



September 2023

Straight Talk

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

Scenic Lunch Cruise to Roadside America Museum

Club Event!

Meet at 10 a.m.
Hilton Garden Inn
635 E Pearl St,
Granbury, TX
(817) 579-3800

**Saturday,
September 16**

Lunch
at 11:30 a.m.

Loco Coyote Grill
1795 Co Rd 1004, Glen Rose, TX
(254) 897-2324



Arrive at
1:30 p.m.

RSVP to
Dennis Conte
dennis.conte@att.net
or (972) 839-8473

Roadside America
Museum
212 E Elm St., Hillsboro, TX
(972) 291-2958



President's Message



I hope everyone has enjoyed our events so far in 2023. We had a great turn out for the July picnic. See page 3 for the story.

Our next event will be a fun road tour September 16 to Roadside America Museum. It's a fun place full of memorabilia that we can all relate to.

Please come out and join us for the fun day of driving, lunch and memories.

I will be resigning as President at the end of the year, since I don't have a C1 any more. I hope you will consider stepping up and help this chapter continue to have a great time enjoying their Solid Axle Corvettes together.

Dennis Conte

President, SACC, Red River Chapter

OFFICIAL CONVERSION CHART

When Interpreting Antique Car Ads

| IF IT SAYS: | IT REALLY MEANS: |
|----------------------|--------------------------------------|
| Rare Model | Nobody liked them when they were new |
| Older Restoration | Can't tell it's been restored |
| Needs Engine Work | It's been frozen for 30 years |
| Used Oil | Just throws it out |
| No Rust | Body & fenders missing |
| Rough | It's too bad to lie about |
| One Owner | Never been able to sell |
| No Time To Complete | Can't find parts anywhere |
| Needs Interior | Seats are gone |
| May Run | But it never has |
| Low Mileage | Third time around |
| May Need New Parts | Keeps breaking down |
| 29 Coats of Paint | Needs that much to cover rust |
| Clean | It sat out in the rain yesterday |
| Best Offer | About what I expect to get |
| Always Driven Slowly | Won't go any faster |
| Prize Winner | Hard luck trophy 3 times |
| Stored 25 Years | Under a tree |
| Real Show Stopper | Orange/Purple fenders |
| Easy Restoration | Parts will come off in your hands |
| Ready To Show | Just washed it |
| Top Good | Only leaks when it rains |
| Good Investment | Can't ever be worth less |

Plano, Texas 4th of July Parade



2023 Miss DFW, Angelica-Jasmine Bates rides in Ed Atchley's 1962-bodied 2005 Black Convertible... Not a C-1, but it's really cool.



Plano City Councilman, Rick Horne is driven by Greg Hurlburt of Plano, TX in his White/Silver 1959 Corvette



Plano City Councilman, Rick Smith is driven by Charlie Marks of Plano, TX in his Fawn Beige 1961 Corvette

DALLAS, TEXAS

MECUM
AUCTIONS

September 20-23, 2023

Kay Bailey Hutchison Convention Center
650 S. Griffin Street, Dallas, TX 75202

Wednesday, Sept. 20-Saturday, Sept. 23

8 am: Gates Open

9-10 am: Road Art Auction

10 am-Close: Collector Car Auction

DAILY SPECTATOR TICKET PRICING

Advance Tickets: \$20 per person, per day. Online-only
(Advance sales offered til 11:59 pm, Sept. 19, 2023 CDT)

Once Auction Begins: \$30 per person, per day.

Club Event!



Bill Preston's Black/White 1957 and John Spencer's Red 1954

SACC Red River Chapter Summer Picnic



Don Eckhart's Red/White 1958



John Totter shows off the engine of his Black/Silver 1959 ->



Don Eckhart, John Spencer and Jon Totter visit as cars arrive.



Fortunately we had a great air conditioned place to eat and visit at Dennis Conte's neighborhood club house on the VERY HOT day.

The Red River Chapter of the Solid Axle Corvette Club had a Summer Picnic on Saturday, July 15. Chapter President Dennis Conte hosted it at his neighborhood club house in Savannah, Texas, on the north side of the Dallas metroplex near Denton. VP Tom Hubbert was his #1 helper.

We had a great showing of beautiful Corvettes parked at the club house.

Attending were Tom & Mary Jean Entrekin, Don & Denise Eckhart, Diane & Bill Preston, Robert & Maggie Cotner, Al & Mary Ann Lisbona, Rob Stewart, Keith May, Linda & Sam Deneault, Linda & Bob Rockett, Maggie & Bob Van Guilder, Sandy & Kurtis Allen, John Spencer, Bill Foote, Dennis Conte, Tom Hubbert, John Totter, Rocky Rainbolt, Rita Smith, and Don Brittin who is the Vice President of the National Solid Axle Corvette Club.





SCHEDULE OF EVENTS

- 6:00AM ▶ EXHIBITOR'S GATE OPENS**-7th St, & Throckmorton St. for booth set-up by **7:15AM**
- 7:30AM ▶ PRE-REGISTERED VEHICLES GATE OPENS**-From the North, traveling South on Commerce St. enter from East at 9th St. & Commerce
- 8:30AM ▶ DAY-OF-EVENT REGISTRATION GATE OPENS**-Enter from South at 9th St. & Houston St.
- 10:00AM SHOW OPENS**
- 10:00AM PROSTATE CANCER SCREENINGS**-6th St. between Houston and Main, runs until 2:00PM
- 2:30PM AWARDS AREA** -At the corner of 6th St. and Main
- 3:00PM SHOW CLOSES** -THANK YOU!

Pre-Register on Line at
www.wheelsforwellness.org
Pre-Registration
closes August 31, 2023
\$35

DAY-OF-REGISTRATION: \$40
 (If available, space is limited)

CAR SHOW MAP



DIRECTIONS PRE-REGISTERED:
 The gates open at 7:30AM for pre-registered cars so that you can get in early prior to those that are registering the day of. Pre-registered cars are to line up on the west curb of SB Commerce Street, then turn right (west) onto 9th street. No one will be allowed to turn left on to 9th Street from NB Commerce Street. You should have received a pre-registration entry card in the mail, present it at the gate and the pre-registration booth after parking.

DIRECTIONS DAY-OF-REGISTERED:
 The day-of-registration gate opens at 8:30AM. If you did not pre-register please enter the event from the South at Houston and 9th Street.

- LEGEND**
- Vehicle Parking
 - Registration
 - Volunteers
 - T-Shirts
 - Testing/Screening
 - Donation Stations
 - Awards Area
 - Exhibitors
 - Restaurants
 - Hotels
 - Portable Restrooms

- FOOD/BEVERAGES**
1. Starbucks
 2. Jamba Juice
 3. P&E Coffee
 4. The Cheesecake Factory
 5. Toll House
 6. Funky Town Donuts
 7. Cantina Loredo
 8. Potbelly
 9. Mi Cocina
 10. Salata
 11. Jake's Burgers
 12. Corner Bakery Cafe
 13. Little Red Wasp
 14. Al Dente Italian
 15. Casablanca Coffee
 16. J's Burgers 'n' More

- HOTELS**
1. The Courtyard by Marriot
 2. Embassy Suites
 3. The Ashton Hotel
 4. Hilton Hotel
 5. AC Hotel
 6. Harper Hotel

EVERY CLASSIC HAS ITS OWN APPEAL



1958 Corvette owned by Yavuz Colusan of Irving, TX. 756 Signet Red/White 58 Vettes were produced. It has a 230 HP 283 CID engine with one 4-barrel carb... 1 of 4,253. Transmission is a 4-Speed manual transmission... 1 of 3,764. Options are: Heater, Wonderbar Radio, Park Brake Alarm, Courtesy Lamp, Two-tone Paint, Whitewall Tires, 4-Speed Transmission

1958 marked the second major revision to the Corvette since its inception in 1953. Although the chassis and running gear were essentially unchanged from the previous model, including the Rochester Fuel Injection option. But the body underwent a big makeover.

For the first time, the Corvette sported four headlights. The front grille was much larger and heavier. The front and rear “bumperettes” also were much larger, actually affording a bit of protection. Even the Corvette emblems on the hood and the trunk were larger than their '57 counterparts. Side coves remained as a significant styling feature, but they were dressed up with a reverse scoop. Overall, the 1958 was more than nine inches longer and two inches wider than the nearly identical 1956 and 1957 models.

Less Concept Car, More Production Car

The interior was changed, too. The instruments were concentrated in a tidy pod, rather than strewn across the dashboard. There was a grab bar on the dash in front of the passenger. The familiar waffle pattern vinyl seat covers, door panels and hardtop liner was gone. It was replaced by a mimic of the popular “tuck and roll” interior treatment.

Most of the new design features were carried through to the following model years, such as the chrome strips that ran along the top of the front quarter panels from the headlight bezels almost to the windshield. But there were a few one-year-only items that make '58s easily identifiable. The hood had a “washboard” fake louver. And the trunk was adorned with two chrome spears.

For years, the self-described purists among Corvette collectors looked down their noses at '58s, largely because they perceived these styling touches to be excessive. That kind of snobbery may have helped keep the price down a



on the resale market for many years.

Corvette owners in 1958 didn't seem to be turned off by the glitz of the '58 when it appeared on the showroom floors. 9168 were produced, far more than the 6339 Corvettes built in 1957 and just a tick over 500 fewer than the 1959 production. Its base price was \$3,591. Today, '58s are valued every bit as highly as the rest of their first generation brethren.

For years, a Panama Yellow 1958 Corvette adorned the Corvette Diner in San Diego. When the Diner moved to a new, much larger location, restaurant owner David Cohn turned to the Corvette Owners Club of San Diego for assistance in refurbishing his '58 in time for the Diner's reopening. Because it would not run on its own, David's '58 had to be moved by forklift to a flatbed truck and transported for refurbishment. A set of correct wide white Firestone tires



were found and replaced the terrible all-weather radials that had been on the car. New gaskets were needed for the carburetors. And years' worth of physical abuse wiped away.

Some classic Corvettes spend their golden years as ornaments, but at least in this case this particular example is still a factory color. The new Corvette Diner's interior designer didn't like the Panama Yellow color. Local enthusiasts convinced the owner to at least repaint it in a factory correct color. The designer selected Regal Turquoise from the '58 color chart. The white coves remained. So visitors to the new Corvette Diner are once again welcomed by a familiar, if somewhat redone 1958 Corvette, placed on a pedestal just inside the front door.

They Destroyed the First Chevy Corvette's Wooden Body Bucks and We're Still Mourning Them

These works of art should have been saved for a museum instead.

Molded Fiber Glass Companies founder Robert Morrison is largely hailed as the father of the molded fiberglass body of the Chevrolet Corvette. Based in Ashtabula, Ohio, Morrison was known as a highly competitive go-getter who convinced GM to build the new roadster in fiberglass instead of the usual steel. Fiberglass was an intense hand-built process back then, and as the 'Vette started rolling off the line, the company used these wooden body bucks in order to create the mirror-image molds to shape the curves of the sports car.

But these weren't your typical body bucks made from any old wood. No, the Corvette body bucks were carved from exquisite Polynesian mahogany, and the pictures show that they were also standalone works of art. The craftsmen who build these sculptures were very skilled, and the body bucks should be in a museum somewhere we can all gaze in wonder. Unfortunately, all we have left are these photos.

Chevrolet didn't know that the sleek roadster would cause so much buzz when they brought it to the Waldorf-Astoria Hotel for Motorama in 1953. Crafted in fiberglass and equipped with a six-cylinder engine, Chevy named it Corvette after a class of small warships. Perfectly timed to appeal to both soldiers returning home from World War II and the recovering nation, the Corvette stood apart from the rest of the lineup in the Chevrolet fleet.

As the story goes, the brand made the decision to construct the Corvette in steel instead of fiberglass. Before they could begin, however, they had a change of heart, and Morrison received a middle-of-the-night call. Waking his family, the Morrisons toasted the Corvette, which became their primary source of income for many years. In fact, the Morrisons' basement became Ground Zero for the vehicle in the beginning stages; GM engineers worked next to MFG staff on a makeshift workspace on a ping-pong table.

The wooden body bucks were used for the very first Corvette at the Motorama auto show and for some time after. They were carefully and meticulously hewn from mahogany, which is often chosen because it is less likely to warp, shrink, or swell than other woods. The



fact that it's a rich, beautiful color is a side benefit. During that period of time, sheet steel or aluminum were often hammered over body bucks to create panels for vehicles.

Sadly, every one of the mahogany body bucks destroyed when Chevrolet didn't need them any longer. At least we have a shiny new mid-engine C8 to distract us.



Come hang out with Legends Corvette Club at Good-Guys TMS

Corvette Legends of Texas will have a special display area at Good-Guys Show September 29-October 1 at Texas Motor Speedway. We'll have some shade, chairs and cold water. Come by and say hello and spend the day with us.

If you've never been to Good-Guys, you'll love it. Even if you buy a 3-day pass, it is not required that you attend every day. You may come and go as you please.

Show times are:

Friday, September 29 - 8:00am to 5:00pm

Saturday, September 30 - 8:00am to 5:00pm

Sunday, October 1 - 8:00am to 3:00pm

You can register at the host hotel at TMS (DFW Marriott, 3300 Championship Circle) South across Hwy 114 from TMS starting Thursday, September 28.

A few reminders:

Cars newer than 1998 can **only** be driven into the show on Sunday. You can still attend on Friday and/or Saturday, but you will have to park in the parking lot and walk or take available shuttles into the show grounds.

On Sunday, all years of American manufactured cars can enter the show grounds with the appropriate pass. We would like as many Corvettes as possible to join together on Sunday in our reserved parking area in the show grounds. Bring coolers, shade devices,

food and join us for the day at the show.

Register and/or buy tickets on line or at the DFW Marriott. If you want to go just on Sunday there is a special price offered on line at:

good-guys.com/non-member-registration

For those driving onto the show grounds, all vehicles must vacate the show by closing time each day. You cannot leave your car overnight.

In addition to vendors, here are other activities available to you:

TMS Track Laps In Your Vehicle

All American Sunday *welcoming American-made or powered vehicles of all years*

Goodguys AutoCross - *Featuring the Autocross series Summit Racing "Big Boss" Shootout*

NASCAR Stock Car Rides (extra charge)

Nitro Thunderfest Dragster Exhibition

Burn Out Competition

Swap Meet

Cars 4 Sale Corral

Kids Zone - Free Arts and crafts, games, prizes & more! Kids Make and Take Sat. 1pm / Sun. 11am.

Complimentary Guest Shuttles provided from spectator parking

Thursday Kick Off Party

Live Music Entertainment

21ST ANNUAL CORVETTE SHOW

http://www.cowtownvettes.org/EventsN/2023/102123_CS_I.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**

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

**THE FIRST 100 ENTRIES
RECEIVE ONE FREE T-SHIRT**

**GOODIE
BAGS**

**50/50 RAFFLE
PROCEEDS TO
BENEFIT LOCAL
CHARITIES**

**SETUP:
9AM - 10AM
CLASSES:**

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

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

**DOOR PRIZE DRAWINGS
FOR PARTICIPANTS**



2023 Sulphur Springs Corvette Show
Saturday - October 28th, 2023
Corvette Only Show - Celebration Plaza



Sulphur Springs
TEXAS
Just play. Have fun. Celebrate!



Website:
www.visitsulphurspringstx.org

Corvette Show - Saturday, October 28th
Sulphur Springs Downtown Plaza (Rain or Shine)

Friday Night Welcome Reception - October 27th
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.com

2023 Dealer Sponsor



903-437-6925
478 Wildcat Way, SS, TX



OCTOBER 14, 2023

17th Annual

CORVETTE SHOW



RAIN OR SHINE

All Proceeds going to Volunteer Fire Departments



Over 100 Corvettes
on Display



Judging Starts at 10:30A.M.



BEST OF SHOW WINNERS 2022

C1-C4 Tim Warlaw
1963 White Convertible.

C5-C7 John Paul
2003 Red Z06



On The Historic Square In Granbury, TX

October 14, 2023

BRAZOS RIVER CORVETTE CLUB MEMBER'S CARS WILL NOT BE JUDGED
BRCC CARS WILL BE DISPLAYED IN A SPECIAL DESIGNATED AREA

www.brazosrivercc.com

CHECOTAH CHAMBER OF COMMERCE

CAR SHOW *and* **BACKYARD BBQ**



RED DIRT
PRODUCTION SERVICES



Competition

**TASTER KITS:
\$10 (TILL SOLD OUT)**

Kyle Edwards
AUTO GROUP

CROSS

**MUSIC BY: SHILOH - GOING FOR BROKE
FEATURING STEVE SHRUM**

SATURDAY, SEPTEMBER 23, 2023

CHECOTAH SPORTS COMPLEX

FOOD TRUCKS-CORNHOLE TOURNAMENT-50/50 DRAWING

**CUSTOM TROPHIES
AND CASH PRIZES**

**9AM-3PM
GATES OPEN
AT 7AM**

**CONTACT CHECOTAH
CHAMBER FOR MORE
INFO 918-473-2070**

Mounds, OK

SATURDAY 10/7/2023

A SPECIAL THANK YOU TO
OUR MAJOR SPONSORS:



RAIN OR SHINE

LOCATION:

Downtown Mounds, OK

Located on Hwy 75A
Highway 75 (Beeline) to 201st St. S.
Turn West on 201st - 2.5 mi to Mounds

REGISTRATION:

- * Pre-registration recommended
- * Check-in/Registration 8:00-10:00
- * Pre-registration Entrance Fee \$15.00 (If registered by September 27)
- * Registration Day of Show \$20.00
- * *Bring two or more non-perishable food items and receive \$3.00 off*
- * Pre-registered entrants receive \$3.00 back at check-in.



TOP Three Trophies in ALL Classes

Over 50 Trophy Classes
Plus Special Awards:

- Best of Show
- Best Original Paint
- Best Custom Paint
- Best Original Interior
- Best Custom Interior
- Best Original Motor
- Best Custom Motor
- Best General Motors
- Best Rat Rod
- Best Ford
- Best Mopar
- Best Truck

- Twisted Motorsports Top Pick
- Best Overall Motorcycle
- Best Motorcycle Custom Paint
- Chief of Police Pick
- Club Participation Trophy
- Longest Distance Award

OPEN TO THE PUBLIC:
Cars - Trucks - Motorcycles

ALSO:

Cash & Gift Drawings for Entrants
50/50 Pot - Drawing

Event Proceeds benefit:
Mounds Community Angel Tree
and Food Bank (non-profits)

Mail Registration Forms and Fee to:
Mounds Annual Car Show
P.O. Box 258
Mounds, OK 74047



ahb.bank



MORE TROPHY CLASSES
AND/OR MORE INFORMATION

CONTACT:

Myra Burke
(918) 346-5867

MoundsCarShow@Yahoo.com

TROPHY CEREMONY
at approximately 2:30 p.m.

Credit and debit cards
now accepted for registration fees
and t-shirts.

Cut on dotted line and return lower portion with payment

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

Email Address: _____ Motor Custom _____ Original _____

Paint Custom _____ Original _____ Interior Custom _____ Original _____


Make _____ Year _____ Model _____ Code _____

Club Affiliation _____ Signature _____

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

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:
ANTIQUE (PRE-1949)
CLASSIC (1950-1970)
HOT ROD /STREET ROD
MUSCLE
TRUCK IMPORT
MOTORCYCLE
PROJECT (UNFINISHED)

ERVIN CAPPS
CONDOR CUSTOM
BOAT SHOW & OPEN
CLASS



AWARD CATEGORIES:
1ST & 2ND IN CLASS
PEOPLE'S CHOICE
BEST IN SHOW

ALL PROCEEDS
BENEFIT THE
DRUMRIGHT
HIGH SCHOOL
BASEBALL TEAM



SCHEDULED EVENTS



On site registration will be maintained at the Blindman Autocross at Best Western Inn of the Ozarks Convention Center with Hospitality Area, Cash Bar and Vendor Area (Friday afternoon); Owner's Choice Car Show at Pine Mountain Village (Saturday). Pre-registered participants may pick up their packets at any of the listed times and sites.

\$70 per car is a one year membership in the ESCW and includes participation in all events, including display in the Owner's Choice Car Show. Registered cars will receive a dash plaque, hat pin, and a 10% discount on all National Corvette Museum purchases. Register for a chance in the drawing to win a new Corvette!

THURS. - 10.05

3:00PM - 6:00PM

Blindman Autocross & Membership Registration at Best Western Inn of the Ozarks Convention Center with Hospitality Area, Cash Bar and Vendor Area



9:00AM - 11:00AM

Fuel Economy Run - staging & membership registration at Land-O-Nod

2:00PM - 6:00PM

Continued Membership Registration at Pine Mt. Village/Pig Trail Harley Davidson



2:00PM - 4:00PM

Quick 60 Competition - ****NEW EVENT**** Location Pine Mt. Village/Pig Trail Harley Davidson. Corvettes line up & accelerate as quickly as possible while being timed 0 to 60 ft & must stop within 40 ft.

2:30PM - 6:00PM

Scenic Tour to Crystal Bridges Museum of American Art in Bentonville, AR - Self-guided tours. Limited paved parking at Crystal Bridges. Staging at First Christian Church at 763 Passion Play Road at 2:30pm. Departure at 3:00 pm. (Bring your Cameras)

FRI. - 10.06

7:30AM - 11:00AM

Continued Membership Registration at Pine Mt. Village/Pig Trail Harley Davidson

7:50AM - 10:30AM

Owner's Choice Car Show staging at Pine Mt. Village/Pig Trail Harley Davidson. Show staging ends at 10:30am.



SAT. - 10.07

SAT. - 10.07 (CONTINUED)

9:00AM - 1:00PM

Owner's Choice Corvette Show and "For Sale Corral" Featuring Random Balloting. All Owner's ballots must be turned in by 11:30am.



SORRY, NO TRAILERS, GOLF CARTS OR TENTS ALLOWED ON SHOW GROUNDS.

SHOW CATEGORIES 53-62 (C-1); 63-67 (C-2); 68-82 (C-3); 84-96 (C-4); 97-04 (C-5); 05-08 (Early C-6); 09-13 (Late C-6); 14-16 (Early C-7); 17-19 (Late C-7); 20-24 (C-8)

12:00PM (NOON)

Salute to our Veterans Presented by American Legion



12:30PM - 2:00PM (ESTIMATED)

Fuel Economy Run; Quick 60; Blindman Autocross; Car show Awards at Pine Mt. Village/Pig Trail HD

3:00PM - 4:00PM

Poker Run registration and departure from Turpentine Creek Wildlife Refuge - Hwy 23 South



6:00PM

Parade of Champions road tour for all award winners. (Staging starts at 6:00pm in the Parking lot at the St Elizabeth Parish Center; 232 Passion Play Rd. Parade departs at 6:30pm and proceeds west on Hwy 62 to the Best Western Inn of the Ozarks where it ends).

SUN. - 10.08

8:00AM - 10:00AM

Bon Voyage Breakfast at Base Camp Coffee House

NEW LOCATION (Sister store to downtown location) Cinnamon rolls, muffins, breakfast sandwiches, and complete breakfast menu along with large selection of coffees and teas.



Located at 150 Passion Play Road; Eureka Springs (additional paved parking at Church next door)

Must use coupon in your Registration packet for discount. Good only Sunday, October 8, 2023 between 8:00am and 10:00am. One coupon per person; you must be present to use coupon.

CLUB SPONSORS

KANSAS CITY CORVETTE ASSOC (CAR SHOW & BLINDMAN AUTO CROSS); LONE STAR CORVETTE CLUB (POKER RUN); TULSA VETTE SET (FUEL ECONOMY RUN & QUICK 60 COMPETITION); NORTHWEST ARKANSAS CORVETTE CLUB (PARADE OF CHAMPIONS); SOUTHWEST MISSOURI CORVETTE CLUB (SCENIC TOUR); AIR CAPITAL CORVETTE CLUB (NURSING HOME PRIVATE SHOW); CENTRAL ARKANSAS CORVETTE CLUB (EVENT ASSISTANCE); AND RAZORBACK CORVETTE CLUB (REGISTRATION/MERCHANDISE SALES)

Eureka Springs Corvette Weekend is an Arkansas non-profit corporation with over \$104,150 donated to date.

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: Do you know where I can get a gasket rebuild kit for the original 3-speed transmission that came with a 1961 base model (230 hp). I found the rebuild kits for the 4-speed but not for the 3-speed.

Answer from Bill Huffman, Michigan Chapter Pres.: If you haven't already done so, call (instead of looking in the catalog) the usual Corvette parts vendors and ask for a Saginaw 3-speed manual rebuild kit. Low volume items are not always in the catalog.

If Corvette Central, Paragon Reproductions, Chicago Corvette or 4 Speeds by Darrell in Vermillion, IL can't get you one, try a local transmission repair shop or Chevy dealer. If you brought it in for repair, they would find one.

The question I have for you is, do you really drive a car with a non-synchro-mesh 1st gear? The reason parts are hard to find is that most owners convert them to 4-speed for drivability. Unless you have an absolutely original museum car, value should not be adversely affected by making it easier to drive.

Question: I have a 57 Corvette. I have owned it since 1977! The fan shroud was missing, so I ordered one from Paragon. It will not install properly. When you view the photos in Noland Adams' Corvette Restoration book, it is noted that the upper shroud was installed to the lower shroud before the body drop.

This replacement shroud will not install as it should. Should I loosen all the body bolts again to raise the car up enough so that the upper shroud bolts correctly to the core support, or am I missing something? I hate to re-shim the whole car again, just to get the upper shroud to fit.

Answer from Bill Huffman, Michigan Chapter Pres.: If I understand your question correctly, you bought a 20

year old previously wrecked 1957 Corvette that didn't have a fan shroud assembly but was "drivable". Thirty-some years later you decided to do a frame off restoration. The body is now re-bolted tightly to the frame and in trying to complete the car, the fan shroud won't bolt up.

The body from firewall rearward is supported by the frame. Shimming is to minimize body twist so the doors, deck lid and trunk are supported and fit correctly. The body from firewall forward is supported by the radiator, support which is supported by the front crossmember. The fan shroud actually defines the angle between the radiator support and the front horns of the frame.

The hood hinges attach directly to the radiator support. That, within the hinge's adjustment limits, determines the hood height and position. The front end can be raised or lowered to match the body height to the front of the hood.

If the doors, deck lid and trunk open and close properly and the edges are uniform, leave the body bolts/shims as is. If not, loosen them for re-shimming later. Remove the hood. Loosen the two radiator support to front crossmember bolts. Loosen the radiator support to inner fender bolts on each side. (They should have a large fender washer under the bolt head)

Loosely attach all the fan shroud attachment hardware. After all the fasteners are installed, start re-assembly by tightening the fan shroud to both the frame and radiator support. Reattach the hood. Raise the front end to match the hood and re-tighten the inner fender attaching bolts. Retighten the radiator support to front crossmember bolts. (Some re-shimming may be required between radiator support and front crossmember)

If it still won't line up, there may be frame distortion from a previous accident that never got fixed. It's possible that's why your car didn't have a fan shroud when you bought it.

Question: I am trying to replace the front brake drums on my 58, but they will not separate from the hub. The Corvette servicing guide says the drum is held to the hub by three rivets which must be removed to replace the drum. Are these rivets available and if not where would I go to have them replaced?

Answer from Bill Huffman, Michigan Chapter Pres.: Except for maybe "proving originality" the rivets aren't needed at all five studs and lug nuts hold the drum and hub assembly together. Not replacing the rivets will have no effect on your car's drivability.

Question: Here is the car-1962 was originally a carb car-converted to a fuelie in 1987. The injection is a 1961 and runs like a top. My question is, what is the solenoid on the front of the engine.

It has a vacuum line connected to the cranking sensor and vacuum advance. The car starts -will not idle runs rich. I discounted that solenoid car runs like a top. I

know that this is a modification someone placed there. Is it needed? Should I get rid of it? replace it ? or forget it and drive the car. I think it is connected to a battery cut off installed as part of an old pager alert security system. The Gentleman I purchased the car from owned it for 27 years and is just not a mechanic and can not give me any information. The car originally came from California. The car is really a driver for me-and my hope is it remains in my family for many years. A old love affair and distant dream now my reality

Answer from Doug Prince, SoCal Tech Advisor:

The "Achilles Heel" for Rochester fuel injection units from 1958-1963 was the cold start cranking signal valve. When this valve would fail and not close, the fuel injection unit would run extremely rich and not idle. This valve is currently available either brand new or rebuilt from Jim Thorpe, 563-359-7863 and sells for around \$140.00. This valve is also available from other fuel injection parts suppliers. The purpose of this valve was to supply cranking engine manifold vacuum to the main control diaphragm for starting only. As soon as the engine started and manifold vacuum to the valve was 3 inches or more it was to have closed off. Failure to close itself off would cause over rich conditions and no idle quality. If your engine will cold start without the need for the valve, then don't replace it. If cold starts are difficult, then you should replace the valve.

Question: I have a completely rebuilt starter installed on my 1961 Corvette. When I turn the ignition from the "start" position back to the "on" position the starter continues running. What ideas do you have?

Answer from Doug Prince, SoCal Tech Advisor:

I had a similar problem on a 62 Corvette that I was restoring. The starter that I took out worked just fine, but how many of us have said "No, let's get it rebuilt!" Well Murphy's Law struck and the starter did the same thing as yours... It would not disengage and just kept cranking even with the key turned off. I took it back to the rebuilder and they "forgot" to replace the some inexpensive parts in the Bendix drive system of the starter housing end case. The end of the Bendix drive has a retainer, snap ring and thrust collar. The thrust collar and snap ring were worn out, and once they were replaced everything worked just fine again. Reference a 1968 Motors Auto Repair Manual, page 167 for more more information and have your Bendix drive replaced or serviced and this will solve your problem.

Question: How do I remove and replace side cove trim on my 1956 Corvette?

Answer from Bill Huffman, Michigan Chapter Pres.:

The procedure for cove trim removal and replacement is the same for 1956-1961. Roll the windows all the way up, Remove the door release knob, window regulator handle and door lock lever. Remove the door pull on '58-61. Remove the door panel, Remove the two inner door access covers,

Loosen the nut, star washer & flat washer from all the trim attachment studs inside the door. Loosen the 2 nuts, star washers & flat washers at the front edge of each door.

If the trim hasn't already separated from the door, rotate the stud counter clockwise to release the head of the stud from the trim. New door trim is available or you can have the old refurbished.

To re-install, reverse the process.

Question: I have a 1962 340hp. I know it is supposed to be timed at 10 degrees btdc. The tab looks like the attachment below. Could you explain to me how to read this and what notch on the tab I would use as a point of reference for 10btdc.

Answer from Doug Prince, SoCal Tech Advisor:

Each line on the tab represents 2 degrees of timing so that five lines from the 0 line to the A line would be 10 degrees BTDC. Obviously you have a reproduction timing cover tab, so be sure to line up the 0 mark with the groove in the harmonic balancer when you attach it to the timing cover. JB weld works great for this application and use the five minute brand.

Question: I was going to take my original 62 out of winter moth balls this week. Started it up and the car lurched forward even though I had the clutch in. I put the car in neutral and she cranked up just fine. However I could not put it in any gear with the engine running. With the engine off I could move thru the gears except reverse. I have had this car for over twenty years and have not had one problem with it up until now. Any thoughts on what the problem maybe or/how I could possibly fix it ?

Answer from Larry Pearson: SoCal Tech Advisor:

I have this same problem with my 1960 Corvette and 1949 Plymouth from time to time... especially after not driving the cars for several months, or years. Your clutch disc has bonded itself to the flywheel. The solution is to break it loose.

With the clutch pedal depressed to the floor and the parking brake hard on and your right foot hard on the brake pedel, put the transmission in high gear and see if applying the starter can break it loose. This always works for me. The problem should not recur once you break the clutch loose from the flywheel and start using the car.

During the winter storage, rust probably formed on the flywheel and caused the clutch disc to stick to it. Clutch discs are made or a porous material that can absorb moisture from the air and cause the rusting. If the problem continues to reoccur, or the above procedure doesn't free it, you will have to remove the clutch and clean everything. Maybe you need a new clutch disc.

Question: I currently own a C-3 Corvette which I've had since 1992, but my favorites have always been the C-1's. I'm at the point in my life where I can afford a C-1 and have narrowed my search down to the 1960 with the 283/245 horse-

power or the 283/270 horsepower. Can you please advise of the pros and cons of these power plants and reliability?

Answer from Chip Werstein, SoCal Chapter Advisor:

The only major difference between these two motors is the camshaft. The 270hp is a solid lifter cam with a lumpy idle and may require occasional lifter adjustment. The 245hp is nothing more than a base 230 hp motor with dual quads and has a smooth idle. Both engines are very streetable, reliable and easy to drive. I prefer the 270 because I like the lumpy idle and solid lifter sound.

Question: I cannot fill my tires, because the stems are not quite long enough. Do any of the companies like Ecklers or Corvette Central sell extenders? I have seen generic versions but they appear to be for big SUVs and are too large.

Answer from Bill Huffman, Michigan Chapter Pres.:

Most tire stores (Discount Tire, Belle Tire, Sears, etc.) and auto parts outlets (Auto Zone, Advance Parts, NAPA Stores, etc.) will sell you valve stem extenders.

Probably more appropriately, there are usually three different stem lengths in two different seal diameters and the tire stores could install the proper length and balance your tires for you.

Corvette Central sells the correct valve stem for your C-1 with the smaller diameter seal and will sell you the correct "Dill" caps as well. However, I found that the stem holes in most of my rims were oversize. I used the correct length, larger diameter seal stems from Auto Zone with the "Dill" caps from Corvette Central and had Sears mount and balance the tires on a newer machine that didn't scratch the painted rims.

Question: I have just purchased a 58 Corvette, It has a beautiful paint job of silver metallic blue, but there is some difference in the application of the paint. The cove is white but the cove panel behind the front wheel has the body color of blue. also the panels underneath of the front and rear bumpers there is no clear coat and it is just the blue paint. I have seen some factory photos of the cove painted like this and photos of the area under the bumpers looking like it was not clear coated. My question did the painter take some discretionary differences or did some of the factory Corvettes come this way?

Answer from Larry Richter, SACC Founding Treas.:

Regarding the Paint type; All Corvette's were painted with lacquer through the 1981 model year, if built in St. Louis. The ones built in Bowling Green did use a base-clear coat paint for the 1981 Cars. To be factory correct no clear coat should be applied to the car. Enjoy your 58.

Question: I'm working on a 1960 Corvette for a customer. Im wondering where the data plate location is at. I'm looking for paint code number and any other information it might have. Was told might be under dash pass side by heater valve.

Answer from Bill Huffman, Michigan Chapter Pres.:

The short answer to your question is that there is no paint data plate on any 1953-1962 Corvette. Depending on the build date, the VIN plate will either be just below the driver side upper door hinge attached with Phillips head screws up thru approx mid Nov 1959 or resistance welded to the top surface of the steering column just forward of the firewall.

You may find crayon markings that give an indication of paint color on the panel behind the passenger seat or in the trunk front panel behind the trunk liner cardboard.

Answer from Chip Werstein, SoCal Tech Advisor:

There are no data plates on Corvettes prior to 1963. The original color may be found written in green crayon behind the cardboard trunk divider once the paint is scrapped away. It is usually on the right side. It will only tell you the primary color, not the cove or interior color. The interior color can usually be determined by examining the interior of the car for signs of original interior paint. Under the speedometer housing is usually a good spot to look for original interior color.

Answer from Max Brockhouse, SACC President:

The only paint indication on a 1960 Corvette will be in green crayon. This will be located in the trunk. Remove the cardboard on the bulk head. Look between the center support and the right hand spring tower. If there is still paint, take a coin and press firm until paint chips or flakes off. Once you find a green spot, go slightly right, left, down and up until letters begin to form. The green crayon is wax and paint will not stick, allowing the paint to flake off. That is why you do not want to grind or scratch vigorously. This will only destroy it for ever. I would suggest you apply clear on top of the color area once you find it to save it for another 50 years. It will be written in a slight upward angle. Long paint names will be shorten. For example, BLk for black and BLUE for silverblue.

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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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: _____

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Just pay National Dues \$60.00 total*

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

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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? _____

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