production line. Over-restoring an old Corvette is like scrubbing a rare coin to "brighten" it up. Before you do anything, study as many other '58 cars as you can so that you know what "normal" looks like. The reason for shimming is to allow the weather-seal to keep water out of the trunk area.

My advice.....

If your trunk is wet, re-shim it.

If your trunk is dry, leave it be.

Question: I'm thinking of using Shell diesel oil 10-40 w in my 1962 corvette with a 327 engine.

Answer from Doug Prince, SoCal Chapter Advisor:

Many controversies about today's oils and older cars with flat tappet camshafts. Starting some years ago many engine builders were confronted with rebuilt flat tappet engines with the camshaft going flat at or near break in. The one thing we now know is that current engine oils do not have very much if any zinc dithiophosphate or phosphorus. These compounds were very prevalent in the "old Days" but the oil companies began to remove them from their oils because they were not compatible with catalytic convertors in newer car exhaust systems. The EPA has required auto manufacturers to warrant the catalytic convertors for 150,000 miles and the manufacturers went to the oil companies and made them pro-

duce engine oils that would not void the warranty. Many specialty oil companies have moved into the void and sell and produce oils with high zinc and phosphorus compounds in them specifically marketed to our older cars with flat tappet camshafts. Amsoil is just one of many oil companies that produce this type of oil today. It is called Z-ROD and is a fully synthetic oil with high concentrations of zinc and phosphorus. The downside of these specialty compounded oils is they are not cheap but neither is your older Corvette. These specialty oils are an insurance policy for your older Corvette engines.

Question: Do they make an insert to place in the convertible top bin on my 1957 Corvette. All I have is the hard top and I want to clean up the soft top storage area. Also does anyone produce the plug covers for the (2) holes in the bottom of the above top storage bin?

Answer from Bill Huffman, Michigan Chapter Pres.: The two holes in the bottom of the folding top storage area are drain holes for water leakage, so mine are left open. In folding top equipped cars, there is a black felt pad glued to the tank cover.

You could add a "big tank" cover to fill up the space or just use it as extra trunk space. This area is not readily visible if you have a hardtop only car.

Answer from Chip Werstein, SoCal Chapter Advisor: I have 2 57's in my garage. One is an early car, the other is late. Each has 3 holes in the bottom of the convertible top storage area. I believe the center hole, about 3/8" is a drain hole just in case water should get in the storage area. The other 2 holes which are 2" in diameter and located just under the hinges, are access holes for installing the nuts on the top of the shock absorbers. Although I have never seen covers over those 2" holes, I believe originally they would have been covered. I cut out 2 square pieces of tar paper and glue them over the holes.

Question: Helping a friend restore a '59 Corvette. It is in pretty bad shape with a lot of monkeys playing around the car for years. The front emblem is on and cut through the Fiberglass. The rear emblem is missing and it looks and feels like someone did a lot of body work. Did the rear trunk emblem fit through a hole like the front emblem? Was it just put on with bolts through the Fiberglass? How can we find the correct position of the emblem on the trunk? I would appreciate any help you can give us.

Answer from Brad Bean, SACC Vice President: Emblems in the front and back were the same and fit the same on 58 - 60.

Yes, the front and back emblems were mounted in the same fashion. The convex "bowl" of the emblem fit in to the larger hole with the three studs fitting into the three smaller holes on the body/trunk lid. The three studs are fastened with speed nuts.

Answer from Bill Huffman, Michigan Chapter Pres.:

58-60 Corvettes have hole in the front panel for the front emblem. They would have the same size hole in the trunk lid for the rear emblem. They use the same emblem front & rear and they attach with 3 speed nuts onto the 3 bezel studs.

If the trunk lid on your friend's 59 has no emblem hole, it may be a 56-57 trunk lid or one of the previous owners glassed or used body filler to close it.

Either way, there are two choices. Buy a correct trunk lid w/ emblem hole or find a correct 59-60 to use to make a locator template. A 58 car would work but the trunk spears would make the template more difficult to accurately locate for a 59.

Question: I have a 1961 245HP dual wcfb carbs. It stalls on left hand turns only. I first thought it was vapor locking but temp from carb bowls to fuel pump is good. I tried using racing insulation on fuel line from fuel pump to fuel bowl/filter to be sure. I checked the rubber fuel line from steel line to fuel pump, no problem with clearance or twisting or binding due to torque. Replaced fuel pump which seemed to have helped, but still have the stumble.

Do you think it is the Carter part number 145-142 brass bushing between the fuel bowl and the vacuum passage?

Answer from Doug Prince, SoCal Chapter Advisor: Stalling while only turning in one direction usually indicates that some of the floats are not set properly allowing fuel to slosh from one or more vent tubes. The beauty of Rochester fuel injection is that it eliminated this problem! Check and reset your float heights to factory specifications.

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.vettelegends.com/newsletters

Newsletter: Published as appropriate in PDF format, e-mailed to members and posted on club web site. If you do not have e-mail, please ask Diane Preston to mail newsletter to you. Send all articles for publication to: Diane Preston, Editor – cdiane1957@aol.com

Newsletter Mailing Address:

Diane Preston, 1124 Lopo Rd., Flower Mound, TX 75028

Dues: Chapter and National membership year is Jan. 1 to Dec. 31. Chapter dues are suspended and national dues are \$45.00 annually. (No matter when you join)

Please return a chapter application / renewal form, available on our web site, or in this newsletter with a check for national dues (\$45.00) to: JoAnn Brumit, KARLEE KLASSTIC AUTOS, 3701 Marquis Dr., #101, Garland, Texas 75042. Make payable to SACC.

Please include completed application with your dues renewal

Solid Axle Corvette Club Membership Renewal/Application



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

Applicant Name _____

Co-Applicant Name _____

Mailing Address _____

City _____ State _____

Zip _____ Country _____

Phone #1 _____ Home ___ Cell ___ Work ___

Phone #2 _____ Home ___ Cell ___ Work ___

E-Mail _____

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

Solid Axle VIN # 1 _____ Yr ___ Color _____

Solid Axle VIN # 2 _____ Yr ___ Color _____

Solid Axle VIN # 3 _____ Yr ___ Color _____

Solid Axle VIN # 4 _____ Yr ___ Color _____

Solid Axle VIN # 5 _____ Yr ___ Color _____

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

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

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

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

SACC Annual dues are: \$45.00 one year

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

*Red River Chapter Dues Suspended for 2023. \$45.00
Just pay National Dues \$60.00 total*

(Make payable to SACC in U.S. funds only)

Please return this application/renewal form with a check for ~~chapter~~ and national dues (\$60.) to:

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

**Check out the SACC website at
<http://www.solid-axle.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.
