



June 2024

Straight Talk

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

President's Message

We're hoping to get more people together for a variety of events.

Maggie and I like to take short road trips to the wineries in St. Jo, Texas, from time to time. St. Jo is just a few miles from the Oklahoma/Texas border. On May 23, we will be having lunch at Chisholm's Chop-house on the square in St. Jo at 11AM, and then heading to Blue Ostrich winery around 1PM. We would love to see you for lunch, at the winery, or both. It will be a great time to visit and talk about old Corvettes, even if you don't drive your C-1 that day!



Those coming from the Dallas area can meet the Prestons at the Cracker Barrel at Hwy. 380 and I-35 in Denton at 10AM on the 23rd and drive together to St. Jo. For those coming from the OKC area call me at 512-694-7456 and we'll schedule a time and place to meet and drive down HWY 76 to avoid I-35 construction.

GOOD NEWS!! I really am getting my engine back from the builder next week. I would like to schedule a tech session on lining up the bell housing soon. Other tech sessions may include installing a TREMEC 5-speed transmission and the engine, upgrading the front brakes to disc, and adjusting the new clutch. Let me know if you are interested in attending any of these sessions at my home in Blanchard, OK, on the south side of OKC, and we will work out a schedule. 512-694-7456

Maybe it will stop raining every Saturday by June!!! ONE MORE TIME!

The Tri-City Cruisers' car show in Newcastle, OK has been re-scheduled for Saturday, June 22. More info to the right. I'll be there, and I hope to see Tom Parsons, Butch Abbott, and Gene Paulsgrove, who live nearby bringing out their Solid Axles.

Even if you can't stay for the entire show, come by and say hello!

Robert Cotner

Lunch in St. Jo Thursday, May 23

11 am at Chisholm's Chop House

101 S. Main, St. Jo, TX

580-224-7244

& Join us at 1 pm at



5611 FM 2382, St. Jo, TX 76265

940-995-3100

Annual Open Car Show

**Saturday
June 22, 2024**

Registration 8 to 11

Judging 11 to 12

Trophies 2:30 PM



Cruisers

All Paid Entries before 11 AM

Receives their Car's Picture on a Participant Plaque

TOP TEN TROPHIES

Specialty Handcrafted Trophies

Sponsor Trophies

Club Participation

Disc Jockey

President David Gayanich

(405) 642-7463

South Side of Highway 37 and Tri-City Drive

(behind Braums)

NSRA Safety Inspector

Kids Activities

Door Prizes

50/50 Drawing

Facebook: Tri-City Cruisers

Host Club Cars Ineligible

Newcastle

New Member

Mark Billington
Prosper, TX
Red 1961



BREAKING NEWS



BOWLING GREEN ASSEMBLY PLANT TOURS

Returning for the week of the Anniversary Celebration

Tours-August
26-30, 2024
Only

Reservations are **Limited** | Available for purchase May 15, 2024

\$50 per person per tour

First Tour begins at 7:15 am | Final Tour starts at 4:45 pm

1953 Corvette Wins 2024 Ridler Award

Built By
Kindig-It Design!

Dave & Tracy Maxwell's 1953 Corvette, built by Kindig-It Designs has been named the winner of the prestigious Ridler Award at the 2024 Detroit Autorama. Completely hand-built, this car is the culmination of more than five years of work, all carried out behind closed doors, because the criteria for the Ridler Award is that the car has to make its public debut at the Autorama. "Keeping people away from the car was one of the most difficult parts of the build," says Baylee Kindig, Dave's daughter.

It's difficult to know where to start when describing this car. Nothing about it is a 1953 Corvette. The car was built entirely from scratch out of aluminum. The chassis, suspension, body, and interior are all the work of Kindig-It Design. The shape is loosely based on a Corvette concept car from 1954 called the Corvair. That concept featured a sloping rear window but isn't nearly as elegant as the shape and proportions pulled off by Dave and his crew. In fact, this car is much sleeker and more stylish than Chevrolet's design concept from the '50s. It bears repeating: everything on this car is hand-made.

As if that weren't enough, check out that V-12 engine under the hood. Yes, twelve cylinders where you'd expect to see eight. The engine was built by Race Cast Engineering, an Australian company that made a huge splash at the SEMA show a few years ago with its innovative V-12 engines based on LS engine architecture. Making nearly 800 hp right out of the box, just a few hot rodding tricks will get



you to 1,000 naturally-aspirated horsepower in a hurry. We can only imagine what it sounds like!

The rest of the drive train resembles that of a C7 Corvette, including the torque tube and 8L90E transaxle. The front and rear suspension are custom-designed by Kindig-It, as are the wheels, which were built by EVOD to Dave's specs. The suspension uses a cantilever design to actuate the coilover shocks, and you can see the rear suspension components peeking through an opening in the package tray—as Baylee described them, "functional and pretty."

How many hours went into the construction of this car? "I am afraid to count," says Baylee. We won't even begin to speculate what the final cost of construction is, either. It's enough to celebrate the skill and expert craftsmanship needed to create something of this caliber. In an excellent group of Great 8 finalists, this car truly did stand above them all. Congratulations to Dave and the crew, winners of the 2024 Ridler Award.



2024 Lone Star Corvette Classic

May 17-18

Ft. Worth

Register on line: lscclassic.clubexpress.com

Host Hotel: DFW Marriott Hotel and Golf Club
 3300 Championship Pkwy, Fort Worth, TX 76177
 817-961-0800 From \$139.00/night

FRIDAY MAY 17TH

9am-5pm Registration Packet Pick-up, Silent Auction, Vendors at Hotel

11am-2:30pm Parade Laps at Eagles Canyon Raceway, N. FM-51, Decatur, TX

Join us for parade laps and lunch at Eagles Canyon Raceway just outside of Slidell and north of Decatur, TX. No helmets are required, and you may have a right seat passenger when on track. Parade will be highway speeds, no passing allowed. Purchase lunch in the track café and watch members race their cars. Arrive by 11am. Lineup no later than 11:45am. Parade laps are from 12-12:30pm. <https://eaglescanyon.com/> 817-583-9476

6:30-8:30pm Party at Marriott Paddock Parking Lot "Beauties" & Judging

8:30-9pm Friday Night "Lights" Show & Judging DFW Marriott's Parking Lot

9 pm "Beauties" and "Lights" Awards

SATURDAY - MAY 18, 2024

7-9am Car Show Move-in & Staging DFW Marriott Parking Lot

7:30-9am Registration Opens

9am-2pm Vendor Fair / Sponsor Exhibits

9am-2pm Car Show DFW Marriott Parking Lot

10-2pm Show N Shine Voting & Judging

3-6pm Silent Auction Open

5-5:45pm Happy Hour Cash Bar

6pm Saturday Night Dinner

6:30pm Live Auction

7:45pm Awards Presentation

8:45pm Pick up Silent Auction Items

SUNDAY - MAY 19 - DEPARTURE AT LEISURE

For more information contact
Classic Officer-John Raiden
classicofcr2024@gmail.com
972-310-4044

Please sign up your car under one member's name ONLY. If entering two or more cars, please email John Raiden (classicofcr2024@gmail.com). He will register the additional car(s) for you.

PRICING

Pre-Order Classic 2024 T-Shirt **\$15**
 Limited quantities & sizes available at event

Track Outing at Eagles Canyon Raceway **\$20**
 Per Corvette-No charge for passenger

Fri. Evening "Paddock" Party per person **\$30**

Show N Shine Car Show Participant Judged **\$45**

Judged Car Show **\$55**

Sat. Evening Dinner per person **\$45**

Late Registration Fee On or after 4/30/2024 **\$30**

If you are not a Lone Star Corvette Club member and signing up late, if you join Lone Star Corvette Club, we will waive the \$20.00 late fee.

2024 - Car Show Classes - SNS & Judged

	C Series	Years	Body
1	C1	53 -62	All
2	C2	63 - 67	All
3	C3	68 - 82	All
4	C4	84 - 96	All
5	C5	97 - 04	All
6	C6	05 - 13	Coupe / Conv
7	C6	06 - 13	Z06, ZR1, 427
8	C6	10 - 13	Grand Sport
9	C7	14 - 19	Coupe
10	C7	14 - 19	Conv
11	C7	15 - 19	Z06, ZR1
12	C7	17 - 19	Grand Sport
13	C8	20 - 24	Coupe
14	C8	20 - 24	Conv
15	C8	23 -24	Z06
16	C1 TO C8	53 - 24	Custom

Enid Corvette Expo

Photos by Marc Koehn

Corvette Expo is "one of a kind" in this area of the country. It's indoors... and it's ALL Corvettes! The Corvette Club of Enid, Oklahoma has been doing a great job of putting this show on for 32 years! You can check in on Friday night or early Saturday morning for the Saturday show held in the Chisholm Trail Exhibition

Center. On Friday night they furnish supper for the exhibitors, and a shuttle bus to the host hotel that will also bring them back to the show on Saturday morning. There is a display of Corvettes from each decade celebrating the current year... '54, '64, '74, etc. Also the traditional 50/50 pot and silent auction. Awards are at 3 pm so there's time to get home... maybe.



Dean Goforth's Red 1954 from Holdenville, OK wins Sponsor's Choice.



Darren Heavner's Yellow 1960 Roadster from Weatherford, TX wins Best of Show



Dennis & Elaine Morehouse's Black 1958 from Enid, OK



Tom Scripp's Red/White 1956 from Derby, KS



Curtis Crain's Horizon Blue 1960 from Wichita, KS



Mike Hein's Brandy Wine 1960 from Lahoma, OK

ENID--continued on page 5



John Gains' Black 1962 from Wichita, KS



Jerry Holding's White 1954 from Enid, OK



Rod Jensen registered for the Enid Corvette Expo, but the threat of bad weather kept him and his Red 1962 home in Pawnee, OK... but here's a picture anyway.



Max & Wendy Jantzen's Modified Black 1959 from Ringwood, OK

Boone County Courthouse
101-199 W Rush Ave, Harrison, AR

**1st Annual Heart of the Ozarks
Corvette Show Hosted by Heart
of Oklahoma Corvette Club**

**HEART OF OKLAHOMA
CORVETTE CLUB**

Save the Date

\$40 Pre-Registration Raffle Tickets Class Trophies Specialty Awards
50/50 Raffle Food Trucks Registrant Goody Bags Silent Auction

Friday Evening Sep 20, 2024 MEET 'n GREET at Woods Motor Group, Harrison AR
Saturday Event Sep 21, 2024 Boone County Courthouse, Harrison AR
Questions contact **David Finley** at 405-630-6723 or visit **HOCC.club** for registration form

Speed limit? What Speed limit? **SPRING CHECKLIST**

Spring has Sprung!



It's just about time to "think spring," and with that comes a few things you should do before driving your car the first time after storage. If your car has been in storage for less than six months, follow these steps:

1. While being stored, the battery should have been disconnected, taken out or had a battery tender hooked up. If not put a trickle charge on the battery to bring it back to full charge. Make sure the cables are disconnected during the charging process.

2. Inspect the fuel system. Be sure the choke and throttle linkages move freely and the system is free of any leaks. Check fuel lines for signs of deterioration. Due to advances in refinery procedures, modern pump fuel remains stable for at least six months, so if you topped off the tank prior to storage the fuel should be fine for start up. (I use STA-BIL keeps fuel fresh for up to two years)

3. Inspect cooling system. Look for cracking or loose fan belts and leaking or deteriorating radiator and heater hoses. Check that coolant is clear of debris, at the proper level, and is still a rich green color.

4. Inspect the engine for signs of oil leaks and that the oil level is up. If the oil wasn't changed prior to storage, change it now; otherwise wait until after the initial start up (Step #12 below). Also check transmission, brake, and differential levels and inspect for leaks.

5. Inspect the ignition system for signs of cracking on ignition wires and related wiring connections. Check the distributor cap for moisture or deterioration.

6. Inspect the brakes and suspension components for any signs of deterioration. Be sure all components are operating freely and functioning as designed, including the emergency brake.

7. Repair any problems found prior to start up.

NOW YOU'RE READY :

8. If the battery was removed, install the fully charged battery into your classic. Remove the ignition wire from the coil and turn the engine over several times. You should do so until your oil pressure gauge needle moves up – if you have a too late light, let it spin for a 10 count.

9. Reconnect the ignition. Also remove the air cleaner lid (Not necessary for fuel injection! HA!) and check that there is fuel squirting in the carburetor when you move the throttle. Reinstall the air cleaner lid.

10. Get in the driver's seat and follow your usual starting procedure. **Be sure the vehicle is out of gear.**

11. Let the engine idle until it reaches operating temperature. Closely monitor engine operation, watching for leaks, or malfunctioning systems. Listen for noises such as knocks or rattles.

12. After the engine has warmed up, shut it down. Change the oil and filter, if not done in Step #4, this clears the engine of any moisture that gathered inside over the winter. Check for any leaks in general once again on and around the car.

13. Check the inflation of the tires and spare, adjust as necessary. Now you can start it up and check the brakes for proper operation.

14. Take a 30-minute ride close to your home. Check again for any fluid leaks when you return home.

15. Finally, give your classic a good wash and wax. It's time to take a spin and enjoy the road with your classic.

NOTE: If your car has been in storage longer than six months, a more thorough inspection and procedures may be required. Storage for long periods of time can actually leave the car in a state of disrepair due to deterioration. It is good to reserve this type of inspection and start up to a trusted mechanic.

1958 Corvette Borg Warner T-10 4-speed transmission-\$4800

FOR SALE is a T-10 4-speed transmission for a 1958 Chevrolet Corvette or passenger car. It was professionally rebuilt (June 2016, ~10K trouble free miles), using the highest quality available parts. Included in the rebuild was replacement of the main cluster and two new gears (2nd and 3rd) – receipt available post sale.

Manufacturing Details:

The Borg Warner main case was cast 2/20, tail housing cast 2/28, side cover cast 2/13, and assembled on 4/4/58. The side cover is the (rare) first generation cast aluminum, without support gussets and shows a common stress crack repair (noticeable from the inside only).

Don Eckhart 541-740-8293

Specifics:

Component	Cast	Build Date (Stamp)
Main Case	T10-I W.G. Div Q1 2-19	WD48-2 Translated: <ul style="list-style-type: none"> • April 4th, 1958 • Second shift
Side Cover	T10-148 2-13-58	
Tail Shaft	T10-7A W.G. Div 2-28-58 SPAC	
Bearing Retainer	T89B-6	

Consider partial trade for 1958 Rochester Fuel Injection



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: Dennis Conte – President cell 972-839-8473
 Verle Randolph – Okla. Vice President cell 918-520-7862
 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.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

Dues: Chapter and National membership year is Jan. 1 to Dec. 31. Chapter dues are \$15.00 and national dues are \$45.00 annually. (No matter when you join)

Please return a chapter application / renewal form, available on our web site, with a check for chapter and national dues (\$60.00) to:

Chapter Mailing Address: JoAnn Brumit, KARLEE KLASSIC AUTOS, 3701 Marquis Dr., #101, Garland, Texas 75042



PETIT JEAN MTN, AR
8 Jones Lane, Morrilton, AR
501-727-5427

Sam Salter

Corvettes on the Mountain Corvette Show

May 18, 2024

For info contact: Tony Salter
501-450-0902

66th Annual Petit Jean

Swap Meet & Car Show

June 12-15, 2024

email: info@museumofautos.com

SWAP MEET-CAR CORRAL-ARTS & CRAFTS

900 ANTIQUE AUTO SWAP MEET SPACES
60 ARTS & CRAFTS / FLEA MARKET SPACES
275 COLLECTABLE CAR CORRAL SPACES
80 RV PARKING SPACES (NO HOOKUPS)

Antique Car Show

Saturday, June 15, 2024

REGISTRATION 8 A.M.-11:00 A.M.,
JUDGING 11 A.M.-3 P.M.

ORIGINAL CARS FROM TURN OF CENTURY
MODELS TO 25-YEAR-OLD MODELS, WILL
COMPETE FOR FIRST, SECOND, THIRD PLACE,
AWARDS IN THIRTY-TWO (32) CLASSES

Open Car Show

Saturday, June 15, 2024

REGISTRATION 8 A.M.-11 A.M.,
JUDGING 11 A.M.-3 P. M.,

OPEN TO ALL VEHICLES, TWO AWARDS IN
EACH OF FORTY TWO (42) CLASSES

Swap Meet Chairman, Tommy Hoelzeman:
tj@museumofautos.com

Bloomington Gold Announces New Dallas Event in September 2024



Bloomington Gold Dallas becomes the third Bloomington Gold show event. It builds on their new January Kissimmee, Florida show and the traditional "Granddaddy of Corvette shows" held June 21-22 in Illinois.

SACC will have a booth at the show in Illinois... Let Jack Hollada know, if you're going to Illinois. (jhollada@casscomm.com)

The new Dallas event will take place Wednesday, September 4-Friday, September 6 at the Omni Hotel in downtown Dallas. Owner check-in and setup will occur on Wednesday the 4th. Thursday will feature their traditional Survivor, Gold, and Benchmark judging. The awards ceremony and social hour will wrap up the busy judging day.

On Friday, September 6th attendees will be able to spend the day at Mecum's Dallas auction which will be held at the nearby Kay Bailey Hutchison Convention Center.

**Back issues of "Straight Talk" available
on line at: www.VetteLegends.com**



Sign up for the OK/TX Panhandle Caravan. \$25 to Caravan Captain, Ed Onley, 4400 Mackenzie Dr., Moore, OK 73160, 405-642-8929

OK/TXPanhandle Corvette Caravan Schedule

Monday, August 26, 2024

- Lunch Frontier Chevrolet, El Reno OK on Route 66.
- Route 66 from El Reno to Tulsa. Caravan will take I-44 to Tulsa. (NTTA tag is good). Or follow Rt.66 to Tulsa.
- Monday night in Tulsa OK Marriott Southern Hills Resort Hotel. \$169 + taxes.

Tuesday, August 27, 2024

- Depart Marriott Parking Lot. (Early departure time TBA).
- Take I-44 to toll road to Missouri (NTTA Tag is good)
- Stop at Missouri Visitor Center to re-group.
- Lunch at Springfield, MO. (Locations TBA).
- Route 60 East to Cape Girardeau, MO. Four caravans meet there. Make reservations at the Pear Tree Hotel (part of the Drury chain) Estimated \$72 + taxes. We have two group numbers 10069890 & 10069878. Call 800-325-0720 for reservations. Plans for All-Corvette Car Show, on the Mississippi River in old downtown.

Wednesday, August 28, 2024

- Everyone goes to Bowling Green KY, Make your own hotel reservations and for the NCM events.



Convention 2024

-- August 21 - 24, 2024 --

SACC rotates convention locations from East to West to Central areas. This year we will be in the East and will join with Corvettes at Carlisle in Carlisle, PA for our annual convention. When you register you will be provided web site information where you will make your reservation with our group. Our host hotel is in a nearby small town with an easy drive to the Carlisle Fairgrounds. The discounted room rate is \$199.00 per night.

- Wed 8/21**
- The National Board will hold its meeting at 9 AM in the hotel meeting room.
 - The Chapter Representatives will meet with the board at 2 PM. All members are encouraged to come.
 - We will hold our welcome reception at the hotel at 6 PM with a catered meal in the breakfast area, for all registered members. Immediately following will be the Annual Meeting, all members of SACC can attend and vote.

- Thur 8/22**
- We will host a Corvette workshop. An alternate event will be offered for the spouses.
 - The Board and Volunteers will set up our display tent at Corvettes at Carlisle.



Fri 8/23
Sat 8/24

CARLISLE
REGISTRATION *Events*

WE WILL BE ENJOYING CORVETTES AT CARLISLE!

Please make your own arrangements with Carlisle for tickets, parking and their events.



Looking forward to seeing all our members!!



2024 SACC National Convention

August 21 - 24, 2024 We are joining forces with Corvettes at Carlisle!

- 1. Name _____ Spouse or guest _____
- 2. Address _____
- 3. Chapter _____ SACC Membership # _____
- 4. Cell Phone # _____ Arrival date _____
- 5. Email address _____

CONVENTION REGISTRATION

Covers Welcome Party and Annual Banquet Dinner, hotel dedicated parking area, parking lot security at the hotel, signs demarcating dedicated parking area, use of the meeting room, posters/easels/office supplies.

- \$250.00 for 2 people \$190.00 for single attendees

Make checks payable to SACC Convention. You will receive instructions on where to make your room reservation after your registration has been received.

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 of 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. I will abide by Federal, State and local guidelines to prevent contagious diseases and virus spread and that SACC is not responsible for any transmission of these diseases.

Year _____ License tag# _____ State _____

Exterior color _____ Trailer YES or NO

Insurance Company _____ Policy # _____ Expires _____

Signature _____

**Mail completed form and payment to:
Mary Rae Brockhouse • 215 Cedar Drive • Chapin, Illinois 62628**

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'm looking for a place to purchase a service manual that has the information on how to change and set up a new crown and pinion gear set.

Answer from Doug Prince, SoCal Advisor:

Refer to Corvette Service Manual ST-12 Chapter 4.

Question: I have a 1962 Corvette and would like some help. The number on the steering column is #20867S103393 I would like to know the build date of the Corvette and what would be the correct date code for the block and heads 327 340 hp with 4 speed any help would be great

Answer from Max Brockhouse, President of SACC:

Your '62 was built fairly early on the 15th of November 1962. Actually your '62 is fairly early production model year. The '62 started production on September 17, 1962

Question: I recently bought a neglected 61, and am concerned that it has the wrong driveshaft. My question is this: what is the correct overall length of the driveshaft?

I replaced two very badly arched rear springs with replacements and now see that the yoke doesn't penetrate the transmission tailshaft up to the previously worn (bright), area? Also, the driveshaft looks to be an aftermarket shaft.

Answer from Chip Werstein, SoCal Advisor:

Drive shaft measures 34 1/2" from center of front u-joint to center of rear u-joint. Yoke is 4 3/4 "

Question: I've got a question about my 1960 Corvette. I just cannot figure out how to install the door end tab which should be bent and also holds the weatherstrip. Do you have a close-up picture of such a tab correctly installed? It seems that it would otherwise make scratches at the door.

Answer from Chip Werstein, SoCal Advisor:

Look in the 1960 assembly manual, section F, sheet 11. Once you install the retainer, you bend the vertical end up under the weatherstrip. And yes, sometimes it will scratch the door jam.

Question: Can you tell me the proper diameter of the front coil springs for my 59 Vette, what they put in the car measures 0.6685 and the suspension has absolutely no give whatsoever, any help would be greatly appreciated.

Answer from Chip Werstein, SoCal Advisor:

Original 53-62 standard Corvette spring coils measure .550 and the free (unsprung) height of the spring is 13 3/4". 57-59 heavy duty springs have a free height of 11 1/8". I do not know the coil diameter.

Question: I have a '58 Vette with oversized screw holes for door panels. Problem is the oversize screws are loose. How can this be fixed? I understand to fix fiberglass, both sides has to be sanded and roughed up to adhere new fiberglass layup to prepare for new holes, but I don't think the inside of the inner door can be reached.

Answer from Max Brockhouse, President of SACC:

Enlarge the holes in the door, insert plastic anchors (some are square & some are round) into the door. Now you can use the normal screw to hold your door panel on.

Answer from Doug Prince, SoCal Advisor:

You don't necessarily have to fiberglass repair both sides of the hole in the door panel as fiberglass repairing of the outside of the door panel hole is sufficient. However it is like putting a band-aid on the problem as it is usually just a one time repair that will strip out over time. Obtain some real thin sheet metal from Lowes or Home Depot about 1/16th thick and cut it into pieces approximately 1/2 inch by 5/8 inch and then drill two small holes for small rivets that will attach the metal pieces over the bad door panel holes. You could skip this rivet step and fiberglass the metal pieces to the door panel. With this repair you are now putting the door panel screws into metal and not a weak fiberglass repair. I do this all the time and it works just great.

Question: I have a 54 Corvette vin number E54S003218, car has a top flight award but, major deduction was for engine block stamping. (Stamping improper, inconsistent?) casting number, 911, casting date, C114 march 11, 1954 engine stamping, 04I9517 F54YG. My question is what date should the stamping be? Per Corvette Birthday Book, Production date is 5-27-54. Any help is appreciated.

Answer from Bruce Fuhrman, SACC Secretary:

I have a '54 S/N 3329 which came with engine S/N 0727180. Mine was built in June '54. So, your dates look correct, however, the engine S/N would have been assembled approximately in March '54 based S/N's listed in Noland Adam's book and should have an engine S/N around 070XXXX, not 0419517. There are some produc-

tion sequence abnormalities which can be explained since some cars have been found to have the original engines built 1-3 months before the car build date. All engines were run up on a test stand before installation. If there were any leaks, noises or other abnormalities, they were sent back to assembly for correction and when repaired, put back in the cycle. Obviously, this could take time. My current engine S/N is 0434847 which was assembled in about April of '54.

Question: Stamped to the engine block on passenger side front on block F1018EB-I have found out (I think) what most of this means-F=Flint-though another web site said that Flint V-8's were designated with a V. 10-Oct.? 18-18th day?-EB-E=Corvette? but what is the B for? I am so confused and tired of asking.

Answer from Doug Prince, SoCal Advisor:

Your engine was built in Flint, MI. October 18th and the engine is for a 283 c.i. passenger car with dual four-barrel carbs and solid-lifter cam that was 270 horsepower. 1958 Corvette engine codes for fuel injection was as follows: CR 250 horsepower hydraulic cam with manual transmission, DH 250 horsepower hydraulic cam with Powerglide transmission and CS 290 horsepower solid lifter cam with manual transmission. Sorry to tell you that you have the wrong engine block!

Answer from Chip Werstein, SoCal Chapter Advisor:

It is not possible to determine what your motor (block) came out of without knowing the casting # and casting date of the block. Your decoding of the F1018 is correct. However, EB is a suffix code that was used for several years and indicates the following applications:

1957 283 passenger car 270hp

1958-1961 283 passenger car turboglide with 4 barrel carb

The only thing I can say with certainty is that your block is not original to your car.

Question: I was changing my axle bearings and pulled the ham out (not a limited-slip), to flush out the rear housing when I found one of the side carrier gears with chip damage to the outer end surfaces of the teeth. Upon close inspection, it seems that none of the other gears have evidence of related damage and so wondered if this gear may have been used by some unscrupulous previous owner to patch up the differential for resale??

I wouldn't mind finding a compatible 3.70 differential assembly to prepare as necessary for my car and wondered what other Chevys used this same unit.

Answer from Chip Werstein, SoCal Chapter Advisor:

These rear ends were used in 56-62 Corvettes, 55-64 Chevrolet, 62-64 or 65 Chevy Nova.

Question: I'm finishing restoration on a 1960 Vette and noticed that about 18" from the back of the front fenders a hump on top of both front fenders of the car. I tried adjusting the body shims, but that made no difference. Do you

have any suggestions that might help me correct this problem? I have checked with other owners in the area and that problem is not visible on theirs

Answer from Mike McCloskey, SoCal Chapter Advisor: Shim the front bumper brackets so you are not pulling rearward on the body when you tighten the bumper bolts.

Answer from Chip Werstein, SoCal Chapter Advisor: It is impossible to identify the problem without seeing the car. My guess is one of the following:

1. 18" from the rear of the front fender is the point where the inner fender is bonded to the outer fender. The bonding material can cause a line across the fender at the bonding point, but not a "hump". I see this problem on 56-57 cars, but not later ones.

2. A front end may have been spliced onto the car at this point and poor body work may have resulted in the hump.

I doubt shimming will solve your problem. I would carefully inspect the front end fiberglass for prior repair work to help identify the cause of the problem. The easiest solution most likely will be sanding/grinding the area smooth and repainting the front end.

Again, I am only guessing. A competent Corvette body shop can provide a more definitive answer.

Question: I am having trouble with my brake lights working intermittently. I know the problem is in the steering column where the turn signals and horn all come together. However, I can't get it adjusted where the brake lights work and the horn doesn't sound when I turn the wheel. Do you have a solution to this problem? I'd welcome ideas for how to fix this problem permanently. I've had this worked on multiple times. It works for a while and then the problem returns. Thus, I'm always worrying that the brake light aren't working.

Answer from Doug Prince, SoCal Advisor:

If you are using the original cancelling cam mechanism it is probably completely worn out. Buy a current reproduction but KEEP the original cancelling cam spring, as the spring that comes with the repro is Chinese and is not nearly as strong as the original and will not cancel the turn signal after the turn has been performed. Be sure that you are using a new reproduction turn signal switch and make sure that all the connections are nice and tight at the steering column. Be sure to clean and lubricate the cancelling cam wheels that are in the turn signal housing.

Question: 1962 Corvette Headlight Switch. How do you get the knob out of the switch? I have a new switch and the nut wrench to get it out of the dash.

Answer from Max Brockhouse, SACC President: Reach up under the dash, feel the light switch. On the top will be a small button with a spring holding it out, press the button down while pulling out on the knob, this will release the knob/rod assembly. The knob rod will be three sided with a groove on the end/tip. Use a LARGE screwdriver to remove

the bezel on the out side of the dash, this will allow you to remove the light switch assembly. To replace the knob into the switch, hold the button while inserting the knob, otherwise the rod will not seat in the switch assembly.

Question: I am restoring my 1960 Corvette rims. Is the entire wheel painted the same as the body color?

Answer from Chip Werstein, SoCal Advisor:

1960 Corvette wheels were dipped in semi gloss black paint. Then the front of the wheel was painted body color. Body color overspray can (and should be) seen on the back-sides of the wheel.

Question: I am restoring my 59 (off the road for last 25 years, 77k miles) and have done a lot of reading/research (including much of Noland Adams guide and the Baird/Howey handbook). Today's questions (among the many) are about the suspension. First, the consensus appears to be to replace the coil springs BUT other than NOS (haven't looked for them yet) do all the replacement springs cause the front end to sit too high? Second question is, is there a way to evaluate the original springs or do I assume (as appears to be the case) that ALL 50 year old springs are now sagged somewhat and should just be replaced. Final question, is there one supplier that is most recommended for these front end parts, hopefully made in the USA??

Answer from Mike McCloskey, SoCal Advisor:

Most original springs have some sag. Check the assembly manual for front end curb height to determine how much sag your springs have. All new springs, in my experience, are too tall.

Question: I have a 1962 Corvette 340 HP with a 4-speed tranny. I noticed 2 plugs on the right side of tranny one low and one slightly higher, I'm assuming the lower is drain plug and the higher is the fill plug, is this correct?

Should I use Valvoline Synchronesh fluid or stick to 90w oil, I have read the specs and noticed that the 4-speed tranny has sync on all 4 gears, I'm assuming that they are brass due to the age of the car, what is the recommended fluid?

Answer from Mike McCloskey, SoCal Advisor:

You have the plug arrangement correct. Fill until it runs out of upper plug...about 2 1/4 pints. Unless your trans is shimmed tight and is difficult to shift into 2nd when cold, I'd use the 90 weight (or 85-140). If it's a tight trans, use the GM manual trans fluid (more like 30w).

Answer from Chip Werstein, SoCal Chapter Advisor:

Yes, the lower plug is the drain plug. I have always used 90 wt gear oil and never had any problems. However, I do live in S. Calif. and never have to deal with cold weather which may make a difference.

Question: I have a block with casting # 3756519 and engine code # FOI28M. Could you tell what it's out of?

Answer from Chip Werstein, SoCal Advisor:

3756519 is a 283 block from 1958-1962. Suffix "M" indicates 1958-1962 trademaster truck with manual trans. "F" indicates the block was cast in Flint, MI and 0128 is the build date... Jan.28. Cannot identify the year without the block casting date.

Question: I have a 59 Corvette which has a sealed air cleaner. How does one go about properly cleaning it?

Answer from Brad Bean, Vice President of SACC:

I have an early '60 which has the same sealed air cleaner. Once every few years, I soak mine for a few hours, in kerosene and then rinse and flush it with clean water. Seems to work for me.

Question: A friend has a 1958 Corvette that has been painted more than once. He wanted to know what the factory colors might have been. I found a website "Corvette history 1958" in their article they said the 58s had a code plate on the engine side of the cowl. This had body identification, production build date and paint and trim codes. Now this has lead to some disagreement as to if it is there or not. Evidently it is not on his 58. Could you tell us if it is true?

Answer from Noland Adams, Founding Pres. of SACC:

The trim plate exists, but the first year for the factory installed trim plate was 1963, when it was located under the glove box door next to the serial number plate.

There might be a hidden body color name in the trunk area. Remove the large cardboard panel in the front of the trunk area. Near or under the right trunk hinge the body color was written using a large lumber crayon (usually green). The name was covered by overspray when the trunk was painted. Using a quarter, scratch away the paint to reveal the color name. Ivory means white, but red, blk, blue, or char (charcoal) are obvious.

Answer from Bill Herron, Treasurer of SACC:

While the passenger cars and trucks did have the data plate you refer to, production Corvettes did not have any info attached anywhere except the Serial Number plate until 1963. The only ways I know to determine the original color are to: 1) find an inconspicuous area and carefully remove the layers of paint until you get to the last one; and/or 2) take a quarter and lightly scrape the paint off of the trunk side of vertical divider panel between the trunk and deck lid compartment. Many, if not most of the 58-62s had the body paint color written in grease pencil there. Note that (I believe on the later Solid Axles) the color might have been scribbled on the vertical panel in the passenger compartment behind one of the seat backs. Since the color was written in grease pencil the paint would not adhere; hence a careful scraping usually reveals the color.

Please include completed application with your dues renewal

Solid Axle Corvette Club Membership Renewal/Application



Renewing Member Number _____ New Member
If you don't know, we can look it up.

Applicant Name _____

Co-Applicant Name _____

Mailing Address _____

City _____ State _____

Zip _____ Country _____

Phone #1 _____ Home ___ Cell ___ Work ___

Phone #2 _____ Home ___ Cell ___ Work ___

E-Mail _____

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

Solid Axle VIN # 1 _____ Yr ___ Color _____

Solid Axle VIN # 2 _____ Yr ___ Color _____

Solid Axle VIN # 3 _____ Yr ___ Color _____

Solid Axle VIN # 4 _____ Yr ___ Color _____

Solid Axle VIN # 5 _____ Yr ___ Color _____

SACC Annual dues are: \$45.00 one year

~~**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:

**Diane Preston, Treasurer
1124 Lopo Road
Flower Mound, TX 75028**

**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.