October 2024

Straight Talk

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

SACC Membership Booth at NCRS

Lone Star Regional – October 18-19

Our chapter is hosting a SACC booth to publicize our organization at the National Corvette Restorers Society's 2024 Lone Star Regional judging event on October 18-19, 2024. It will be at the Embassy Suites Dallas/ Frisco Hotel & Convention Center, 7600 John Q. Hammons Dr., Frisco, Texas. Map on page 5.

We hope you will drop in to visit with us and enjoy looking over the fantastic Corvettes being judged this year. General admission is 9am-4pm Friday and 9am-3pm Saturday. You can also renew your SACC membership at our booth for 2025, while you're there.

Tim Wardlaw's White 1962 will be on display at our booth to help attract people to learn about the Solid Axle Corvette Club. He had it judged at the NCRS Convention in Hampton Roads, VA, last summer and it scored a 99.6, earning it a Blue Ribbon in the Concours Class. A few years ago NCRS added two new Concours classes that would include Tim's modifications.

These catagories 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 looks 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 Corvette class 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 an exciting new way to open the field for a new generation of Corvette fanatics, who like to drive their old Corvettes.

Save the Date!

1:00 pm, November 16 - Annual Meeting & tour of the Careington Auto Museum

Red River Chapter of the Solid Axle Corvette Club only has one meeting a year... and this is it!!! The meeting itself will be brief, and you can pay your 2025 dues ($60). Fill out the membership renewal form in the back of this newsletter before you come, or fill one out at the meeting.

Come meet other members and talk about your Corvettes. You are welcome to bring family and friends to enjoy seeing the car collection at the Museum. It is only open on special occasions for groups like ours.

The museum houses a collection of classic trucks and autos collected by Careington Corporation's founder, who is an avid car lover. They use the collection to raise awareness and funds for CK Family Services and Families of WW II Veterans. Our club will make a donation to these charities and you can make a donation, if you want to.

Location: 1:00 pm, Saturday, November 16
at The Careington Auto Museum
6435 Flyers Way, Frisco, TX
Map on page 5

President's Message

I'm not turning my back on you! I just want to show you the cool Solid Axle logo I had embroidered for my jacket!

Noal Sinn hooked me up with Stillwater Screen Printing in Stillwater, OK to do the embroidery. We're still tweeking the logo. I'll let you know when you can order something with our logo on it.

We've had lots of small events this past few months to try to get activities that are close to a lot of you while the weather has been tolerable. I'm really trying hard to build the interaction of the Red River Chapter members in the Oklahoma City area. I'd love to do the same in the Tulsa area. Call me if you want to help me do that.

I'll see you next month, November 16, at the Annual Meeting in Frisco, TX. The meeting is short. We'll talk about what you want our chapter to do. You can pay your 2025 dues. You can chat with "all-knowing" C1 owners. Then you can enjoy this special open house of the Careington Auto Museum. Bring friends, if you wish.

Robert Cotner

Red River Chapter is recognized by the Solid Axle Corvette Club. SACC is a non-profit organization and membership is open to anyone who has an interest in 1953-1962 Corvettes. The Editor and Officers of Red River Chapter have made every effort to ensure that *Straight Talk* contains no inaccuracies, omissions or errors and is non-offensive and non-political and disclaim liability for any that may occur. Technical articles are many times based on personal experiences and preferences and are intended only as guidelines or helpful information for club members.

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Chapter Web site: *www.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*

Not this kind of ZOOM!

Our first try at connecting with each other via ZOOM on Tuesday, September 24 at 10 am worked out surprisingly well... considering the age of the participants!!!

Robert Cotner in Blanchard, OK set up the connection. We had Ron Barbee from Center, TX, Bob Sullivan from Okla. City, John Spencer from Wylie, TX, John Totter from Murphy, TX, Dwayne Marchbanks from Frisco, TX, Bill & Diane Preston from Flower Mound, TX, Noal Sinn from Stillwater, OK, and we even had Bill Huffman who is the president of the Michigan Chapter.

We agreed to ZOOM about once a month. Time and day will probably vary. If you have a preference, let Robert know: rdcotner@yahoo.com or call him at 512-694-7456. We will send an email notice to everyone about the next scheduled date.

Ask your grandkids to show you how to connect up with ZOOM on the computer, and we'll solve all our C-1 Corvette dilemmas and stories face to face. Sort of...

New Members

Joe & Donna McInnich
Guthrie, OK
1962 Long Beach Red Metallic

Back issues of "Straight Talk" available online at:

www.VetteLegends.com

Huffines Chevrolet of Lewisville, Texas, invited our club to put on a car show for charity on Saturday, August, 24. They wanted to raise money and collect household items for victims of the Valley View, Texas, tornado.

We had 38 beautiful cars fill up Huffines' front lot. It was mostly Corvettes, but there were several beautiful classic Chevys and other cars. We collected many household items and raised $1,282 through donations and ticket sales. Huffines manager Bruce Johnston drew one ticket for a chance to win a new Malibu by sinking a 75' corn hole throw... The ticket holder was unsuccessful, but the event was a success!

Pictured are the Solid Axles that were there. Photos by Jeff Clevenger.

Bill Preston's 1957 Black Fuel-Injected Convertible

Tom Hubbert's 1962 Red Convertible

Rocky Rainbolt's 1959 Black/Silver Convertible

Red River Tech Sessions

Blanchard, OK-September 28
Front Disc Brakes & Tremec Trans

Robert Cotner, Bob Sullivan and Butch Abbott working on Robert's 1959 that's getting front disc brakes, new engine and Tremec transmission.

Robert & Maggie Cotner hosted a Tech/Work Session at their home in Blanchard, OK featuring their '59 that's getting a new engine, Tremec transmission, and front disc brakes.

Some Oklahoma SACC members that came to see what was going on and help out were Bob Sullivan from Oklahoma City, Butch Abbott from Tuttle, and Don & Rita Brittin from Davis. Or maybe they just came for the pizza and great company!

The work is on-going. If you have any advice or questions about any of these projects, call Robert at 512-694-7456.

Butch Abbott came from nearby Tuttle, OK in his '62.

Bob Sullivan drove his '59 down from Oklahoma City

Wylie, TX-October 5
Inside Your Rear End

John Totter brought a collection of rear end parts for both regular and posi-trac rear ends for demonstration purposes.

We want to thank John and Loudene Spencer for hosting our Tech Session on Rear Ends at their home in Wylie, Texas. John had prepared an in depth presentation on Rear End assembly for us. It included how to use guages properly to mathmatically determine the correct adjustments. We also had a discussion about Posi-trac and its purpose.

Attending were Bill & Diane Preston from Flower Mound, TX, John Totter and John McIlvoy from Murphy, TX, and Robert & Maggie Cotner from Blanchard, OK.

We enjoyed sub sandwiches, chips and drinks that the Spencers had set up.

John Spencer goes into detail about setting up a rear end..

John McIlvoy, Bill Preston, Robert Cotner, John Totter and John Spencer.

John Spencer's '54 & '58 and John McIlvoy's Fuel-Injected '57

Members Meet for Lunch

Moore, OK-September 11
Johnnie's Broiler Burger

A few Oklahoma SACC members met for lunch at Johnnie's Broiler Burger in Moore, Oklahoma on Wednesday, September 11. Pictured above are Tom Parsons, Mustang, OK, Don Brittin, Davis, OK, Bob Sullivan, Oklahoma City, Joe McInnich, Guthrie, OK, and Robert & Maggie Cotner, Blanchard, OK. Thanks to Rita Brittin for taking this picture.

I'll point out that Tom is one of SACC's earliest members, #107, who joined in December 1986. Joe is THE newest member, having just joined in September this year and is member #???!

St. Jo, TX-October 10
Windmill Grill & Blue Ostrich Winery

Thursday, October 10 we met for "the best hamburgers in North Texas" at the Windmill Grill & Saloon in St. Jo, TX. Then we all drove a few miles north (within a mile of the Oklahoma border) to the Blue Ostrich Winery.

It was a great time to get to know SACC members we hadn't met before... and visit with the ones we already knew. The back-roads drive from either direction was scenic and traffic free. This is the closest we've ever had an event to where the Bradfords live out in Aurora, TX.

Pictured are Maggie Cotner from Blanchard, OK, Linda & Tim Bradford from Aurora, TX, Robert Cotner, Bob Sullivan from Oklahoma City, and Bill & Diane Preston from Flower Mound, TX.

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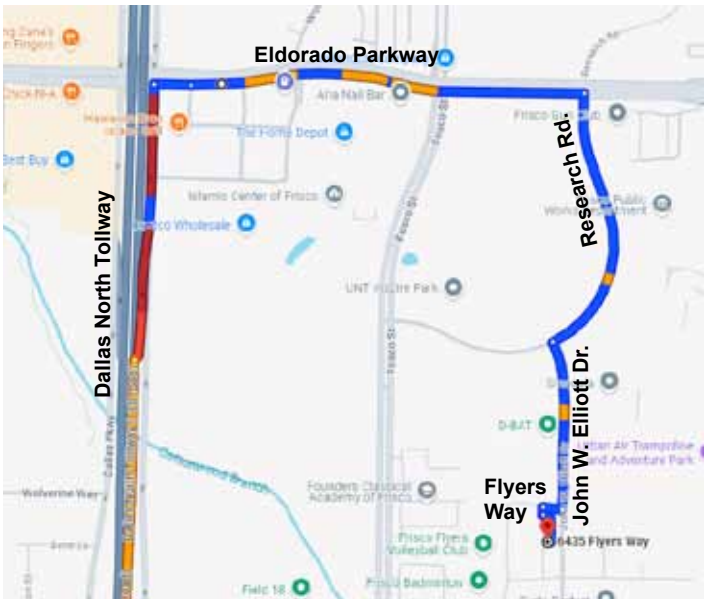
NCRS Booth--continued from page 1

The SACC information booth at the NCRS judging is located at the far Northwest corner of the Convention center behind the Embassy Suites Dallas/Frisco Hotel & Convention Center, 7600 John Q. Hammons Dr., Frisco, Texas. Free parking at the Northeast corner of the Convention center (Gaylord Parkway & Parkwood Blvd.)

ANNUAL MEETING--continued from page 1

The 1 pm, Saturday, November 16 Annual Meeting at the Careington Auto Museum is located at 6435 Flyers Way, Frisco, TX. Take Dallas North Tollway to Eldorado Parkway, then east .6 mi. to Research Rd. Turn south on Research Rd for .4 mi to John W. Elliott Dr then left on John W. Elliott Dr for .2 mi to Flyers Way go 141 ft. then turn left into parking area. Entry is at the Northeast corner of the 3-story building marked Careington.



If you're new to the Corvette hobby or to the various online Corvette forums, you've probably heard or seen the term "A.I.M." tossed around in discussions about what parts are required or how things are supposed to be assembled.

Although it may seem like just another one of many mysterious acronyms, it's not; it's one of the most important technical references you can have in your classic Corvette technical library.

What is the A.I.M.?

"A.I.M." is the abbreviation for "Assembly Instruction Manual," which was the document supplied to the assembly plant by Chevrolet Engineering as an assembly aid. It contains graphic illustrations of how all the parts are to be assembled, all the fasteners and torques, part numbers, special or mandatory assembly sequences, adhesives, sealers, lubricants, and functional test requirements and processes.

The Assembly Manual was compiled, published, and distributed by the Chevrolet Engineering Graphics Department. An "initial issue" complete manual was produced for the beginning of each new model year, several copies of which were supplied to each assembly plant.

The A.I.M. is a terrific source of graphics and specific Engineering information, but we need to understand that it was a living document, frequently revised, and that no particular reprinted A.I.M. represents any car built at a given point in time. Individual sheets were revised regularly, when new parts replaced existing parts, when parts were cancelled or removed, when a system was redesigned as a running change, or when illustrations were revised or updated.

Having spent most of my working career in assembly plants, beginning as a production foreman and working my way through the ranks as a general foreman, superintendent, production manager, and plant manager in numerous Chevrolet (and later, GM Assembly Division, and even later, Chrysler) assembly plants, I know the Assembly Manual system pretty well, and reviewing it would be helpful to those not familiar with how to take advantage of this excellent reference source.

This month's article will explain how the A.I. M. is organized into logical part groupings, how to recognize changes and dates, and how the A.I.M. was used day to day in the plant. We'll cover the process that was used for implementing running changes during the production year and how the Assembly Manual was involved in that system.

How is the Manual Organized?

To those who have never worked with the Assembly Manual, it may seem confusing, which explains the occasional comments I see online like "I can't find anything in that Assembly Manual." GM had an elegantly simple system for organizing the manual so it aligned with the Engineering releasing procedure, which grouped like parts together. Without getting into the gory details, the Assembly Manual is separated into two major sections - the "base car" parts section, and the "option parts" section.

The "Base Car" Section: The first half of the manual contains only those parts required to build a "base car" (a car ordered with no extra-cost options - only the standard equipment). These parts are broken down into systems called "UPC Groups." UPC is short for "Uniform Parts Classification," which is the system GM used to classify parts, as follows:

UPC 0 General Information, Vehicle Shipping List, and lubricants, sealers, and adhesives.
UPC 1 Bolt & Weld: Birdcage Welding & Body Construction
UPC 1 Asm: Body Trim & Hardware
UPC 2 Frame
UPC 3 Front Suspension
UPC 4 Rear Suspension and Driveshaft
UPC 5 Brakes
UPC 6 Engine
UPC 7 Clutch and Transmission
UPC 8 Fuel & Exhaust
UPC 9 Steering
UPC 10 Tires & Wheels
UPC 11/13 Radiator, Grille and Front End
UPC 12 Electrical
UPC 14 Bumpers & Miscellaneous

The UPC Group number is shown in the center of the title block at the bottom of each sheet, with that group's sheet number directly below it. When referring to a given sheet while talking or posting to someone else who also has an Assembly Manual, use the UPC number and Sheet number (i.e., UPC 6, Sheet A3), not the page number printed at the top or bottom of the sheet. The various suppliers who have photocopied various generations of Assembly Manuals have each "numbered" their versions, and the page numbers

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AIM--continued from page 6

from one supplier's manual won't be the same as that page in another supplier's manual. The UPC Group number and sheet number, however, will almost always match.

The "Options" Section: The second half of the Assembly Manual contains all the parts for the extra-cost options, and is organized by the RPO (Regular Production Option) sales code assigned to each option. The RPO codes are a letter and two numbers, like C60 air conditioning, M20 4-speed transmission, etc.

GM also broke option codes down into like categories as well, by letter, as follows:

Body Interior	Body Exterior
Heating, Ventilation, and Air Conditioning	
Exterior Ornamentation	Suspension
Rear Axle	Brakes
Ignition	Engines
Transmissions	Steering
Wheels & Tires	Electrical
Seat Belts	Special Equipment Packages

The options section of the manual is arranged alphabetically by RPO codes; A31 Power Windows is at the front, U69 Radio at the rear, etc. The alpha-numeric option codes didn't start until 1963; prior to that, the option codes were three-digit numbers, and the options section in those manuals is arranged numerically.

How Do I Find Something?

Some UPC and Option sections have many pages; instead of paging through all the sheets in one section to find a part or assembly, use the "Index Sheet" at the beginning of each section. This sheet has an illustration and a listing of which parts are on which sheet in that section (Sheet A2, Sheet B6, etc.).

Why Aren't All the Individual Parts Shown?

Only the parts that were received ready to install at St. Louis are shown in the Assembly Manual. Individual parts of assemblies (like wheel bearings and races that were part of front knuckle and rear trailing arm assemblies, etc.) aren't shown, as the assembly plant didn't deal with them. The best sources of information for items that were part of a complete assembly are the Chassis Service Manual, the Chassis Overhaul Manual, and the P&A30 Corvette Parts Book, which show the detail breakdown and cutaway drawings of such assemblies.

Why Aren't All the Option Part Numbers Shown?

In many cases, the sheets for option parts won't show all the specific optional part numbers, especially if they actually install the same as the similar "base car" part, using the same fasteners. These are called out with the words "assembles same as production," or with a half-filled circle symbol on the index sheet at the beginning of the section in the case where assembly is the same, but there is a long list of part numbers distinguished only by colors or other characteristics that don't affect the assembly process.

Occasionally you'll find the half-filled circle symbol with a note that says "Assembles same as production, see Bill of Material for part numbers." The "Bill of Material" is the master Engineering parts list, with every part number required to build any and all combinations of cars and options, and has never been available outside of GM.

Similarly, you'll find some parts identified on the sheet not with a part number, but with a "chart number" instead. This is particularly true of interior trim parts that are physically identical, but differ only in color or minor configurations. The "chart" was released by Engineering, and listed the individual part numbers for different configurations of the same part, depending on the trim combination number or other options. For instance, there were 32 different part numbers of consoles (eight for 4-speeds with manual windows, eight for 4-speeds with power windows, eight for Powerglides with manual windows, and eight for Powerglides with power windows). Rather than list all 32 console part numbers on the A.I.M. sheet, it just refers to the chart part number. The chart information was used on the line to select the correct part depending on that car's trim color and options.

What's All That Stuff at the Bottom of the Sheet?

The top of the sheet is pretty straightforward - each part number is shown with an item number reference to the illustration, and if it's a fastener, the little triangle next to the part number refers to the torque spec at the extreme lower left of the illustration.

The lower portion of the sheet is the "title block," which shows the history of the sheet, the references from which it was created, and the sheet's revision history. The left side of the title block shows the title, the model number (19000 series for Corvette), the date the sheet was completed, the date it was released for publication, the initials of the illustrator and the checker, and references to other sheets in the same group or to Engineering layouts from which the information was taken to create the sheet. The center of the title block shows the UPC Group and the sheet number within that group. The right side of the title block is the revision record for the sheet, showing the date, illustration symbol reference, what was revised, the ECR (Engineering Change Request) number that authorized the change, and the illustrator and checker who revised the sheet.

The revision record tells the history of that sheet since its initial release (the date in the far lower left of the title block). Each change is numbered sequentially, and when the revision block is filled, the next change starts again at the top, with the previous revision notes eliminated. Occasionally you'll see "Redrawn and Redesigned," which wipes out all previous sheet history and starts the revision record all-over again at that point. The date of a revision almost never indicates the date the change actually took place on the line; it just shows when the sheet was revised, which could have been well ahead of or well after the part change occurred in production at the assembly plant. We'll talk more about how running changes were actually implemented on the line and

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Oct. 25-26

Fall Classic Auto Show

Texarkana, Arkansas

Registration is now open! The Four States Auto Museum, in conjunction with the Perot Theater, is thrilled to announce a special two-day Fall Classic Auto Show with guest appearances of acclaimed TV Tonight Show host, admired stand-up comedian, avid automobile restorer, builder, collector, and philanthropist…**Jay Leno!**

The Four States Auto Museum is proud to host our Annual Fall Classic Auto Show in conjunction with Jay Leno's performance at the Perot Theater on October 26, 2024 at 7:30PM.

It will be a two-day auto show event beginning on Friday morning, 10/25/2024 at 8:00 AM and ending on Saturday afternoon 10/26/2024 at 3:30 PM. Jay Leno is invited to be the Grand Marshall and award presenter for Best of Classes and Best of Show. He will also draw the Auto Show participant who will **WIN A TRIP FOR TWO TO TOUR JAY LENO'S GARAGE** (including airfare and accommodations). The winners of the Jay Leno's Garage trip and Best of Show will also receive two tickets each to attend Jay Leno's performance at the Perot Theater, and will be acknowledged by him during the show.

The Four States Auto Museum Annual Fall Classic Auto Show will be held at the Four States Auto Museum, 217 Laurel Street, Texarkana, AR 71854.

This is a rain or shine event, in that the drawing for the trip for two to tour Jay Leno's Garage will be made regardless of the weather on October 26, 2024. Be sure to register early, **total entries will be limited to 350.**

See Jay Leno's performance at the Perot Theater on 10/26/2024 at 7:30 PM. Tickets are selling out fast! Jay Leno Perot Theater show tickets can be purchased at: www.perottheatre.org/jay-leno

If you have questions call Mac McLaughlin at 903-293-1595 or Jim Christian at 903-748-0219.

(When registering your vehicle be sure to read the class descriptions to enter the correct one that applies to your vehicle.) We'll look forward to seeing you and yours at both shows! https://carshowpro.com/events/view/1904

During their national convention in Boise, Idaho in July, the Chevrolet Nomad Association members voted on their favorite Corvette on display during the visit from the Valley Corvettes of Boise. Gerry Boren's 1960 Corvette earned the Nomad Choice Vette Award. Boren received a plaque from Jim Crouch. Crouch, and his wife, Alanna, organized the convention activities for 2024 in Boise, including the visit with the Valley Corvettes of Boise. Gerry and Linda Boren are long-time members of the Solid Axle Corvette Club and active in the Red River Chapter, when they lived in Dallas.

AIM--continued from page 7

the process that supported them in a later article.

Who Used the Corvette A.I.M. in the Plant?

The master copy of the Assembly Manual was kept in the Reliability Supervisor's office, and was maintained by his specifications engineers, who worked directly with plant floor production supervision and inspectors on quality and specifications issues. Each production foreman had an A.I.M. binder at his desk with only the A.I.M. sheets that affected the operations performed in his area, and it was kept up to date by the specifications engineer assigned to his area. Other complete copies were used by the Material and Industrial Engineering departments for part tracking and changes in on-line assembly operations.

When a sheet was revised, the specs engineer inserted the new sheet in the production foreman's binder, and threw away the previous sheet; all Production cared about was how to build the car today, not how it was supposed to be built last month. The master copy in the Reliability Office was the only one that was complete, with all sections, and was kept up to date as revisions occurred.

As Corvette hobbyists, we're extremely fortunate to have the Assembly Instruction Manual documentation, even though they were, at the time, "living documents," and the copies we have don't necessarily represent any particular Corvette as built at a specific point during a model year. At least we have them as formal documents for every model year from 1956-up; our fellow Ford and Mopar enthusiasts have literally zero factory documentation to work with, and they'd love to have anything like our Assembly Manuals.

2024 Sulphur Springs Corvette Show
Saturday - October 26th, 2024
Corvette Only Show - Celebration Plaza

Sulphur Springs TEXAS

Just play. Have fun. Celebrate!

Website:
www.visitsulphurspringstx.org

Corvette Show - Saturday, October 26th
Sulphur Springs Downtown Plaza (Rain or Shine)

Friday Night Welcome Reception - October 25th
at Host Hotel - Clarion Pointe Hotel
Beginning at 6 pm (including door prizes)

- **Judged Show by Classes C-1 through C-8 (separate awards for Coupes & Conv). Additionally, a Single Wide Body Class of GS's, Z06's & ZR-1's.**

  Note: Sulphur Springs Corvette Club members will not be eligible for Class Judging, but will be judged by all registered participants

- **On-site registration from 8 to 11am**
- **$30 entry fee: on-site, no pre-registration**
- **Enter Plaza from Gilmer St.**
- **Open parking**
- **Trophies/Plaques awarded to all winners**
- **Cash door prizes**
- **Awards at 2 pm, followed by 50/50 drawing**

Host Hotel: Clarion Pointe
411 Industrial Dr E,
Sulphur Springs, TX
(903) 885-6851

Look for updates on Facebook:

www.facebook.com/sulphurspringscorvetteclub/
or
Tony Hughes
at
athughes@suddenlink.net

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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: Would I be right in guessing a September 1961 build on my 1962. VIN is 20867S100651?
Answer from Max Brockhouse, President of SACC: Build date for #651 would be September 18, 1961. FYI, only 20 cars built that day, the last number was 654.

Question: I have a 1958 Corvette. My parking brake is working but the red dash light stays on all the time. I checked and there's a switch mounted with a bracket on the shaft of the brake itself. It's very old... probably original. As easy as it is to find replacement parts for the Vette, I've checked every Corvette catalogue as well as diagrams of the hand brake and there's no switch to be found. Am I missing something?
Answer from Larry Richter, Founding Treasurer: The hand brake has a switch attached to the top of brake handle rod under the dash. It is about 1 inch wide, 1/2 inch thick and about 2 inches tall. It activates the light on the dash. Try Corvette Central they should have one. If not run a wanted ad for the switch. It is easy to install.

Question: I am in middle of restoring a 1960 (#00867S103804) Corvette. I have recently purchased a restored 1960, no rust, rolling chassis. I have some more body work to do but am starting to consider the paint. The car was Roman Red/Ermine White when I bought it but careful check shows the original color was Tasco Turquoise/ Ermine White. I plan to return to the original color. My question is: aside from the external color combo, how do I find out the rest of the paint colors such as engine compartment, trunk, wheel wells, whether there are unpainted areas on the underbody of the car, etc.
Answer from Larry Richter, Founding Treasurer: In the engine compartment the colors are various shades of G.M. Semi Gloss. All the parts were assembled after painting (no paint on the bolts). Hence the various shades. The trunk is painted the same color as your car. Tasco Turquoise and not very good (on the top of the wheel wells will show little or no paint). The Wheel wells are painted G.M. semi gloss. The splash pans (front) were painted then assembled. You need black under coating on top of the wheel wells under the car, and not very neat. The bottom of the body under the car has no paint and should show raw fiberglass, and no evidence of paint. Noland Adams has a great book out that you need to purchase. Also buy the NCRS judging guide for the 58-60 cars.

Question: I have an original 1957 inside mirror that has an S stamped on the shaft. What does that S mean?
Answer from Noland Adams, Founding President: GM bought parts from many sources. Most parts had a manufacturer's identification mark on it. I used to know the names of the mirror manufacturers, and I think there were two in the fifties. Look on other pieces and you may find a logo, or a number or letter or two. It's a matter of quality control- send GM a faulty part and you're black-listed. Before he retired, I knew a Chevrolet Engineer who could look that information up for me.

Question: I am doing a body off restoration on my 1958 Corvette and I know the VIN numbers are on the body and the chassis but the engine does it have the same numbers on the engine as the body or should they be different?
Answer from Larry Richter, Founding Treasurer: The VIN numbers were not stamped on the front engine pad until early 1960. You should have only one number on the engine pad. It starts with F then the date it was assembled and the engine horsepower code (with the trans).

Question: I have a 1962 Corvette and did a frame off restoration. I replaced all the wiring and put a new fuel sender unit in the gas tank. The fuel gauge is original. The problem I have is that the fuel gauge reads about a quarter of a tank low however, when I step on the brake pedal and the brake light goes on the gauge reading is correct. Since everything is new I am at a loss to what is causing this.
Answer from Noland Adams, Founding President: This is a common problem with 1958 to 1962 Corvettes. There is one ground wire between the instrument cluster and chassis ground. The fuel level varies when one steps on the brakes (brake lights) and the turn signals are on. These extra electrical currents overload the ground wire, and you get a false fuel level. The cure is to add an extra ground wire between the instruments and chassis ground.

Question: I recently purchased a 1961 Corvette. Can you tell me the date of manufacture for my car? The VIN is 10867s106967.

TECH-Continued on Page 11

TECH-Continued from Page 10

Answer from Larry Richter, Founding Treasurer:
Your Vin indicates that the car was assembled in the first week of April 1961. Have fun, Larry

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Question: What are the proper numbers for a 3059S Carb for 00867S104255, Feb 26th 1960.
Answer from Larry Richter, Founding Treasurer:
The Chevrolet part number is 3779178 (with a low choke)

Question: What are the octane ratings for the 1962 Corvette, 327 Engine? Do I need to run leaded fuel? I am not sure of the horsepower, 270 to 300
Answer from Larry Richter, SACC Founding Treas.:
If your engine is in good condition, I would add some lead to the fuel. If the engine was rebuilt and has harden valve seats should be no problem, unless you are running it at high RPM's. Then you need lead. I would add some zinc additive unless you have roller lifters. Your horsepower is either 250 or 300 with juice lifters. Enjoy the car.

Question: Two questions, first, I am going to lift the body off the frame on my 61. Should I remove the doors and brace the opening or can the doors just be left on the way they are. Second, I am going to replace my windshield, dash pad, and dash wiring, is there a recommended sequence or any tips?
Answer from Larry Richter, SACC Founding Treas.:
I would remove the doors and make a brace for each side to attach to the upper front hinge and the lock striker on the back. You can use the original bolts to attach the supports. There is very little support on the body through the center. I made mine form 1 inch pipe with welded flat steel on the ends, drilled to fit the holes, and they worked great. Adjust them to the exact opening of the door when the car is attached to the frame before lifting.

This is the sequence I use for the dash pad/windshield removal. Remove the instrument cluster, center items, and right side grab bar. Then the windshield (be careful as there are two bolts on each side toward the back that are hard to get at) The frame and windshield come off together. Then remove what wiring you have remaining. Them take off the old dash pad in about a million pieces.

On the installation of the new dash pad make double sure that you have the pad fitted to the car before gluing it down. Both sides need to be installed for fit first. You will take off quite a lot of the foam backing for the fit. Make sure the end caps fit. The dash pad material goes under the windshield. If you have original wiring I would replace it all for safety.

Question: I am the owner of a 1961 Corvette. I have a question regarding two rubber seals that I purchased from a Corvette parts supplier. These are rectangular rubber seals which are supposed to be mounted on each side of the radiator somewhere. They each have three small holes along the edge of the seals but I just cannot figure out where and how they mount. I have looked at all the assembly books and manuals including Nolan's restoration book, but I just can't figure out any details on where and how to mount these seals. They seem to look like they might be used to make sure that all air is directed into the radiator but there is no indication of where to mount them. Any ideas?
Answer from Larry Richter, SACC Founding Treas.: On your radiator seals, if you have an original radiator core support and the original fan shroud there are no side rubber seals on the 250hp and the 300hp cars. Only the high horse cars had them. The fan shroud was attached directly to the core support on the sides on these low horse cars. Enjoy the car.

Question: I've got a question about a '61 Corvette. I am having starting problems and trying to remove the ignition switch to replace it. What's the trick to getting this out of the dash? Is there a special tool and can I make due without it?
Answer from Bill Herron, Treasurer of SACC:
I believe your ignition switch is similar (if not nearly the same) as the one in my 57, so the removal procedure should be the same. Take a paper clip and straighten out one end. Place the ignition key in the ignition lock and turn the key all the way to the left, insert the straightened end of the paper clip into the small hole to the right of the key and push in. (You may have to move the lock around a bit for just the right place). Once you find it and push the clip in, pull the lock unit out using the key. (At least that's how it's worked for me for the majority of my GM cars over the years.)

Question: Is it OK to have the pinion angle pointed upwards? In other words is that how it should be from factory? I have a '58 Corvette with 2" lowering block on leaf springs, so drive shaft angle is a little sharp (maybe 6-degrees above level) at differential side. Transmission angle is level.
Answer from Noland Adams, Founding Pres. of SACC:
Corvette transmissions in the fifties (like your '58) were similar to passenger car transmissions, including Powerglide, 3-speed manual, and 4 speed manual. In a passenger car, the drive shaft was quite long. The transmission's tailshaft (output) housing was longer, making the driveshaft a few inches shorter, which eliminated whipping of a long driveshaft. Corvette transmissions had shorter tailshaft housings because the front u-joint had an extreme angle. If a front u-joint was to be operated at such a sharp angle, the trunnions of the u-joint could jam against each other and destroy the u-joint. Chevrolet avoided this extreme u-joint angle by installing rebound straps just above each rear spring. If a Corvette drove over rough road (like a railroad crossing) the rear axle housing could only drop out of alignment a short distance, and the front u-joint never reached enough of a sharp angle to destroy itself.

I can't quite envision your u-joint angle as you described it. I would put the car up on a lift that has lifting points under the frame. Put the transmission in neutral and lift the car

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under the frame. Do not start the car while it is on the lift! The rear differential's drop will be limited by the rebound straps or the leaf springs. Now turn the rear wheels and observe the operation of the front u-joint as the driveshaft rotates. If the u-joint has internal interference it will likely destroy itself sometime in the future.

You might want to remove the lowering blocks and get the rear springs rebuilt and re-arched. If it were mine, I would improve the handling by: 1) Remove the lowering blocks. 2) Have the rear springs rebuilt. 3) Install new Delco low pressure gas shock absorbers made for early Corvettes. These are the cheapest shocks available, and they work the best!

Question: I was wondering if you could give me some guidance on removing the hubcap on a 1961 Corvette. I have a flat and want to change it. It seems like it should be pretty basic, but I don't want to damage it while removing it. Thanks so much.

Answer from Noland Adams, Founding Pres. of SACC: I assume you are talking about the full-sized wheel cover, as opposed to the small "dog dish" hubcap. The wheel cover is stamped from a thick alloy, so it thicker and heavier than it may appear. There is indented area around the outer surface of the wheel cover. The wheel itself has a number of raised "bumps" in its inner rim. These "bumps" are stamped from the inside, so they appear raised. The indented area in the edge of the wheel cover is forced over the raised bumps to install the wheel cover by tapping the edge of the wheel cover carefully with a rubber hammer. The wheel cover is removed by prying around the wheel cover with a large screwdriver. Go easy, as all you want to do is move the wheel cover over the little bump. Pry a little at several places until the wheel cover pops off. You are right; this material can be damaged easily, so proceed slowly.

Answer from Larry Richter, Founding Treas. of SACC: Take a flat screwdriver and press it on the side that is easy between the cap and the rim. Pry with the handle to loosen the cap, only do a small amount of lifting. Then repeat the process several times. Each time the cap will come a little further out and you should be about a quarter to half way around the cap. At this time the cap should come off. When you replace the cap put the cap with the valve stem first and work around both sides. If you do have a soft rubber hammer, sit down facing the cap with your shoes off and use your feet. Make sure it is tight all the way around.

Question: First of all, thank you very much for your extremely prompt reply to my earlier inquiry regarding bare 327 CSB, casting code 3782870, casting date A152, stamped FOII8RJ. Unfortunately, I neglected to include the VIN for the car. I am thinking about using this bare block for in my earlier request for technical support.

I have been told that my 1962 Corvette, VIN: 20867S105822, was assembled at the Saint Louis, MO assembly plant on 01/23/62. Can you verify that build date?

Answer from Noland Adams, Founding Pres. of SACC: To determine a Corvette's birthday I use The Corvette Birthday Book, compiled by Dennis Moore. Dennis has taken all of the known production dates and service bulletins and produced a 1953 to 1982 Corvette production date calendar. Your previous owner must have used this same reference, because I came up with the same date: Tuesday January 23, 1962.

Question: Last summer my dad gave me his 1959 Corvette. When I was a kid it was our everyday car. It has been sitting for 10 years and I am trying to get it running. What I have found is that things have been modified. The engine has the generator mounted on the left side instead of the right (I believe it is a 1963 Vette engine) the voltage reg is also on the left and not the right. My question has to do with the fuel line. I noticed the metal line runs from the back to the front of the car but was disconnected and replaced with a rubber line that goes from the sending unit to a cylinder (possibly an electronic fuel pump) mounted on the frame under the passenger seat (with an electrical wire going "somewhere") from there the rubber line goes to the fuel pump on the block then, of course, to the carb. Is this normal?

Speaking of fuel, do I just run regular unleaded, when I do get it running?

Answer from Noland Adams, Founding Pres. of SACC: Before I recommend a grade of fuel, I'd like to know more about your engine. Unless it's a high-horsepower engine with high compression and solid lifters, regular unleaded will perform well for you.

The addition of an electric fuel pump mounted under the passenger seat is certainly unusual. Normally the metal line runs from the tank to the fuel pump, where a special flexible line is attached. Then a metal line runs from the mechanical fuel pump up the front of the engine to the carburetor. Perhaps there was a problem with vapor lock, and the electric fuel pump was added to eliminate that situation. The fuel pump wire is probably connected to the ignition switch so that when the ignition is on, the fuel pump is working. If the fuel line doesn't leak, and the electric fuel pump works, it should run okay even if the mechanical fuel pump is bad. If you have any fuel starving problems, I would replace the mechanical fuel pump.

If you want to return the fuel system to an original type system, you can refer to the Restoration Book I wrote (expensive at $75.00 postage paid), or get a copy of the Assembly Instruction Manual (AIM) for about $20.00. AIMs are available at your favorite Corvette parts sources.

More Tech Tips in Back Issues of "Straight Talk" online at: www.VetteLegends.com

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If yes, what areas could you give Technical Help?

Engine___ Stock Trans____ After-market Trans____
Carbs____ Fuel Injection___ Rear End____
Add A/C___ Body Work___ Paint___
Brakes____ Electrical____ All___
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