



March 2021

Straight Talk

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

Bring your C-1 to the Solid Axle '53-'62 Corvette Display

& Customer Appreciation Day



Event Hosted by



Saturday, March 20 10am-2pm

C-1 Display Corvettes move in at 9:30 am

**1400 S Stemmons Fwy (I-35E)
Lewisville, TX**

Outdoors

Wear A Mask

Discounts
for Veterans

*While you're there,
check out all the
new Chevys.*

Huffines Chevrolet, Lewisville has invited us to display our 1953-1962 Corvettes during their Customer Appreciation event. It's a great chance for us to get together and get out of the house. We can show off our cars to some new people, enjoy their planned activities and help promote Patriot Paws.

Contact Bill Preston 405-412-0502
for C1 Display details.



Patriot Paws Service Dogs will be there to demonstrate and raise awareness of their services of raising, training and providing dogs to wounded Veterans for free.

President's Message

Huffines Chevrolet of Lewisville has invited us to participate in their customer appreciation event on Saturday, March 20 from 10am-2pm. They would like to have us display as many old Corvettes as possible. Please plan to bring your C-1. There will be no judging... just a chance to get together and show off the cars to interested spectators.

Patriot Paws will be there with a dog to do demonstrations and outreach for their charity.

I also invite you to volunteer with our group at Pate Swap Meet on April 22-24 at Texas Motor Speedway to collect donations for Patriot Paws. Details below.

The 2021 SACC Convention has been scheduled to happen during Corvettes at Carlisle, August 25-28,

2021. The activities will be pretty much as the 2020 Convention was planned. Specific details are in the Spring 2021 edition of the national newsletter and on pages 7-8 of this newsletter.

Be sure to make your reservations at the Fairfield Inn, Mechanicsburg, PA as soon as possible. That hotel and all others in the area will fill quickly due to the Carlisle event. You can always cancel, if you decide later not to attend.

If you aren't a SACC member, this would be a GREAT year to join and go to this Convention!

"Save the Wave",

Bill Preston

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



Volunteer at the Patriot Paws Booth



at



Thursday-Saturday
April 22-24

Texas Motor
Speedway
Ft Worth, TX

Parking \$5.



Sign up with Bill Preston (405) 412-0502 to work a shift at the Patriot Paws booth to promote this charity and collect donations from swap meet visitors at the main entrance.

Most shifts will start at 7 am for a couple of hours to catch the crowd entering the Swap Meet at opening. Other shifts will cover the rest of the day. This is our best opportunity to solicit donations for Patriot Paws every year.



For Sale-1960 Corvette

Red with White cove. White soft top only. 82,000 mi. on odometer. Stock Automatic Transmission.

Very good paint, chrome, Red Vinyl Stock interior.

New fuel system with 4bbl carb and 283 engine.

Electric fan added to radiator is the only non stock item added. All other parts correct but not numbers matching.

Contact: **Al Macdonald, 214-354-5121**

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](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

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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., #101, Garland, Texas 75042. Make payable to SACC.

Our Members' Cars



I purchased my 1962 Corvette in 1969 in El Paso, Texas and drove it to Dallas to begin my first job after college. So it has been in the family for over 51 years. It was my daily commuter for eight years and then was retired to the garage for restoration.

Life and kids got in the way and the car was moved all over Texas in a moving van until I retired in 2012 and resumed restoration.

Over a period of two years, everything was cleaned, repaired, and replaced as needed to return the car to its original glory. I did all the work except for chrome and paint. The body was moved to a paint shop where any fiberglass faults were repaired and three coats of epoxy followed by primer, color coat (original Ermine White) and clear coat were applied. The paint work took six months while I rebuilt the chassis including engine (327 CID, 300 HP), four speed transmission, suspension, exhaust, and brakes in one side of a two-car

**Ermine
White 1962**
Ron & Janice
Seidel
Dallas, TX

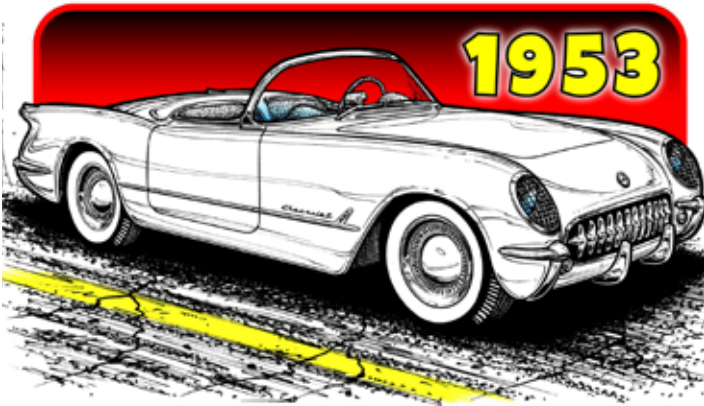


garage. After mating the body to the frame, the upholstery, glass and all the accessories were restored or replaced. A couple of times I reached out to SACC members for advice and the response was outstanding.

The car is a numbers-matching car and, while the picture shows Cragar wheels, I have the original wheels and hubcaps stored in the garage. I still work on the car to keep everything fresh and just finished rebuilding the differential which is a relatively rare non-posi 3:08 unit. The car runs fine and sounds great.

Editor's Note: A picture of Seidel's 62 was featured in the National SACC Magazine this spring and was accompanied by the description of Don Brittin's 62 by mistake. Here's the right picture with the right story.

Rough Start... Great Finish



With few exceptions, all Corvettes suffer from the same affliction: the success of their successors. Within the Corvette's long and colorful history, there are many spectacular models that, in their day, were the "to die for" Corvettes, only to be eclipsed by the next "to die for" Corvette. While prices for C1 Corvettes have become steep because of their low production numbers, there isn't another generation Corvette that was so radically changed from its beginning to end, while remaining astonishingly similar.

Of course, when the 1963 Sting Ray arrived with its new and improved structure and independent rear suspension, C1 Corvettes quickly became second-class. But a closer look shows that from 1957 to 1962, C1s were pretty good performance cars.

The C1 generation can be segmented into four distinctive groups: 1953-55, 1956-57, 1958-60 and 1961-62. Let's look at the bodies. The first, second and third groups have no common important body panels, while the third and fourth groups share common front ends.

Harley Earl's first Corvette is a timeless classic that needs to be seen next to regular cars of the day. But the roll out of the first three years of Corvettes was not good. Sales were terrible because the car truly wasn't completed. In the first three years, only 4,640 Corvettes were sold in total.

Even though the 1955 Corvette finally had a three-speed manual transmission and the all-new 265 small-block Chevy V-8 engine, the car was already tainted by its past. On top of that, Ford's new Thunderbird was a much more finished car with luxury features expected in a premium-priced automobile. Ford sold 16,155 of the 1955 Thunderbirds while Chevrolet only sold 700 Corvettes.

By late 1954, managers and designers knew that the Corvette desperately needed a reboot. As clean as the original Corvette was, it was "nice" but not aggressive enough. The 1956 Corvette received an all-new body that was a "Wow!" Sales jumped from 700 in 1955 to 3,467 in 1956 and then to 6,339 in 1957. But sales were still nowhere close to the Thunderbird that sold 15,631 units in 1956 and 21,380 in 1957. Then, Ford bailed out of the two-seater American sports car segment after 1957, leaving the Corvette as

America's only true sports car.

As clean and aggressive as the 1956-57 Corvette body was, all 1958 GM cars were mandated to wear the new corporate four-headlight look. The third body group, the 1958-'60 Corvettes were identical, except for the reduction of chrome trim after 1958.

While the 1958 Corvette took some heat for its larger size (9.2-inches longer and 1.7-inches wider) and heavy use of chrome trim, sales jumped to 9,168 for 1958, 9,670 for 1959, and 10,261 for 1960, so Chevrolet was happy. The 1958 model was also retiring Harley Earl's last Corvette, and he really liked lots of chrome.

The fourth body group was the 1961-62 models; the prelude to the upcoming Sting Ray. The front end was identical to the third body group, except for the grille and other minor trim, but the back end had the distinctive boat tail design with two clusters of two taillights, a look that Corvette would maintain until the arrival of the C7. Sales kept climbing with 10,939 Corvettes sold 1961 and 14,531 sold for 1962.

The most dramatic improvements for the C1s were all under the skin. The Blue Flame six was just an interim engine, while the new small-block Chevy was in development. C1s started out with 150 horsepower from the Blue Flame six and maxed out with 360 horsepower with the 1962 327 fuelie.

The 1955 265 V-8 Corvette got a 45-horsepower bump over the Blue Flame six to 195 horsepower. In 1956, Chevrolet started offering performance engine options for Corvettes and continued to do so until 1981. For \$172, 1956 Corvette customers could order RPO 469, the 265ci small-block with dual-quad carbs and 225 horsepower. But 1957 was the year to remember with the arrival of the \$484 RPO 579, Rochester fuel injected 283. Two versions were offered, one with 250 horsepower and the other with 283 horsepower.

But the hot news for customers who wanted to race their 1957 Corvette was the first of the Zora Arkus-Duntov and Mauri Rose "racer kit" options: the \$780 RPO 684, officially listed as Heavy Duty Racing Suspension. This was a suspension and brakes option, not unlike the 1973-75 Z07

off-road suspension and brake package and then the 1984-2017 Z51 performance handling package. RPO 684 included heavy-duty front and rear springs and shocks, a larger front stabilizer bar, a quick steering adapter, finned brake drums and rear brake scoops. Combined with either the 270hp dual-quad or the 283hp fuel-injected 283 engine, the manual four-speed transmission and Positraction, customers had a solid foundation to build a competitive Corvette race car. While the RPO numbers changed slightly through 1962, the basic racer kit package remained the same, except for more powerful fuel-injected 283 and 327 engines.

A few words about the C1's structure. The C1 frame and suspension are often erroneously called "parts bin" cars. This is not correct. C1s all ride on the same basic setup that was designed by Maurice Olley, GM's top suspension man, who was considered the best in the industry in his day. The first C1 was not designed to be a race car and Duntov described the Corvette as a "wobble wagon" after his first test track experience. All of Duntov and Rose's suspension development consisted of changes to suspension settings, mounting points, shocks and springs, sway bars and brakes. Aside from bolt-on parts and mounting points, the frame, suspension, and brakes of a 1953-'62 Corvette are nearly identical. Olley's design, with Duntov and Rose's help, made racer kit Corvettes a force to be reckoned with from 1957 to 1962. Let's look at racing results.

The racer kit arrived in 1957 and in the capable hands of Dr. Dick Thompson and Gaston Audrey, Corvette won their class at Sebring. Thompson went on to win the 1957 SCCA B/Production class. With the slightly larger 1958 model, Jim Jeffords' Purple People Eater was virtually unbeatable and won the SCCA B/Production Championship in 1958 and 1959. In 1960, one of the Briggs Cunningham-prepared 1960 Corvettes placed 8th in the GT class at Le Mans. In 1961, Dr. Dick Thompson drove the Grady Davis 1961 B/Production Corvette to an SCCA championship. The car won every race that year. And lastly, in 1962, Dr. Dick Thompson drove the Grady Davis Gulf Oil 1962 A/Production Corvette to a championship and Don Yenko's Corvette won the SCCA B/Production championship.

In retrospect, racing Corvettes, using Maurice Ol-

ley's frame and suspension, along with the various racer kits engineered by Duntov and Rose, dominated SCCA A/Production and B/Production classes for five years. The C1 Corvette was not a parts bin car.

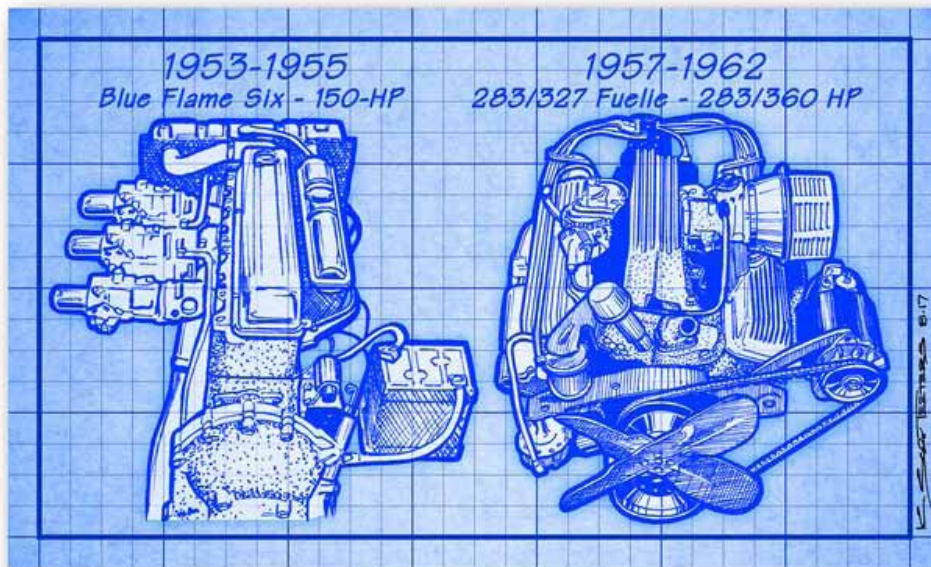
Lastly, let's talk about price. From the beginning, Corvettes have always been a premium automobile. The 1953

model had a base price of \$3,498. That was pretty steep, considering that a basic 1953 Chevy 150 Special two-door sedan started at \$1,613 and a Cadillac Series 62 Hardtop Coupe started at \$3,571. You could get a Cadillac with every gee-wiz option available in 1953, while the Corvette had one color (white)

and two options; an AM signal-seeking radio and a heater. Imagine that, the heater was optional and the car didn't even have roll-up windows. A loaded 1953 Corvette could cost \$3,734.

Harley Earl gave away many of the 300 1953 Corvettes as gifts and for promotional use. The popular 6-foot 4-inch actor John Wayne was gifted a 1953 Corvette that can now be seen in the National Automobile Museum in Reno, Nevada. We can imagine how happy the big man was with the little Corvette with snap-up side windows. He must have thought Chevy was nuts. By 1962, Corvette customers had seven colors to choose from and 19 options. The base price of a 1962 Corvette was \$4,038. The next expensive 1962 Chevy was the \$3,068 Impala, V-8 four-door wagon. A fully loaded 1962 Corvette cost approximately \$5,300; again, Cadillac Series 62 priced.

The C1 Corvette came in like a gentle high school prom queen and went out a rip-snortin' street brawler and racing champion. The difference between the two is night and day, but all based on the same platform, with a ton of improvements. Duntov and his team lead the development and refining efforts for street Corvettes and Duntov and Mauri Rose made sure Chevrolet-engineered racing parts were available. In 1959, Chevrolet offered the Sports Car Equipment Guide for Corvettes that explains how to successfully race your 1959 Corvette. You can download the PDF version from GMHeritageCenter.com. While C1 performance Corvettes aren't "in-your-face" like today's Z06, they were definitely a force to be reckoned with. C1 Corvettes tend to get overlooked because their successors were so much better.



2021 Solid Axle Corvette Club Convention

August 24-29, 2021

Mechanicsburg, Carlisle & Gettysburg, PA

Held in conjunction with
Corvettes @ Carlisle



**Red River Members
can drive together
again...**



Full Convention Schedule on Page 7

Host Hotel:

Fairfield Inn & Suites

(717) 795-1918

503 Winding Creek Blvd,
Mechanicsburg, PA

"SACC Car Club 2021" rate of \$120 + tax
available now thru Aug 11.

Make reservations soon! All hotels fill up
fast during Corvettes at Carlisle.

They led the tour to the Detroit SACC Convention in 2019.

Now Don Eckhart and Denise Iverson will be driving their 1958 Vette to Carlisle. They welcome anyone who wants to make the road trip with them. They will go through Bowling Green, and hopefully book plant tours. Also plan to include Trail of the Dragon in the route. They plan to leave Dallas Sat 8/21 and return around Tues 8/31 or Wed 9/1, depending on the route. Arriving in Mechanicsburg Wed 8/25 and leaving Sun. 8/29.

Contact Don & Denise at dndoasis@gmail.com

Drive. Trailer or Fly... Just Go!

New Members



Paul & Mary Wolter
Arlington, TX
1962 Silver & 1956 Red/White



Keith & Karen Bessell
Flower Mound, TX
1959 Red/White



Alan & Glenda Brown
Edmond, OK
1962 Red



2021 SACC Convention Agenda

August 25-28, 2021

Carlisle, PA

Wednesday, August 25

Most members will plan to arrive Wednesday, 8/25, in the afternoon or evening. Registration will begin in the afternoon in the meeting room near the main entrance. In the evening a Reception Buffet will take place in the same meeting room.

The Board of Directors will meet at 9:00 AM on Wednesday morning.

The Board will meet with the Chapter representatives at 3:00 PM on Wednesday.



Thursday, August 26

Breakfast at the Fairfield. Those attending the Gettysburg Battlefield Tour will board a chartered bus to Gettysburg, followed by a private guided bus tour of the Gettysburg Civil War Battlefield.

The Annual Banquet, Silent Auction, and Membership Meeting will take place in the evening at the Carlisle Country Club.

Friday, August 27

After breakfast at the Fairfield, we will caravan to the Carlisle Fairgrounds - Solid axle Corvettes first, followed by newer Corvettes, then other vehicles. SACC is hosting a Tech Session at the Fairgrounds from 10 am to 12 noon on C1 subjects. Your participation is encouraged.

If you plan to attend Corvettes at Carlisle, you must register for that separately. We suggest pre-registering for the "Fun Field" (\$75), which enables you to drive your C1 onto the show field each day & admits one vehicle and two occupants. If you wait until you arrive in Carlisle to register, the gate price is higher. Another advantage of preregistering is you drive through, whereas to register requires stopping, parking and going inside to get a pass. On the advance registration, make sure to list the Solid Axle Corvette Club on the pre-registration form. Carlisle Productions sets aside parking at the SACC Tent inside Gate 3 based on the number of SACC pre-registrations received. Pre-register on-line at: CarlisleEvents.com or call (717) 243-7855. If registering a non-C1 Corvette you can park on the showfield, but not in the SACC display. If driving a non-Corvette, you can park off-site (in a private lot) for \$10 to \$20 per day and pay the \$10 or \$20 daily admission rate (per person), at gate #3.

In the evening, there is an optional Charity Dinner for the Chip Miller Amyloidosis Foundation. This is strictly voluntary, and separate tickets are required.

Chip Miller was a founding partner of Carlisle Events. He was a long-time member and friend of SACC as well as a leader in the Corvette community. We lost Chip, way too soon in March of 2004, after he contracted Amyloidosis. Later that year, friends and family founded the Chip Miller Amyloidosis Foundation to raise awareness and help find a cure for this progressive disease. As part of the foundation's fund-raising efforts, Corvettes at Carlisle hosts a charity dinner and auction on Friday night of the event. No fancy candle light tables, filet mignon, or tuxedos, but you will enjoy good food & drink and an enjoyable evening with other Corvette enthusiasts, while raising funds to fight a terrible disease and honor a great man and good friend! Tickets to the Annual Charity Dinner are usually \$75, however SACC members have been offered a discount price of \$50 by calling Jodi Morrison at 717-243-7855 x 113, tell her you are a SACC member and requesting the discount ticket. This was a nice gesture not provided to all clubs or participants. Many local dining options are available for those not attending the Charity Dinner.



Saturday, August 28

Breakfast at the Fairfield, then caravan to Carlisle Fairgrounds. An alternate local event for those not wishing to partake of a second full day at the Fairgrounds will be offered.

Saturday evening, we will provide a light buffet at the Fairfield. Others may participate in the Corvette parade to downtown Carlisle. Registration with Carlisle Events is required for the Parade.

CONVENTION--Continued on page 8

2021 SACC National Convention Registration Form

August 25 - 28, 2021 - Carlisle, PA

Name _____ Family Member(s) _____
Address _____ Non-SACC Guest of Member _____
City _____ Home Phone# _____
State/Prov. _____ Zip _____ Cell Phone# _____
SACC Membership # _____ E-Mail _____
Chapter _____ Arrival & Departure Dates _____

The host hotel is the Fairfield Inn & Suites, in Mechanicsburg, PA. The hotel address is 503 Winding Creek Blvd, Mechanicsburg, PA 17055. We recommend you make your reservations well in advance of the August cutoff date. The special Club rate, \$120 per night plus 9% taxes, is available now through August 11. Make reservations on line by contacting: <https://www.marriott.com/events/start.mi?id=1606246924033&key=GRP>, or by calling Marriott reservations 1-888-236-2427 and tell them you are making reservations at the Fairfield Inn & Suites, 503 Winding Creek Blvd, Mechanicsburg, PA, and are with the "SACC Car Club 2021".

If you plan to attend Corvettes at Carlisle, you must register for that separately. We suggest pre-registering for the "Fun Field" (\$75), which enables you to drive your C1 onto the show field each day & admits one vehicle and two occupants. If you wait until you arrive in Carlisle to register, the gate price is higher. On the advance registration, make sure to list the Solid Axle Corvette Club on the pre-registration form. Carlisle Productions sets aside parking at the SACC Tent inside Gate 3 based on the number of SACC pre-registrations received. Pre-register on-line at: CarlisleEvents.com or call (717) 243-7855. If registering a non-C1 Corvette you can park on the show field, but not in the SACC display. If driving a non-Corvette, you can park off-site (in a private lot) for \$10 to \$20 per day and pay the \$10 or \$20 daily admission rate (per person), at gate #3. Please indicate all functions you plan to attend and the number of people attending each.

Convention registration, before 6/30/21. Registration includes SACC member & one family member/guest. \$ 150.00
Please add \$50 for each additional family member/guest. \$ _____
Please add \$25 for registrations submitted after July 1, 2021. \$ _____
Wed, 8/25 Evening Reception Buffet at the Fairfield Inn _____ persons
Thurs, 8/26 Breakfast at The Fairfield Inn _____ persons.
Thurs, 8/26 Gettysburg tour, (includes: bus, tour guide, lunch & Cyclorama) _____ persons @ 100.00 each. \$ _____
Thurs, 8/26 Banquet & Reception, Carlisle Country Club _____ persons @ \$50.00 each. \$ _____
Fri, 8/27, Breakfast at the Fairfield Inn _____ persons.
Fri, 8/27, Caravan to Carlisle Fairgrounds _____ C1 Corvettes _____ Other cars & Corvettes
Fri 8/27 Optional Chip Miller Amyloidosis Foundation Charity Dinner. Call Jodi Morrison at Carlisle Events: 717 243-7855 ext. 113
Sat, 8/28, Breakfast at the Fairfield Inn _____ persons.
Sat, 8/28, Caravan to Carlisle Fairgrounds _____ C1 Corvettes _____ Other cars & Corvettes
Sat, 8/28 Alternate event (for those not wishing to attend the events at the fairgrounds) _____ persons @ \$25.00 ea. \$ _____
Sat, 8/28 Evening Buffet at the Fairfield Inn for those staying over. _____ persons
Convention T-Shirts _____ SM _____ MD _____ LG _____ XLG _____ XXLG @ \$25.00 each. \$ _____
Convention T-shirts may be ordered, if unable to attend. If so, please add \$5.00 for shipping & handling. \$ _____
Total enclosed \$ _____

Sorry, but due to our having to pay in advance for many events, no refunds will be made for cancellations occurring after 8/1/21.

Hold Harmless Agreement: I agree to insure my vehicle(s) and property against loss, damage and liability and to provide proof of insurance to SACC. I assume the risk of any and all damages or acts or omissions which may result in the theft, damage or destruction of my property or injury to me or to others occurring during or as a consequence of this convention. I agree to send proof of vehicle insurance covering the convention dates.

Year _____ Vin # _____ License tag # _____ State _____
Exterior color(s) _____ Interior color _____ Trailer: Yes _____ No _____
Insurance Company _____ Policy # _____ Expires _____
Signature _____ Date _____

Please mail completed form with check (payable to SACC) to: Mary Rae Brockhouse 215 Cedar Drive Chapin, Illinois 62628
Convention contacts: Mary Rae Brockhouse 217-473-5758 or Larry Spilman 202-262-8344

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 email sacctech@solidaxle.org. In
the subject box you need to put "sacctech/ (your SACC
membership number)". Example: sacctech/1234*

Question: I have a 1959 Corvette 283 carb 4-speed. I want to take out the speedometer to have it fixed

Answer From: Doug Prince, SoCal Chapter Advisor: This is a pretty straight forward project but is not as easy as may seem to someone who has never done this before. You will need to completely remove the instrument housing containing all the gauges, the speedometer housing, the tachometer housing, the ignition switch, the headlight switch, the wiper transmission cable and the cigarette lighter. The speedometer and tachometer cables will have to be disconnected, the headlight switch harness, the ignition harness and the oil pressure line. The main wiring harness connections to the gauges will all have to be disconnected as well as the instrument housing light bulbs. I suggest that you remove the steering wheel in order to gain better access to all of the disconnections of the instrument housing. Mark or write down all of the main wiring harness to instrument gauges connections for proper reassembly. Patience is a virtue and good luck with this project.

Question: I bought a 1960 corvette with engine and transmission removed. Getting ready to install the engine. It appears that the driver side engine mount frame bracket is higher than the one on the passenger side? Is this correct or should they be level from one side to the other? Are they adjustable or should I buy a replacement. Also I thought I would check all the steering and the 3rd arm raises and lowers slightly when turning the wheel. Car has been sitting for along time so I thought I would replace the bearing and the seal and thoughts?

Answer From: Bill Huffman, Michigan Chapter Pres: I've got more questions than answers here and a few red flags. The two motor bracket mounting surfaces should

be approximately level with the ground. New brackets are available, but if you bought them, unless one is noticeably deformed I suspect they will be identical to what you have.

The 3rd arm articulation makes me suspect uncorrected front end accident damage to either the frame or to the steering/suspension components. Checking the fender opening to tire height from left to right might give you a clue as to how much distortion you're dealing with. While you are replacing the 3rd arm bearing & seal, there are other components that contribute to steering instability. Wheel bearings, king pins, worn/poorly adjusted steering gear, drag link lube & adjustment and tie rod ends all need to be checked/lubed/replaced.

Question: I would like to know if I can lift car at a central point, front or back, and lift both wheels at the same time.

Answer From: Bill Huffman, Michigan Chapter Pres: I have used a floor jack to raise my C-1s using a center lift point for many years. I lift the front under the steering front cross member using a 16 inch long 2 x 4 or 2 x 6 cross-ways to distribute the load.

DO NOT USE THE THIRD ARM BEARING AS A SUPPORT. It is nodular cast iron & WILL break.

The rear can be lifted using the differential housing. However, here I also use a short 2 x 4 to distribute the load & not damage the paint.

The floor jack is for lifting only. Put the jack stands under the car then remove the floor jack to relieve stress on the car frame & chassis.

Answer From: Doug Prince, SoCal Chapter Advisor: The strongest and safest place to place your jack stands would be directly onto the main frame trusses that run front to rear. Place the front stands just before the frame truss starts to turn inward at the engine firewall. The rear stands should be placed at where the rear spring axles meet the rear frame truss. The stands should be directly across from each other. This arrangement will give total support to the body and attached suspensions parts.

Question: I have a 1962 corvette and am thinking about getting the windshield washer pump going again. I have two small rubber hoses coming out of the firewall up high on the passenger side and also have the washer fluid tank and pump. I've been looking for a diagram to show me what parts are missing and how and where they go together.

What I do find is a diagram showing the windshield washer unit over on the drivers side rather than the passenger side by the battery, but I cannot find a picture showing where everything bolts up.

I would be grateful if you can point me to a picture showing how the unit goes together in the chassis on the passenger side. (brackets and where they mount etc.)

Answer From: Doug Prince, SoCal Chapter Advisor: If your 62 Corvette has any pre-existing windshield washer

parts and hoses on the passenger side it, would indicate that your Corvette was fuel injected. All 1958-1962 fuel injected Corvettes had the windshield washer system installed on the passenger side because with the fuel injection air cleaner being mounted on the driver's side it would have made it too difficult to service the washer bottle tank. Fuel injected Corvettes had a vacuum reserve tank bolted to a special nut plate on the inner fender as well as a special aluminum heat shield that was held on the inner fender near the battery. This shield was held to the inner fender by three screws. Purchase a 1962 Corvette assembly manual from either Paragon or Corvette Central and there is a chapter on the fuel injection option which gives a very detailed diagram of how all the windshield washer parts were located.

Question: The 1960 Corvette is the first year that did not feature the VIN tag in the door jamb. Not in the case of my '60, VIN # 100. My VIN number IS on the door jamb!

Answer From: Brad Bean, SACC Vice President:

You are correct on both accounts! The change of relocating the VIN plate from the front driver's door frame (with screws) occurred on the 1960 model, but did not actually happen until after serial number 1406, but before 1563. After which, they were spot welded to the steering column.

So... your #100 1960 has the VIN number in the proper location. I own #924 which, like yours, the VIN is located on the door frame. If you have Noland Adam's Restoration Guide, this is referenced on page #255.

Answer From Bill Huffman, Michigan Chapter Pres.:

Having several 1960 Corvette owners in our chapter, in comparing our cars, we found that the switch in VIN location occurred between 28 Oct 1959 & 28 Dec 1959. The change was between VIN #s 1100 & 1900. Stamping the VIN # on the engine stamp pad occurred later, in early 1960.

Question: What GM wheels interchange with a stock 59 Corvette wheel 15 / 5? It is said to be a 49 Chevy sedan. Is this true?

Answer From: Bill Huffman, Michigan Chapter Pres:

Original 1959 Corvette 15 X 5 wheels had the dogbone weld slot, not the riveted wheels that most swap meet vendors try to sell you. Also, after 60 years, most original rims will have worn, elongated or enlarged lug nut holes that are downright dangerous. If you have a driver as opposed to a matching numbers museum piece, it is far easier & less expensive to buy a new 4 wheel set from Corvette Central than it is to find a complete set of good original wheels.

Answer From Chip Werstein, SoCal Chapter Advisor:

The 55 and 56 Chevy wheel is nearly identical to the stock 56-62 Corvette wheel. They are 15x5, have the hubcap nubs and are riveted, not welded. Once installed on your car it is likely that no one will ever know they are not Corvette wheels except an NCRS judge and he'd have to be laying under the car to tell.

Question: I am not an experienced mechanic and have created a monster. I have totally disassembled my '60 over the past ten years. In that process I have removed the rear axles several years ago and am finally getting back into reassembling the car.

For the life of me I cannot find any detailed drawing, including the "official manuals" that shows how the axles fit into the differential and what holds them in. I am now 72 and have a hard time remembering much of anything, so I do not remember how I took them apart.

Can someone help describe the process of reassembling the axles to the differential?

Also, I have already installed the drive shaft back into the drive train. Do I need to remove the drive shaft and the front of the differential to be able to see into the differential to install the axles?

Answer From: Bill Huffman, Michigan Chapter Pres:

Almost any service question regarding your 1960 can be answered by the 1953-1962 Corvette Servicing Guide ST-12. Section 4, Rear Suspension & Driveline. Section 4, Rear Suspension & Driveline would be of help for you.

Question: I am looking for advice on how to rebuild my 1961 Corvette speedometer. (VIN No. 10867S102739)

The speedometer failed last year and when I removed the unit I found that a 3/8" piece of the tip of the old speedo cable (red plastic square shaped piece) had broken off in the back of the connection port. I was able to remove this and then reinstalled the speedometer with a new cable from Corvette Central. Unfortunately it appears that there is a bigger issue. The speedo now moves but erratically and with a distressing ticking noise coming from the speedometer itself. I am thinking now that the internal issue is what caused the old cable end to break off in the unit.

I am pretty handy and was wondering if there is any literature no how to rebuild the speedometer or if not, can you recommend a reputable rebuilder. Thanks in advance for your help,

Answer From: Brad Bean, SACC Vice President:

Sounds as if your diagnosis is right on. I perform a lot of my own maintenance, however when it comes to instrumentation I leave that to the pros. For this I've had good experience with "Clocks by Roger" in Chattanooga, TN.

Maybe someone else can direct you to the technical information you need to rebuild your speedometer, but this is the route I'd pursue.

Answer From: Max Brockhouse, SACC President:

I too, also rebuilt my '58 speedometer and had the same problem. I finally sent it to Corvette Clocks by Roger and problem was solved. 24 Leisure Lane, Jackson, TN 38305 731/664/6120, 731/644/1627fax.

Answer From: Bill Huffman, Michigan Chapter Pres:

Original speedometer cables didn't have plastic molded tips. I made the mistake of installing an aftermarket one a few years ago. It was too short, chattered & promptly

twisted the plastic end off. Your speedo cable should be 70 inches long with crimped ends on a steel cable and a black jacket. Try Paragon Reproduction P/N 1868 or Corvette Central P/N SKU 211401.

Make sure the cable is lubed properly & the ends are seated into both the speedometer head & the transmission driven gear.

Answer From: Larry Pearson, SoCal Chapter Advisor:

Your Corvette's speedometer and tachometer are mechanical devices that indicate your car and your engine speed by a spinning cable that spins a bar magnet inside a metal cup, called the speed cup, that moves the pointer. The cable has a square end on it that inserts into a square hole at the back of the speedometer (or tachometer) housing. The input to the speedometer mechanism is a steel shaft about two inches long supported by two bronze (Oilite) bushings that are permanently lubricated. The other end of this shaft attaches to the bar magnet. Over time the lubricant dries out and can cause this shaft to bind in the two bushings, causing the cable to break. Or the bushings can wear out causing the spinning magnet to come in physical contact with the speed cup and cause a "clanging" sound when the car is driven at speed. If this is the case with you, continuing to drive the car can destroy the speed cup, and new parts are not available to repair it. The speedometer shop will likely get the needed parts out of a used speedometer. The steel shaft also has a worm gear cut on it that drives the odometer readout through a series of gears.

To determine what your problem is, disconnect the speedometer cable housing from the speedometer head. There is a 1/8th inch part of the shaft exposed, Grab it with your finger tips and to try to move it up and down and side to side. If there is noticeable movement, then the bushings are worn out and you will have to remove the speedometer and have it rebuilt at a speedometer shop. This problem normally does not cause binding that breaks the cable, so it is unlikely to be your problem. Then take the broken off cable stub and insert into the shaft and try to spin it with your fingers. If resistance is noted, then the bushings are dry and need to be re-lubricated. You can do this yourself if you are handy, and you say you are. While you are at it, check the tachometer the same way.

To re-lubricate the shaft, you will have to remove the speedometer from the car. Using a 1/16 inch drill, drill a hole in the top of the die-cast zinc housing about where the threads end. This positions the hole about midway between the bushings. Then use a hypodermic needle or some type of pointy oiler to inject a small amount of 30 weight engine oil into the housing through this hole. Keep injecting until the shaft spins freely. When the shaft spins freely, you are done with the oiling. If removing the speedometer from the car is too much for you, you can drill the hole in the side of the housing in this location and pretty much achieve the same results. There is not much room to work under the

dash with the speedometer installed.

Check the results by spinning the shaft with a variable speed electric hand drill. Make sure that the pointer goes up and down smoothly as the shaft speed is varied. The speedometer is calibrated to indicate 60mph at 1001 rpm of the shaft speed. The tachometer indicates twice shaft speed. This is because the cable turns at half engine speed.

If you really feel up to it, remove the speedometer mechanism from the speedometer housing and oil or grease the odometer shafts and gears and everything else that moves. Do not remove the die-cast housing containing the shaft and spinning magnet from the speedometer assembly.

I have used this method to re-lubricate many speedometers and tachometers, and it always works.

Question: On my '54 I'm having trouble finding a spare tire that will fit in the trunk well and allow the wood cover to fully close. Any suggestions? We have 205/75R15 Coker white walls on the Corvette and they are about inch and half too fat.

Answer From: Bruce Fuhrman, SACC Secretary: Your problem is real. I had bought (5) Coker bias-ply (Firestone) when I first restored my '54 in 2000 to keep it all original. They were terrible, egg shaped and would not balance. I had to have them trued which took a lot of rubber off. They only lasted about 15k miles so I replaced with (4) Diamond-Back radials with W/W vulcanized on the outside. They are GREAT! Only problem is they are wider and will not fit un-restricted in the spare. So, I used one of the old Coker bias-ply as a spare and it just fits with no spare room. My suggestion is to try and swap with Coker and have them send you a bias-ply 670x15 and use as a spare. Or, you can live with the bulge in the trunk?

Question: My 1960 Corvette Grab Bar Bezels, are they Chrome Plated or are they Stainless Steel?

Answer From: Chip Werstein, SoCal Chapter Advisor: The bezels on the ends of the grab bar are chrome plated.

Question: Looking for Diagrams/Schematics for the Trunk Latch "fiberglass piece" that is Bonded to the trunk Floor, with the Latch... Also other parts like the License plate Lamp/housing, and of course a TRUNK LID. Any info would be appreciated, AND, who may have some For Sale....

Answer From: Larry Pearson, SoCal Chapter Advisor: It sounds like your car got rear-ended. You should be able to buy everything you need from Corvette Central. They have an online catalogue at www.corvettecentral.com, or you can call them at 800.345.3342. I have a hard copy of their catalog from 2010, and all your needs seem to be there, and I assume that they still are. Another good source is Paragon Reproductions, Inc., 800.882.4688, www.corvette-paragon.com. This is from their 2004 catalog.

Share this application with other C-1 Owners

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

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

Solid Axle VIN # 1 _____ Yr _____ Color _____

Solid Axle VIN # 2 _____ Yr _____ Color _____

Solid Axle VIN # 3 _____ Yr _____ Color _____

Solid Axle VIN # 4 _____ Yr _____ Color _____

Solid Axle VIN # 5 _____ Yr _____ Color _____

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

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

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

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

SACC Annual dues are: \$45.00 one year

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

Red River Chapter Dues Suspended for 2021. \$45.00
Just pay National Dues \$60.00 total

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

Please return this application/renewal form with a check for ~~chapter and national dues (\$60.)~~ ^{\$45} to:

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

Check out the SACC website at
<http://www.solidaxle.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.
