



December 2023

Straight Talk

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

New Chapter President Elected

Robert & Maggie Cotner
Blanchard, OK



Robert Cotner is the newly elected president of the Red River Chapter of the Solid Axle Club. He and wife, Maggie, currently live in Blanchard OK, but previously have resided in the Dallas and Austin areas, so we'll call him a Texhoman. Robert has a turquoise and white 1959, 283 with a four speed transmission. Now that he is retired, he is enjoying several Corvette projects including: replacing the 283 engine with a rebuilt 327, switching to a 5-speed transmission, and upgrading the front brakes to disc brakes. Robert shares further background information and some ideas for the club below.

"I have been in several Corvette clubs as work has caused me to move between Texas and Oklahoma. I was a member of the Lone Star Corvette Club when I lived in Lewisville, TX. When Tom Douglas asked me to join him and several others to start Corvette Legends. I eagerly accepted and am a founding member of Legends, as well as a longtime member NCRS and SACC.

"As a member of Lone Star and Legends, I particularly enjoyed the 'shade tree mechanics' weekend gatherings. I also have always appreciated the great information shared at the Red River 'tech sessions.' As president of Red River,

I hope to continue the tech sessions and offer them in both Texas and Oklahoma. I also hope to encourage members helping members with their projects. I would like to expand short road trips in both Texas and Oklahoma, as well as occasional Saturday lunch gatherings. I look forward to hearing from other members with their ideas for expanding club activities.

"I also thank all current and past officers for their dedication to the club."

Renewal Notice--Dues Are Due

National Memberships

Expire December 31, 2023

(unless you've paid for multiple years)

Red River Chapter collects National SACC dues of \$45. We then forward all National dues and have record that all our members are also National members. Please pay as soon as possible, so we can forward your National dues before they send you a notice.

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

JABrunit@nuzinc.com

New Members



Tim & Linda Bradford
Aurora, TX
Silver 1957



**Shane &
Jennifer Morris**
Plano, TX
Black 1960 FI



Mark Britton
Mansfield, TX
Maroon 1961



2024 SACC Convention in the Eastern Region August 20-21 just before

CORVETTES at **CARLISLE**

August 22 - 24, 2024



SACC Membership Roster & Road Assistance Directory

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

*A Note From
Don Brittin
SACC Vice Pres.*

I was in Detroit recently and I thought I would go by the Renaissance Center and sit on Santa's lap and ask him for one of these... a 2023 70th Anniversary Stingray



**Solid Axle Corvette Club-Red River Chapter
Annual 2023 Meeting Minutes
11:00 a.m. October 28, 2023
Location: BJ's Restaurant, Beltline Rd., Addison, TX**

The meeting was called to order at 12:18PM by VP Tom Hubbert (President Dennis Conte was not in attendance due to illness)

Attendance: 18 members in attendance (see attached list)

Financial Report- presented by JoAnn Brumit- treasurer

Bank Acct. Bal. 10/28/2023 - \$2,192.33

2023 Expenditures to date - \$449.80 member picnic

Collected \$315 in 2024 dues at Meeting
and received \$360.00 by mail.

Total to remit to SACC National \$675.00 for national dues as of 10/28/2023. Chapter Dues had been suspended for 2022, 2023, & 2024 due to COVID and decreased activities. Motion was made by Tom Hubbert and approved to resume chapter dues of \$15.00 for year 2025.

President authorized Annual 2023 meeting member's lunches (in attendance) be paid by the chapter = \$467.51

Chapter Officers. Tom stated that Dennis Conte was resigning, and the club needed to elect a new President for 2024 and that he would continue at VP, JoAnn Brumit would continue as Secretary/Treasurer, and Diane Preston would continue with the Newsletter and communications. Discussion followed as to responsibilities and available candidates. Diane Preston nominated Robert Cotner for President, with Don Eckhart seconding the motion. Robert Cotner unanimously was elected president.

2024 Officers

President-Robert Cotner

VP Texas-Tom Hubbert

Treasurer/Secretary-JoAnn Brumit

Communications/Newsletter Diane Preston

Strategy for Continuing the Chapter was discussed: Should RR remain as a chapter, and if not what to do with the funds. After a lengthy discussion, it was decided the importance of continuing to highlight and feature older solid axle Corvettes; the friendships of the members; the technical support; and the opportunities for road trips were all important key reasons to continue the chapter.

Activities Report and Discussion:

Diane reported on SACC National Conventions: National SACC Convention 2023 – Bloomington, IL National 2024 Convention – Carlisle, PA - Encouraged all to attend.

John Spencer stated he would be happy to continue the tech sessions; Don Brittin, VP of the National Organization, stated the importance outreach; Tom Hubbert offered to assist in setting up road trips (available during the week).

There being no further business the meeting was adjourned by Tom Hubbert

Submitted by Sec/Treas., JoAnn Brumit



New member Tim Bradford, Tom Lainson, John Spencer, John McIlvoy, and Rocky Rainbolt.



Don & Denise Eckhart, new member Shane Morris and John Totter.



Tom & Mary Jean Entrekin, Tom Hubbert, JoAnn & Lee Brumit, Bill & Diane Preston and Bob & Maggie Cotner.



Red River Chapter founder Tom Lainson with National Vice President Don Brittin.



Tire Terminology

While some terms associated with tires are no brainers, others could leave you scratching your head. This list of basic terms will equip you with the knowledge to make the very best decisions for your tire upgrade.

Aspect Ratio

The tire's section height in relation to its section width, as a percentage. For example, a 60-series tire features a sidewall that's 60 percent as tall as the tire's section width. A 50-series tire will feature a shorter sidewall, at 50 percent of section width. A 35-series tire will feature an extremely short sidewall (only 35 percent of section width), etc.

Aspect ratio = Nominal section height divided by nominal section width times 100. EXAMPLE: If section height is 3 inches and section width is 10 inches, $3/10 \times 100 = 30$, which would mean that this tire features an aspect ratio of 30 (a 30-series tire).

Asymmetric Tread

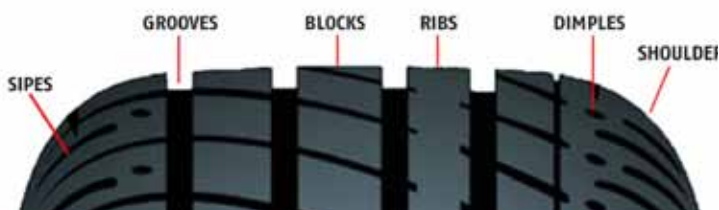
One side of a tire's tread has a different design than the other side, rather than a mirror image from side-to-side. With differing inner and outer treads, engineers can design a tire for maximum performance. The outer half of the tread is designed for high cornering stresses and the inner tread is designed for straight-line stability and good water dispersion.

Blocks

Individual sections of rubber defined by the grooves surrounding them. The faces of the blocks make contact with the road.

Contact Patch

The total area of the tire that contacts the road surface at any given time. Often this area is about the size of a small book, but the size and shape of the contact patch depends on the speed and tire dynamics in any given condition. The patch is different during cornering than traveling straight ahead, for instance. Typical passenger car tires with a 60 aspect ratio usually have a contact patch that's longer than it is wide. Low-profile performance tires usually have a con-



tact patch that's wider than it is long. At very high speeds, the vehicle tends to lift, making the contact patch narrower, which is why performance tires are usually so wide. Inflation pressure can also change the area of the contact patch.

Dimples

The indentations in the tread blocks or ribs that help cool the tire.

Free Radius

The radius of the tire/wheel assembly that isn't affected by load. This is the distance from the wheel axle centerline to the top of the tire tread face.

Lateral Grooves

The grooves that lead from the center of the tread to the outer edges. They can be straight or curved. Lateral grooves are generally 3mm or wider. Narrower than 3mm, these grooves may be called sipes (see definition). Larger lateral grooves also help direct water from under the tire.

Loaded Radius

The distance from the wheel axle centerline to the ground, drawn vertically. This is the distance from the vehicle hub centerline to the ground when the tire is inflated and when the tire supports vehicle weight.

Loaded Section Height

The loaded radius, minus half of the nominal rim diameter.

Longitudinal Grooves

The grooves that run the circumference of the tire and are designed to channel water away from the tire and the road, preventing hydroplaning and possible loss of vehicle control. The new breed of super rain tires often has a deep longitudinal channel down the center of the tire.



Longitudinal grooves in the tread allow for immediate water passage

Overall Diameter

The outside diameter of the tire when mounted and inflated, but with no vehicle load.

Ribs

Any easily recognized pattern of tread blocks that make up the contact band around the circumference of the tire.

Section Height

The distance from the bead to the tread face.

Section Width

Also called "overall width," this is the maximum width of the cross section of an unloaded, mounted and inflated tire (the widest point of the tire when mounted and inflated, but with no vehicle weight).

Sipes

Very narrow slits in the tread that improve traction in water,

snow, ice and loose dirt. Basically, they act like squeegees that squirm to help move water from the tread blocks.



The smallest cuts in tread blocks are referred to as sipes. They provide added traction on wet or icy surfaces

Shoulder

The area of transition between the sidewall and the tire's tread (both inboard and outboard sides) is the shoulder. This is the area responsible for lateral grip in cornering maneuvers. It's usually slightly rounded to give a progressive steering response.

Symmetric Tread

The treads on both sides of the centerline of the tire are mirror images of one another.

Tread Width

The distance measured from the inner tread shoulder to the outer tread shoulder. Tread width isn't to be confused with section width, as section width is always greater.

Unidirectional

A tire that is designed to rotate in one direction only. The tread design will move water well in only the proper direction. These tires will have arrows or other markings on the sidewall describing the proper operating rotation. If mounted in the incorrect rotational direction, you won't damage the tire but you won't be able to take full advantage of the tire's performance.

Void Ratio

The amount of space between the tread block surface compared to the space taken up by the grooves (or voids) is the void ratio. A low void ratio has less groove area and more tread area. A typical rain tire will have a larger void ratio than a high-performance tire designed for dry driving.

Use Your Sidewalls!

The sidewall of a tire offers an abundance of information, including the tire's size, maximum inflation, serial number, manufacturing location and tread wear rating. In essence, this information serves somewhat as an owner's manual for that specific tire.

Tire Dimensions

Three sizing systems are employed today to determine tire dimensions for passenger tires—P-Metric, European Metric and Alpha-Numeric. The most common system is P-Metric.

The size designation indicates the following:

- * Cross section in millimeters
- * Aspect ratio
- * Type of construction
- * Appropriate rim diameter

European Metric (also called Metric) is similar. No letter "P" is used as a prefix. The three-digit number at the beginning indicates cross section in millimeters. The next letter indicates the speed rating. An "R" following this indicates that the tire is of radial construction and the final two-digit number indicates rim diameter in inches. If the aspect ratio is lower than 82, a slash, followed by the aspect ratio number, will follow the section width number.

A European 155SR13 metric tire with an 82 aspect ratio indicates that it has a 155mm section width, an S speed rating, radial construction, and is intended for a 13-inch wheel.



Alpha-Numeric tires originated in the 1960s. This sizing system features a load-based identification approach where the first letter designates the tire's load carrying capacity. For example, a BR60-13 tire features a "B" load rating, radial construction, a 60-series aspect ratio and a 13-inch rim requirement. The alpha (letter) character can range from A-N, depending on load capacity. The higher the letter, the higher the load rating. Alphanumeric sizes are in popular demand for muscle car restorations where the original size/type tire is desired.

Water Handling

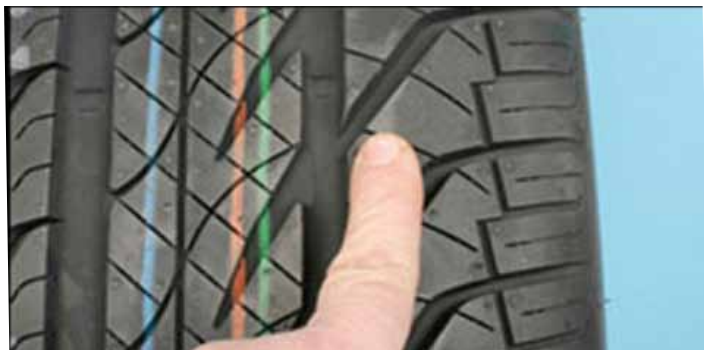
Traction grades, found on tire sidewalls, are used to determine how well a tire will control and stop a vehicle on a wet road or surface. Testing is typically performed in a straight-line braking scenario on a controlled wet-surface test pavement, including concrete and asphalt. The resulting data helps tire manufacturers assign ratings to each tire. Ratings of A, B or C are assigned, with tires rated "A" having the highest traction. Three "grade rating" numbers will typically appear on the tire sidewall: the treadwear rating, traction rating and temperature rating.



Rotation Mark

Directional tires will feature a mark on the sidewall indicating direction of rotation. You won't damage the tire if mounted backward but you'll greatly diminish the performance advantages that the tire offers. A tire contacts the road in what's called the "contact patch." This is the footprint that a tire creates as it rolls down the road. Larger-profile/lower-aspect ratio performance tires create a larger footprint, which may aid in dry traction (taking advantage of more rubber on the road for increased grip). However, in wet weather, this larger footprint can potentially degrade traction because of the larger water wedge that can be created (a narrower tire may "slice" through water better than a very wide tire).

In response to this trait, tire manufacturers go to great extents to design tread patterns and compounds that will resist the phenomenon called "hydroplaning."



Lateral Grooves

Angled grooves, referred to as lateral grooves, direct water out from the longitudinal grooves to aid in water evacuation. Water is collected in the main grooves and directed out of the tread area via lateral grooves. Hydroplaning occurs when a tire encounters a wedge of water between the tread and the road surface. This can cause temporary directional pull and loss of control. While virtually any vehicle and tire combination has the potential to hydroplane when the limit is reached where water can't evacuate quickly enough between the tire and road, it's important to understand that a number of factors can combine in order to experience hydroplaning. These include vehicle speed, tread design, tread depth, tread compound, tire width, vehicle weight and water depth.

Shoulder Blocks

Shoulder blocks may vary in size between outboard and

inboard shoulders, depending on the specific design. A tire that is marked "this side out" or "this side in" will feature larger shoulder tread blocks on the outboard side.

Speed Ratings

Speed ratings indicate the tire's performance characteristics, as well as the speed at which a tire model has been tested and verified. Just because a tire is rated at 149 mph, that doesn't mean that you should attempt to operate the vehicle on a public roadway at that speed. If you want to play, rent some time on a race course. You shouldn't select a tire by focusing on the mph speed number, because it is unlikely that you will drive at those speeds while on public roads.

The high-speed rating is a clear indication that the tire has high performance design, material and construction features that will enhance the traction, steering response, lateral control and braking of the vehicle at legal highway speeds. The design and construction of the tire has been enhanced, offering the side benefit of high-speed capability.

Speed ratings are based on laboratory tests, where the tire is loaded against a large-diameter metal drum to reflect its appropriate load and run at increasing speeds in 6.2 mph steps in 10-minute increments until the tire's required speed has been met.

Beginning in 1991, speed ratings have been placed immediately following the load index number, for example 225/50R16 89S. When Z-rated tires were first introduced, they were thought at the time to reflect the highest tire speed rating that would ever be required, with the Z rating indicating that the tire was capable of speeds "in excess of 149 mph."

Eventually, the tire industry added W and Y speed ratings (with W indicating a rating of 168 mph; and Y denoting 186 mph). A Z rating may still appear on the tire on its own (indicating a rating of 149 mph+), but may also appear in addition to a W or Y rating symbol. Some tires may feature a rating symbol of Y (following the load index), with the load index and speed rating encased in parenthesis. Example: 285/35ZR19 (99Y). If the Y is seen within parenthesis, this indicates a speed rating "in excess of 186 mph."

Decoding Speed Rating Marks

M	81 mph	U	124 mph
N	87 mph	H	130 mph
P	93 mph	V	149 mph
Q	99 mph	W	168 mph
R	106 mph	Y	186 mph
S	112 mph	(Y)	186 mph +
T	118 mph	Z	149 mph +

Tires referred to as "Ultra High Performance" include those featuring V, Z, W, Y and (Y) speed ratings.

No matter your driving style or needs, performance and handling gains can be acquired with the right choice of tires.



Solid Axles at TX NCRS Texas Regional Judging Frisco, TX



John Spencer's Red 1954 was displayed in the lobby at Red River SACC booth

For the second year Lone Star Region of NCRS has invited the Red River Chapter of SACC to provide a display at their convention. The convention and flight judging was held at the Embassy Suites Convention Center in Frisco, Texas October 19-21, 2023. Don Brittin made all the arrangements and staffed the booth with the help of a few Red River members. John Spencer brought his Red 1954 to be on display for three days and to promote the Solid Axle Corvette Club. This interaction has proven to be beneficial to both organizations.

1954 CORVETTE	
John Spencer	
Base Price	2,774.00
Development Signals	142.75
Wheels	95.00
Signal-Seeking Radio	145.15
4.75-15 Wheelwell Trim	29.90
Powerfold Transmission	178.25
Push-Button Ignition	3.45
Courtesy Lamps	4.80
Windshield Washer	15.85
Total Cost	3,229.10
Total Production	3,440
Colors	
Pale White	1720
Peterson Blue	500
Sparkle Red	100
Black	4

1954 CORVETTE	
John Spencer	
Base Engine	
Cylinder	Sixteen 50
Valves	112 16V
Carburetor	112 16V
Transmission	4-Place 4-1-2
14 Drive	
Made in all Chevrolet	
Electric Power Windows	
Auto Window (Front & Rear)	
Headlights with Headlight (Flareless reflector)	
Headlight Bulbs (Standard Ignition Switch)	
Headlight for the Street (Two-Speed Motor)	
12 Headlight (Standard Ignition Switch)	
Motor for lights (Standard Ignition Switch)	
12-24-36 (Standard Ignition Switch)	
Motor for lights (Standard Ignition Switch)	
12-24-36 (Standard Ignition Switch)	
Motor for lights (Standard Ignition Switch)	
12-24-36 (Standard Ignition Switch)	
Motor for lights (Standard Ignition Switch)	
12-24-36 (Standard Ignition Switch)	
Motor for lights (Standard Ignition Switch)	
12-24-36 (Standard Ignition Switch)	



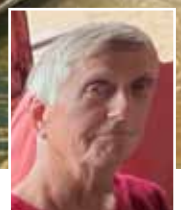
Tim Wardlaw from Burlison, TX had his White Fuel-Injected 1962 judged in the Stock Concours Class.



Bob Brown's White 1959 was driven to Frisco, TX from San Diego, CA by way of Don & Denise Eckhart's wedding in Albuquerque, NM through wind and rain storms.



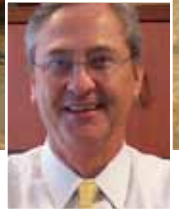
Red 1962 from Mansfield, TX owned by Thomas Grimes



NCRS--continued on page 8



Thanks to Don Brittin for arranging for Red River to display in the NCRS Texas Regional Convention. Also for coming from Oklahoma and spending the weekend to set up and staff the booth.



This Red/White Fuel-Injected 1957 FI, on Special Interest Display, is owned Pat Lobb, Frisco, TX.



Dave Renner's Red/White 1961 from Frisco, TX was being judged in the new Stock Concours Class



Keith MacRae of Corrales, NM had this amazing Black on Black Fuel-Injected 1960 on Duntov Display



Fuel Injected 1957 White/Silver owned by Ray Brown from Blue Ridge, GA being Flight Judged



Being displayed with the Anniversary Corvettes was Tony Salter's Barn Find 1953 from Conway, AR. This display had each of the anniversary models including the new 2023!



Larry Martin's White 1956 from Houston, TX was on Special Interest Display



John & Carol Harris from Greenwood, LA had this Red/White 1957 in Flight Judging



15TH ANNUAL
1ST on the 1ST
 January
 ALWAYS THE FIRST
CORVETTE
SHOW
 OF THE YEAR !!
\$5⁰⁰ ENTRY FEE DASH PLAQUE FOR ALL ENTRIES

Spring Creek BBQ
 1993 N Central Expy, McKinney, TX
 1 PM McKinney, TX



Bowling Green Plant Tours Ending

Due to manufacturing advancements, tours offered by the National Corvette Museum of GM's Bowling Green Assembly Plant will be suspended beginning Monday, February 5, 2024. At this time, there is no confirmed date for plant tour resumption. The National Corvette Museum will remain open to the public and continue regular operations. To reserve your spot through Friday, February 2, 2024, visit us online at corvettemuseum.org. As more information is made available, it will be shared by the National Corvette Museum.
<https://www.corvettemuseum.org/visit/plant-tours/>

64TH ANNUAL AutoRama[®]

LOCATION



Dallas Market Hall
 2200 North
 Stemmons Freeway
 Dallas, TX 75207
 US

ADMISSION



GATE:

Discount Tickets Available at
O'Reilly Auto Parts

General Admission:	24.00*	General Admission:	22.00*
Children 6-12:	8.00*	Children 6-12:	7.00*

Discount tickets available three weeks prior to show dates

*Purchase of a ticket does NOT guarantee an autograph from special celebrity guests

FRI^{FEB} 16TH
 3 PM - 8 PM

SAT^{FEB} 17TH
 10 AM - 8 PM

SUN^{FEB} 18TH
 10 AM - 6 PM

FEB 23-24 2024 Wise County Antique Auto Swap Meet

Friday & Saturday 8am-6pm Rain or Shine
 3,000+ vendor spaces sold.
 80% of vendor's items must be auto-related.
 FREE Admission. Info: www.wcaac.com
 Sponsored by: **Wise County Antique Auto Club**

Wise Co. Sheriff's Posse Grounds,
 3101 S. FM 51, Decatur, TX
 Directions: 1 mile South of Decatur on FM 51 on left.
Parking available at the North and South of Swap Meet for a MINIMAL FEE



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: Robert Cotner – President cell 972-839-8473
 Verle Randolph – Okla. Vice President 918-520-7861
 Tom Hubbert – Texas Vice President cell 972-897-3045
 JoAnn Brumit – Secretary/Treasurer cell 214-676-2265
 Diane Preston – Editor cell 405-615-3856
 John Spencer – Technical Advisor cell 972-429-6000

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

Newsletter Mailing Address:
 Diane Preston, 1124 Lopo Rd., Flower Mound, TX 75028
Dues: Chapter and National membership year is Jan. 1 to Dec. 31. Chapter dues are suspended until 2025 and national dues are \$45.00 annually. (No matter when you join)
 Please return a chapter application / renewal form, available on our web site, or in this newsletter with a check for national dues (\$45.00) to: JoAnn Brumit, KARLEE KLASSIC AUTOS, 3701 Marquis Dr., #101, Garland, Texas 75042. Make payable to SACC.

FEBRUARY 16th - 18th, 2024

Sagenet Center
 at Expo Square Fairgrounds
 Tulsa, OK



www.starbirdcarshows.com

TECHNICAL HELP FROM THE SOLID AXLE CORVETTE CLUB

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

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

Question: I have owned two Corvettes many years ago. My first was a 1959 that I bought in 1964 and the second was a 66 I bought in 1985. Hands down my 59 was the car that gave me Corvette Fever.

I'm a little older now and have started a build on a new Morrison 62 solid axle chassis and not being able to find a 62 body that I could afford I opted for a Downs Industries replica 62. Unfortunately it is as hard a build as if I had bought a 62 wreck. Nothing fits, everything has to be customized to accept NOS or original parts. (I'm referring to the body, the chassis is perfect.). Now my question; Do the cut outs in the floor pan beneath the fuel tank have a purpose? The floor in my replica is solid. No holes. Someone on another forum suggested that the original cutouts were a safety feature and that has caused me some concern. Can you clarify this issue for me?

Answer from Doug Prince, SoCal Chapter Advisor:

You should probably contact Morrison first since they got you into this "mess" in the first place. We are predominately a factory original organization with little or nothing to do with "kit cars." Good luck with your project.....

Answer from Bill Huffman, Michigan Chapter Pres.:

Although I don't disagree with Doug regarding kit cars, as a retired automotive engineer, I believe you have asked a safety related question that might be of interest to C-1 owners.

The holes below the fuel tank have three purposes;

- 1) Drain plug clearance hole on the far right (pass) side to allow the tank to be drained while still installed in the car.
- 2) Holes for front attachment of tank hold-down straps & attachment brackets to secure the tank in place. It is extremely important to use both the straps and the insulator between tank & straps to eliminate metal to metal contact.

Loose tanks, wear/abrasion & possible sparking are not good.

3) Other holes are to allow circulation of air up & around the tank. Without these holes, gasoline vapors could leak into the passenger compartment.

Other holes that may be missing are the tank vent hose holes that should be located in the gas filler area. The gas tank must be vented.

Question: My 59 is an early car. Our research after buying a judging guide says the inside of the trunk should be interior color. My car will be black with red interior. So is the underside of the trunk lid red?

Answer from Brad Bean, SACC Vice President:

Trunk compartment color has frequently been a point of discussion, as different examples exist. Noland Adams' Corvette Restoration & Technical Guide, Volume 1 (pages 254 & 255) indicates that for 1958 through 60 the trunk compartment color matches the car's interior. He goes on to say the 1958 Corvette paint instructions indicate the hardtop, trunk compartment, deck lid panel (inside), and folding top lid panel (inside) were all painted the same; to match the car's interior. He states the factory continued to use these same painting instructions for 1959 and 1960.

He also cites an example of a 1960 Corvette where a trunk compartment was painted the same as the car's exterior. He only indicates this for 1960 and states there is no rhyme nor reason as to the timing or why it occurred.

However, the NCRS judging manual (page 12) states: "1958 and early 1959 trunks were painted interior color. Remainder of 1959 to 1960 painted exterior body color."

You mention your Corvette is an early 59. If so, both opinions support painting the trunk interior the same as the car's interior color. Noland's research supports the inside of the deck lid being the same as the trunk color. There is a GM file photograph of this on an early 1958 prototype, on page 242 of his book.

Question: I have a 1954 Corvette. Will a 1953 fuel pump work in my car? Also you helped me last week on the carb's flooding all three were flooding, what should the pressure be from the pump?

Answer from Bruce Fuhrman, SACC Secretary:

The '53 fuel pump (AC 9797) is the same as the passenger car pump and easier to find. It will work on the '54 except you will not be able to locate the fuel filter by the pump where it was placed on the '54's. The '53 filter was mounted in front of the #1 carb. The '54 pump (AC 4132) has the fuel attachment lines angled to permit the filter to be added next to the pump.

The fuel pumps produce about 10 psi. I put a pressure regulator in mine and set at 1.5 psi and I works fine, no flooding. You may have needle valve seats that are worn or accelerator pump diaphragms that are porous causing the flooding?

Question: I have been trying to find out the correct ppg code in lacquer paint for for my 1954. The new tech manual and judging guide only says Metallic Beige for the interior pieces the car is Pennant blue. Does any one know the exact code in lacquer they used. for the Metallic Beige.

Answer from Bruce Fuhrman, SACC Secretary:

If there were codes in 1954, I do not know where they recorded them! When I restored my '54 we were able to find some protected original paint under the weather stripping and some metal plates. We polished and clear coated the best spot and the painter computer color matched to the original color perfectly. There were only 300 painted Pennant Blue.

Question: Where on the frame are the VIN numbers on the frame?

Answer from Bruce Fuhrman, SACC Secretary:

The stamped VIN # is stamped on the top of the frame rail on the left side about under the drivers thigh. It cannot be seen, since there is only about a one inch gap between the Fiberglass floor and the frame. To check it, I had to make a thin wood stick, wrap it with sandpaper, then clean off many years of dirt and rust. Then clean off, pack in some white chalk or powder, then blow off. Then use a small dental mirror and flashlight to read the # and compare with the door post. They should match.

Question: I have a 57 Vette. The door was not closing properly. I tried to adjust the door striker. Two of the 3 screws were stuck solid and impossible to loosen. I tried PB blaster, using an impact screw driver, and finally I've drilled out the heads figuring I could get it with a stub remover. Still not working. I think a prior owner has glued the sticker bolts. Is there a way to access the bolts from the back side? What do you suggest.

Answer from Doug Prince, SoCal Chapter Advisor:

The door striker bolts screw into a nut plate that is behind the door jam and is basically not accessible unless you want to remove the wheels and cut through the body. The screws have become completely rusted over time and this is not an uncommon problem with C1s. I suggest that you grind off the remaining heads and drill out the screws and install helicoils to repair the holes in the nut plate itself. Be patient and good luck with this project.

Question: I just picked up a 1954 Corvette with a few issues: the first is when I start the car gas pours out of the carb's and the engine starts shaking.

Answer from Bruce Fuhrman, SACC Secretary:

The gas coming out of the 3 carbs is either bad accelerator diaphragms (rubber which gets attacked by our new gas) and /or stuck needle valves in the float chambers. You need to rebuild the carbs and put a pressure regulator in line and set for about 2 psi.

Question: Having a hard time latching the 54 convertible top to the rear to the deck. Is there a procedure? Do I start latching front, middle bows or rear first?

Answer from Bruce Fuhrman, SACC Secretary:

This is a common problem with '53-'55 tops. Here is what I did to keep them latched assuming you want to keep all stock.

The back plates in the deck cover are probably worn and are made of soft metal. Any vibration and they pop loose. So, latch them first, then the front. I replaced the 2 plates which helped but did not keep them from coming loose on long trips. I then wedged a small piece of rubber between the chrome release lever and the base clip which keeps the teeth engaged in the base plate. You may want to place a rubber band or duct tape around the rubber and lever to assure it does not come out. This has worked for me on long trips.

Question: I was driving my 62 original 327/300 hp about 60 mph, in the cool evening, when the engine just shuts down as if you would turn the ignition switch off. It was off for about 10 seconds then the engine restarts and continuous to run. OK, odd...drove for another 2 or 3 minutes then off again. This time after I came to a stop on the side of the road.... She would not start. Towed her home and looked for electrical problem because it had gas going in the carb when I would pull back the throttle lever. Changed out the coil and she started right up. Great!!! When sitting behind the wheel it is automatic to look at each gauge for those who have had one for decades. Well, the battery was on constant discharge... not much...but it wasn't where it should have been. More especially when I would rev the engine it may move a fraction but would remain in the negative side. Turned on the lights still no movement. Thus, I changed out the volt regular, coil resistor still the same. Your suggestion and/or experience on what I may do next would be much appreciated.

Answer from Max Brockhouse, SACC President:

Generator or regulator and most likely the coil voltage resistor problem, but I am not sure which. At a recent antique tractor meeting (club that I am involved with) a battery shop spoke and he says always check the battery first. If a battery is 3 years old it most likely has failed and sometimes it will not hold enough for a generator to keep up allowing for no spark to the engine.

Answer from Bill Huffman, Michigan Chapter Pres.:

Sounds like you had a defective ignition coil. The voltage regulator that you replaced may not have been defective. I would advise you to polarize the electrical system. Form a 4-5 inch insulated copper wire into a C-shape and arc across the Battery & Generator (top & bottom) terminals on the voltage regulator.

There is no way to know how long this condition has existed so be sure to have the battery & generator output checked after you get it running.

Question: How to install gasoline/brake frame clips on 57. I push them in the holes and they are still loose. The ends going through the frame rails are crescent shaped and do not spring back. Whats the secret?

Answer from Chip Werstein, SoCal Chapter Advisor: The reproduction brake/fuel line clips sold by the various Corvette suppliers simply do not function as they should. I always buy extras because I know some will break and others will fail. Any tension on the fuel and brake lines will pull the clips out of the frame. Make sure your lines are straight and true... not always an easy thing to do.

Question: I am restoring a 1959 Corvette Black, silver coves and red interior. I have done research on the paint code for the red dash color and have found several different answers. I was hoping you could answer this question for me as we are at the point of needing to buy the red paint.

Answer from Doug Prince, SoCal Chapter Advisor: The red interior color of your 1959 Corvette was called Roman Red. There were three different manufacturers of this lacquer color from St. Louis. DuPont 2931LH, R&M A1138R and Ditzler DDL70961. Lacquer paint is generally not available today but a high quality body and paint shop should be able mix up this color for you using modern paints and materials.

Question: I have a question about 57-62 positraction carriers. I am currently restoring my 62 that I have had since 1966. I have heard that there are two or three generations of carriers and I would like to know how to identify them so I can get the correct parts and also clutch packs. If there are sources for parts that you know about, that would be helpful also.

Answer from Bill Huffman, Michigan Chapter Pres.: On rebuilding a posi unit, I assume from your question that your car does not currently have a posi-traction differential. But whether that's true or not, contact Darrell Shepherd at 4 speeds by Darrell in Vermilion, IL.

He can rebuild your differential or sell you a correctly dated posi-traction unit. Darrell has rebuilt two 3.70 posi units for me. I supplied the correct castings & flanges. He supplied the GM series 3 carriers and other internal components.

Question: My 59 Vette 283 with Carter wcfb 4bb starts good when cold. After driven half hour or more, fully warmed up, and shut off and restarted within 1 to about 2 minutes will start good, but if not started for 10 to 20 minutes it won't start unless I press the gas peddle to the floor. It acts like its flooded. I removed the air cleaner and can see an occasional dripping of gas in the manifold. Carburator has been rebuilt. Timing, point gap all good. Been told it's todays lousy gas. A friend's 57 chevy 283 does the same thing. Hope someone has a solution as this is hard on starters.

Answer from Bill Huffman, Michigan Chapter Pres.: Basically, your '59 and your friend's '57 have the same cast iron intake manifold (3746829) with built in carburetor heating ports. The hot start problem is from the fuel boiling over into the carburetor throat and into the engine. In order of difficulty:

- 1) Switch to premium gas which has a higher boiling temp.
 - 2) Set the float level lower but not so low that it cavitates on hard turns.
 - 3) Put extra gaskets or a fiber spacer between the manifold & carburetor as a heat insulator.
 - 4) Switch to the fuel injection intake manifold gasket set that closes off the carburetor heating ports.
-

Question: I own a 1960 Corvette. I would like to go to a larger wheel and tire combo in the rear. I currently have a 6.70/15 stock tire on stock wheels. I would like to upgrade to a 7 inch tread width tire. What backspacing is needed on the wheel to fit this size tire without modifications to the body or suspension?

Answer from Bill Huffman, Michigan Chapter Pres.: You can put Coker American Classic 205-75R15 tires on your stock rims all the way around to get wider tires, radial performance and a stock appearance all in the same package w/o affecting your speedometer. That's what I would recommend.

Question: I have a 1960 Honduras maroon corvette that I've owned since 1975. It's mostly stock original except for some updates, tires carb, intake, electronic distributor, etc. I have stock wheels and original hubcaps not after markets. The hubcaps are a real bear to mount on the wheels Is there any trick or method to making this job any less of a strain. I've spent hours taking the dents out and then only putting them back in when I install them. I have many questions about my car. serial #9953 out of 10261 found a lot of 61 parts on the car that look like they were there from day one!

Answer from Bill Huffman, Michigan Chapter Pres.: Regarding the wheel covers, I have a 2 1/2 inch diameter rubber hammer and a 1 1/2 inch vinyl lead shot filled hammer that I use depending on how tight the rim to wheel cover fit is.

I have never dented mine but I sometime have to tap around the outside edge 2 or 3 times to make sure the cover is completely seated. Always strike the cover squarely with the face of the hammer, never with the edge. A piece of 2x4 to use as a tapping block might help in keeping the hammer away from the cover.

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Solid Axle Corvette Club Membership Renewal/Application



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If you don't know, we can look it up.

Applicant Name _____

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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

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

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

*Red River Chapter Dues Suspended for 2024. \$45.00
Just pay National Dues \$60.00 total*

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

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

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

**Check out the SACC website at
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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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Indicate original, modified, race car or unusual options, etc.
