



June/July 2020

Straight Talk

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

Solid Axle Tech Session

by Tech Advisor
John Spencer

Installing Front Disc Brakes on C-1 Corvette

Saturday, July 18

starting at 10:00 A.M.

Lunch provided by the club.

Even if you don't intend to work on your brakes on your Vette, this is a great opportunity to learn and enjoy the company of others. When you own a C-1, you will have lunch. Our Tech Sessions always end up being "OPEN" discussions along our very knowledgeable owners. You are welcome to drive your C-1, but not obligated to do so.

CANCELLED DUE TO UPSURGE IN COVID-19



President's Message

The National SACC Convention in Carlisle, PA, has been cancelled. I am very disappointed, but not surprised. Diane & I were planning to fly up to attend and Don Eckhart and others were planning to drive.



So we'll just plan another chapter event in August or September to make up for not going to Carlisle.

Thanks to everyone who came for our Cruise-In at Norma's Cafe on May 30. We had a great turnout and I thoroughly enjoyed seeing everyone. I especially enjoyed getting the '57 out and seeing all the other Solid Axles and especially their owners.

Hope you'll come for John Spencer's Tech Session on Installing Front Disc Brakes. We're holding it at my air conditioned garage in Flower Mound for your comfort. Please come for the fellowship, lunch and general Corvette questions and answers from the whole group. We will end up talking about anything and everything Corvette related.

"Save the Wave",

Bill Preston

President, SACC, Red River Chapter
405-412-0502



New Date **October 1-3, 2020**
Thursday, Friday, Saturday
Gates Open at 7 a.m.

Texas Motor Speedway - Fort Worth, Texas
I-35 West and State Highway 114

General Admission is FREE

Parking Fee: \$5.00 per vehicle

Sorry, no in or out privileges

Vendor spaces are available at 1-713-649-0922

Cancelled Events

June 20	Conner's Car Show	Keller, TX
June 20	1st Bapt. Church Top 55	Beggs, OK
June 20	Grand Assy of God Show	Chickasha, OK
June 27	Knights Auto Club Show	Shawnee, OK
June 27	Hillsboro Rod Run	Hillsboro, TX
June 27	Romancing the Chrome	
	@ Norma's Cafe	Dallas, TX
July 4	Red, White & Boom Car Show	McKinney, TX
July 4	Lake Fest Car Show	Wewoka, OK
July 10	Kickoff Classic	Lawton, OK
Aug 21	Summer's End Show	Rogers, AR
Aug 25-30	Solid Axle National Convention	Carlisle, PA
Oct 10	Brazos River Show	Granbury, TX



The Largest Corvette Car Show in Texas

Fri, Jul 17, 2020, 1:00 PM

Sat, Jul 18, 2020, 9:00 AM

Sun, Jul 19, 2020, 11:00 AM CDT

Bastrop Convention Center

1408 Chestnut Street, Bastrop, TX 78602
www.CorvetteInvasion.com

First 350 to register their Corvette get prime parking at the Convention Center and are allowed to participate in the Parade Laps!

FRIDAY 1-6 pm- Bastrop Convention Center

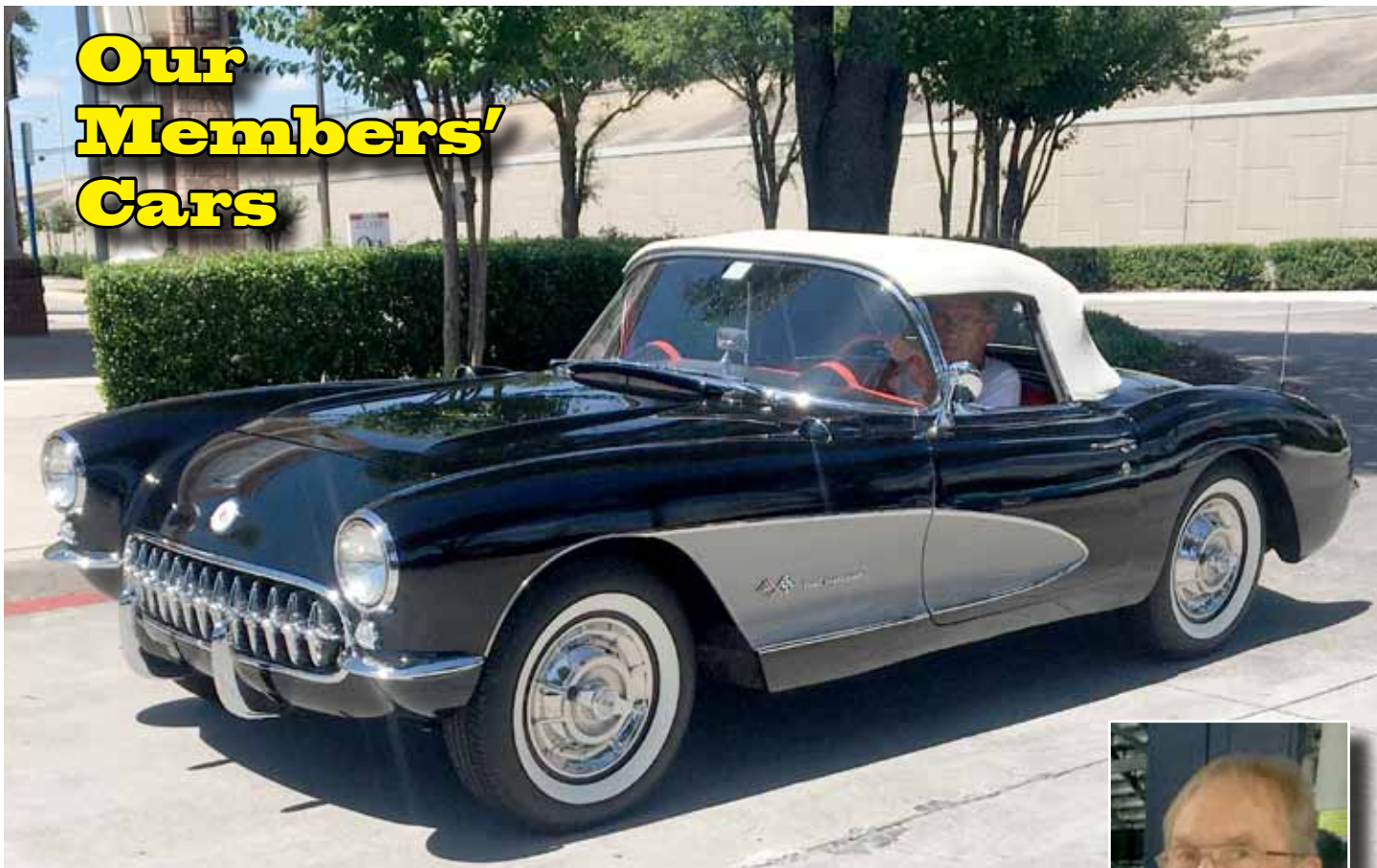
FRIDAY NIGHT 7-9 pm"Meet and Greet" Wristbands required.

**REGISTRATION WILL CLOSE AT
350 REGISTERED PARTICIPANTS OR
FRIDAY JULY 17TH AT 8:00 PM CDT!!**

SATURDAY 9 am-1 pm-Corvette Car Show

SUNDAY 7 am-Circuit of the Americas Race Track. Once we arrive we will INVADE their monthly Cars and Coffee event, the ones who are registered will go straight to the paddock area to line up for parade laps.

Our Members' Cars



It was love at first sight. I was sitting in study hall staring out the window when a beautiful new 1957 Corvette stopped at the traffic light. Later I got the opportunity to see the owner run the car at the local drag strip and turn 100 MPH in a quarter. He took top eliminator for the day which shows you what the competition was in 1957.

After high school and tech school I was in the market for my first car and the 57 owner was ready to sell. I paid \$2,200 for the original 283 HP FI with a T10 4 speed, positraction and 30,000 miles on it. At 20 years old I was a real dude in my own mind. Later, after engineering school, I went to work for the original owner at Cooper Bessemer where I worked for 54 Years.

The engine was replaced with a GM short block in 1965 after 99,000 miles. But I rebuilt and reinstalled the original



Black & Silver Fuel-Injected 1957

John McIlvoy, Murphy, TX



engine SN-F508EL in 2010 when the car was completely restored. I have managed to keep almost everything that fell off the car over the last 58 years. Almost all the chrome is original OEM and the transmission was rebuilt for the first time in 2010. I drive the car every week and have put 22,000 miles on it since it was restored in 2010.

I have owned this 1957 Corvette for 59 Years. It has a NCRS Top Flight Award Judged 97.0 % Correct at the National Convention in San Antonio. It is an Original Fuelie:

SN-VE57S104327, 283 Cu In / 283 HP

Over 200,000 Miles

Fuel Injection SN-2438 Model 7014800

SR Cam / 4 Speed / 3.70 Positraction / Wonder Bar

It was originally purchased in the spring of 1957 by Don Reed in Mt Vernon, Ohio. Don drove the car the first 30,000 miles before selling it to me in June 1961. This is one of the first 644 4-Speed T-10 transmissions sold in 1957.

Leon Wohltman restored the car for me in 2010 in Houston. We found an oil stained 1957 nickel stuck to the top of the frame during the restoration. It makes you wonder if one of the GM workers did this on purpose to amuse himself.



Solid Axle Cruise-In



Red River SACC Chapter had a very successful and well-timed event on Saturday, May 30. We scheduled the event in January, without any knowledge of being in a shut down for the Corona Virus for several months.

That Saturday was the first time it hadn't rained on a Saturday in a long time. Plus the restrictions on restaurants had been lifted to 50% occupancy, and most important... we had a little shade. We had our choice of eating inside Norma's Cafe or bringing our meal to the parking lot to sit in the shady spots among the Solid Axles.

The Cruise-In brought out 18 C-1 Corvettes and 43 people. Attending with their cars were: Don Brittin, Gary & Jennifer Sieb, Charlie Marks, Ron & Pat Cople, Bruce & Faye Jarrett, Rocky & Chris Rainbolt, Nate & Charlyne Lanford, Mary Davis & Kristina Wadley, Keith Bessell, Kelly & Jennifer Nicoletto, John Spencer, Dennis Conte, Tom & Sandy Lainson, Al & Barb Macdonald, John McIlvoy, Don Eckhart & Denise Iverson, Bill & Diane Preston, Joe & Kathryn Maulsby. Other C-1 owners attending were Bunky & Sandra Garonzik, Tom & Mary Jean Entrekin, Tom & Pat MacDonald, Jim Field, Carolyn & Albert Turner, Tom Hubbert, Jim Pagana and Don Sebert,

Everyone seemed to enjoy the casual-type gathering, so we will plan to do it again in the Fall, perhaps in a different location.

CRUISE-IN-- Continued on page 5



Snowbirds, Pat & Tom MacDonald C-1 owners from Simsbury, CT, came to check out Red River Chapter members' Vette. We hope they stay in Texas.



Charlie Marks in his Fawn Beige '61



Jim Pagana checking out Don Brittin's Red '62



Denise Iverson, Tom & Sandy Lainson and Dennis Conte enjoy lunch inside Norma's.



Keith Bessell in his Red/White '59



Jim Pagana checking out Don Brittin's Red '62



Ron Cople with his Red '62. Pat's back there enjoying the shade too.



Mary Davis and her granddaughter Kristina Wadley in their Black/Silver '59



Dennis Conte in his Jewel Blue/White 1961



Nate & Charlyne Lanford's Black 1962



John Spencer's Red '54

Tom & Mary Jean Entrekin's C6 subbing for their '56, under construction

Don Eckhart & Denise Iverson's Red/White '58

Al & Barb Macdonald's Red/White '60



Faye & Bruce Jarrett in their Blue/White 1961



Tom & Sandy Lainson's Red/White 1961



Gary & Jennifer Sieb's Black/Silver 1956



Joe & Kathryn Maulsby's White/Silver 1960



Jennifer & Kelly Nicoletto in their Crystal Sapphire/White '59



Rocky & Chris Rainbolt in their Black/Silver '59



Al & Barb Macdonald

Social Distancing is hard
in limited Texas shade

Below: Jennifer & Kelly Nicoletto
and Keith Bessell



Faye & Bruce Jarrett

C1 CORVETTE HARDTOP DISASSEMBLY DO'S & DON'TS

After 40 years, I decided it was time to restore the hardtop for my 58, which I rebuilt in 1980. Seeking help, I found numerous videos and articles on replacing the rear and side windows, replacing the header SS trim and general assembly of the top, but none on the disassembly. As a



result – I completely disassembled every piece of my top. After completion, I discovered a total disassembly was not entirely necessary. So, to make your life a lot less stressful, I am documenting what is necessary to strip the top assembly for restoration (weather stripping, paint and plexiglass). Many photos herein are of the raw frame (windows, weather stripping, and top panel removed). I do not represent my approach as the only, or even correct, approach. I will try to guide you through the order in which I recommend taking the top apart and hopefully help you avoid the pitfalls that I encountered.



by John Spencer

I started the restoration of my 58 Corvette in 1976. This is a photo of the car when I bought it:



It had no interior, the gages were there but none worked. It had an unreliable 350 ci engine and too many other opportunities for projects to mention. After three years of work and hundreds of phone calls and letters (no internet), I finished the car (for the most part) in 1980. The car debuted its rebirth in the 1980 Dallas Autorama. I have enjoyed driving the car and showing it for 40 years

However ... I never restored the hardtop!

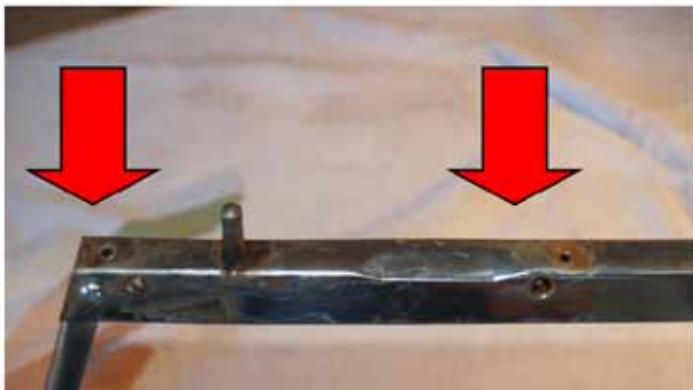


Not only was the paint in poor shape, as evidence of the photo above, the color wasn't so hot either. What shade of Green would you call it – John Deere Green? Even though they wrote a country song about that, I still don't like it. I called it terrible! So, 40 years pass and 2020 rolls around: its time to finish the project ---- here goes.

THE DISASSEMBLY PROCESS

1 - The first thing I attacked was the weather stripping (W/S). Mine was rock hard and had to be replaced anyway so I didn't attempt to save any of it.

- A) Remove the bottom W/S below the rear window frame and along the bottom of the Quarter Side Window. The W/S along the Quarter window is attached with **two push-rivets** at the quarter window - rear window intersection and **two pan head Phillips** which screw into the bottom of the quarter window frame.



I simply cut the weatherstrip along the bottom of the Rear Window.

- B) Remove the header weather strip entirely. This is held in by **9 rivets** (or screws) and keeps under the fold of the W/S.



- C) Next remove the W/S over the side windows. This is held on with 5 oval head Phillips screws. Note, these screws are also partially holding the Top Skin on the side rails.



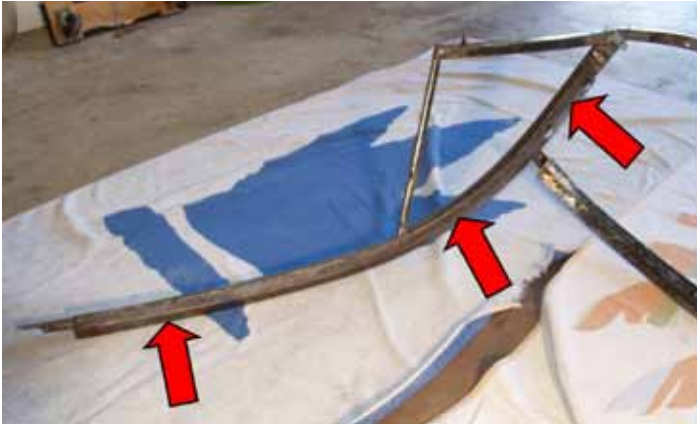
There is a **slotted pan head screw** (see 5C) at the very front outside corner of the top and **two screws** (see 7A) at the base of the quarter window vertical frame - it is not necessary to remove these screws at this time - and the weatherstrip on the front vertical quarter window will be removed in a later step (7C).

2 -Next remove the interior SS trim.

- A) The first trim to remove is the trim along the top of the rear window. This is a two-piece trim with a center cover. First, remove the center cover - it simply clips over the left and right pieces. Then, remove the trim - one side at a time. Start in the center and work to the outside. I remove the trim from the front edge (headliner side). I used a thin pry bar tool which had a 90 degree bend to get under the front edge. Once under the lip, slide your tool along the length of the trim (you may need a small hammer to assist you).



B) Next remove the interior SS trim along the rain gutter assembly. This is held in place by **3 screws**.

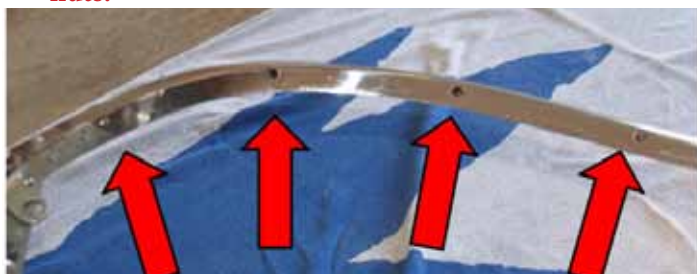


With the screws removed, the trim clips over the rain gutter frame rail. Run a putty knife under the outside front corner edge (opposite that of the headliner) and work it along the trim to the rear.



3 - With the interior trim removed, access to the attachment-hardware for the exterior trim around the rear window and along the bottom of the quarter window is exposed.

A) The lower rear window-trim is held on by **12 barrel nuts**.



B) The top window-trim is held on by **9 6-32 nuts**.



C) The side window-trim is held on by **1 barrel nut and 2 6-32 nuts**.



D) The trim along the bottom of the quarter window is held on by **3 barrel nuts**.



Note; Removing this trim presents a minor problem. The rain gutter of a 56-57-58 runs past the intersection of these three trim pieces. These three pieces of trim are joined by a cover piece. Removal of this cover piece is tedious because it is under that gutter extension.



This piece clamps over the top edges, then snaps over the bottom edge of the two horizontal-trim pieces. Very carefully, unsnap the bottom edge and work the piece off the trim pieces. Do not attempt to remove these three pieces of trim, until this joining trim is removed. Once it is removed, remove the exterior trim pieces.



4 – Next, remove the rear window itself.

A) To do this, I **cut the W/S** along the bottom edge of the window. Exposed - the window came out easily.



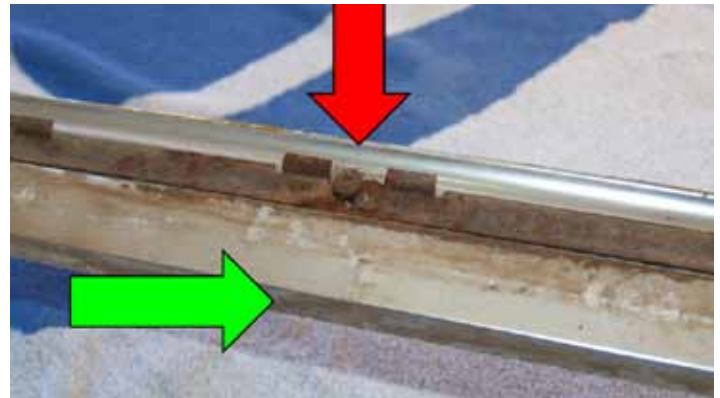
B) Next, remove the window's rubber seal. The rubber tucks into a groove along the roof skin. If it doesn't come with the window seal, don't worry about it. It is easy to get to after the top skin is removed. Removing the rubber exposes the **12 rivets** holding the window frame to the roof skin.



C) Drill the rivets out and the top skin is no longer attached to the window frame. **Not ready to remove yet.**

5 – Next remove the front header and trim.

A) Like the rear window trim, the front trim is two pieces with a center cap or cover. The trim hooks over **5 clips** along the back edge and snaps over the **front edge** of the header. **Do not try to remove it from the back edge - this trim is removed from the front.**



To remove the header trim, first remove the center cover, and then work your putty knife under the front edge of one trim piece. Start in the middle, where the two pieces join and work to the outside corner.



Again, a small hammer may be required to slide the putty knife along the front edge (a second or third putty knife may be needed to keep the trim from clamping back onto the header). Once the front edge is freed, the trim will slip off the rear clips.

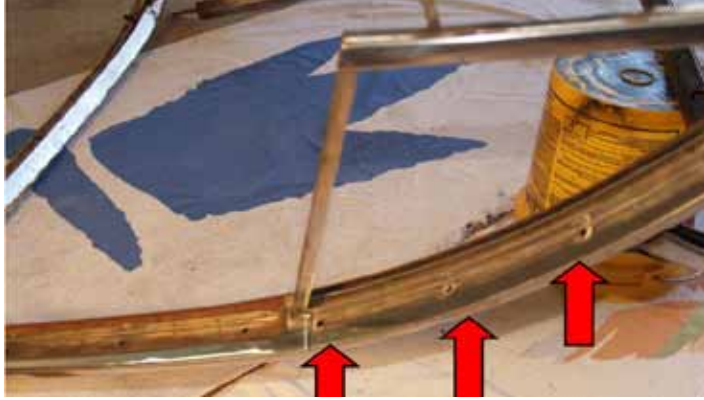
B) With both trim pieces removed, the 9 Phillips head screws that hold the trim clips to the Top Skin and Header are exposed. Remove these screws – the Top Skin is disconnected from the Header.

C) The header is attached to the gutter assembly by a **single slotted pan-head screw.**



It is located at the front outside corner of the top and should have been exposed when you removed the side window W/S (step 1-C). It is not necessary to remove this screw or the header at this time, leaving it in tack will add to the frame rigidity.

6 – All that’s left holding the Top Skin on, are **3 screws** along the outside of the quarter window.



With the screws removed – the top panel should lift off the frame easily. Note; Depending on what and how much caulk was used to seal the top to the frame – you might experience some resistance here. Removing the Header (5C) will make it easier. Also - the flange on the Top Skin to which the side rail screws may interfere with the side rail frame and prevent you from simply lifting off the Top Skin. Disconnected from the Top Skin and header the frame is fairly flexible – you may need to spread it slightly to remove the Top Skin.

7 – Next, remove the Quarter Window and W/S.

A) First, remove the Quarter Window front or vertical frame. It is held in place by **two rivets** and 3 screws. One rivet is fairly evident – it is located on the bottom horizontal-frame where it joins the front vertical-frame. The second is less obvious. It is located on the top window channel where it joins the front-vertical frame.



Note: If you drill the rivet at the top of the vertical frame, drill no deeper than is required to remove the head of the rivet, then push the rivet out the other side. These two pieces are joined with an alignment block that can be damaged if you drill into it.

Two screws are located at the front edge of the same location. The **third screw** should have been removed with the weather strip (step 1-A), but if not, it is located on the bottom edge of the front most corner of the quarter window near the location pin.



B) With the rivets and screw removed, the front quarter window frame and weatherstrip, will slip off, and the window can be removed.

C) The quarter window vertical weather strip is attached to the frame by rivets. These can be seen from the window channel.

Note: Once the window is removed – reattach the front frame with temporary hardware (4-40x3/8 machine screws and nuts) using the rivet locations.

At this stage you have removed the top skin, rear and quarter windows and all weather-strip. All that’s left is the bare top frame.



Disassembling the top frame is a destructive process. Consider stopping here. If you need to repair it, or choose to totally disassemble the top frame for the experience, here's how it's done.

- 1 - Remove the quarter window vertical-front frame (see step 7A above).
- 2 - Remove the rain gutter frame assembly
 - A) It is held in place by 6 rivets.
 - #1 & 2** – the two rivets connecting the bridge plate to the Y-Bracket.



#3-4-5 connect the side rail to the rear window frame and are visible on the outside of the quarter window.



#6 is less obvious – it is located the very end of the rain gutter frame assembly. It is best viewed from the rear window side-channel. Removal of rivets 3 – 6 are best accomplished, from this vantage point (rear window side channel). The rain gutter frame assembly should be free.



Note: It is not necessary to separate the window channel from the rain gutter frame assembly.

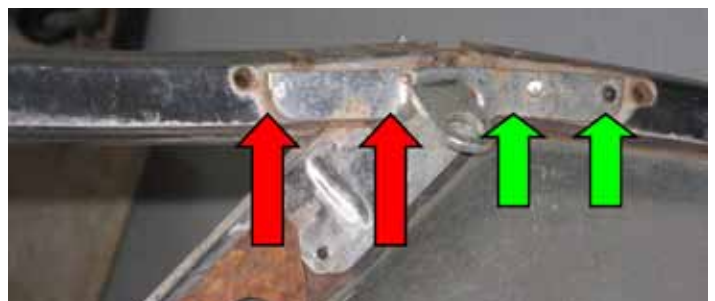


3 – If you choose to remove the lower horizontal quarter window frame, it must be disconnected from the rear window frame. The problem here is:

- A) The two are joined by a tang in the bottom of their channels, which is spot welded (x2) to each. Assuming the welds are still good, you must drill or break the **two welds** joining the window channel to the tang. Note: this area is the most susceptible to rust – rusted tang = fragile tang, thus it will break easily.



- B) Two (2) of the remaining 4 rivets in the Y-bracket must also be removed for the bottom channel to be removed. If you wish to remove the Y-bracket, the **last 2 rivets** in the Y-bracket must also be removed.



This concludes the disassembly (or destruction) of the top Good luck putting it back together.

Note: The erroneous hardware you see in the photos are the 4-40 screws and temp-rivets I used to temporarily re-assemble the frame, so, I could photograph / illustrate the hardware locations.

SUMMARIZING

- A) Strip the top assembly
 - 1 - Remove all weatherstrip except that along the front edge of the quarter window. Step 1 a,b,c
 - 2 - Remove interior trim to expose exterior trim attaching hardware. Step 2 a,b
 - 3 - Remove the exterior trim around the rear window and along the bottom of the quarter window. Step 3 a,b,c,d
 - 4 - Remove the Rear Window. Step 4 a
- B) Disconnect the Top Skin from the frame.
 - 1 - Remove rivets along the Rear Window frame. Step 4 c
 - 2 - Remove the screws attaching the Top Skin to the Header. Step 5
 - 3 - Remove the screws along the outside of Quarter window. Step 6

The Top Skin can be removed. (See note in step 6).

- C) Remove the Quarter Window and Weatherstrip
See Step 7 a,b

Things to look for during reassembly.

1 - REAR WINDOW TRIM SEQUENCE

The top trim piece over the rear window is supposed to pull down flush with the Top Skin when installed properly. When reassembling the top, install the side trim pieces last. If you are replacing the Rear Window it will more than likely want to bow out. If you install the side trim pieces before you pull the window down with the top trim, it will fix the window's placement and prevent you from pulling it down with the trim.

Also note – It is easy to break off the studs on this trim trying to suck the trim down. A word of caution is advised here. Once you have pulled the window down, you can install the side trim and align them to accept the corner pieces.

2 - ALIGNMENT – GETTING TRIM STUDS THROUGH FRAME

Another note here – Getting all the studs in this trim piece through the rubber seal and into the holes in the frame can be exasperating. The Barrel Nuts used to mount the lower trim can be used to reach through the frame into the rubber seal and onto the studs to assist in guiding them through the frame mounting holes. Once exposed, remove the barrel nuts and install the proper 6-32 nuts.

3 - RIVETS

If you totally dissembled your frame you will have to replace rivets. If you don't have any experience with rivets, here's a note; You can reinstall rivets with an air impact chisel gun and a bucking bar, but you need the proper rivet driver, and you need to turn down the air pressure (25 – 45 lbs) to your gun. If you try to drive the gun at regular pressure ~ 85lbs, it is too aggressive and your driver will jump off the rivet head and damage the material (SS) around it. With a little practice on a practice piece you can do this. Note: You set the rivet

with the driver on the rivet head and the bucking bar on the back side of the rivet. The driver and bucking bar can be purchased from Northern Tool and Harbor Freight and rivets can be found on-line or at Elliott's Hardware. All the rivets are 1/8 in dia. And their lengths vary. Length should be material thickness + 1.5 rivet dia.

You can also use pop-rivets. I only used them where the Rear Window frame attaches to the rear of the Top Skin. To use them I incorporated a back-up washer on the crimp side. Your particular gun may require some engineering to make it work, mine required a 1/4 in spacer to reach into the window channel. I used 3/16 by 5/16 rivets.

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: Bill Preston – President	cell 405-412-0502
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Diane Preston -- Editor	cell 405-615-3856
John Spencer -- Technical Advisor	cell 972-429-6000

Chapter Web site: [www.http://vettelegends.com/newsletters](http://vettelegends.com/newsletters)

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

Chapter Mailing Address:

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

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

Seat Belt Bracket

\$50

Fits C-1 Stock Belts
and some after-market belts

Keeps Belts Tidy

No Damage to Car

Easy to Use

Removable

Easy to Install

Just slide under shifter plate



Order from: John Spencer

972-429-6000

LocoJohnS@verizon.net

Share this application with other C-1 Owners

Solid Axle Corvette Club Membership Renewal/Application

Renewing Member Number _____ New Member

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 joining after August 15, will be considered paid up through December of the following year.

New members please send photo of all your C-1 Corvettes and a face shot of you (and your spouse, 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

\$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.
