



January 2025

Straight Talk

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

Our Next



7:00pm Wednesday,
January 22!

Time: Wed., Jan. 22, 2025 7:00 PM Central Time

Join Zoom Meeting: <https://us06web.zoom.us/j/84838316496?pwd=DazNkq8ZBHGUBkA0BGmSR7ew7Jbmj.1>

Meeting ID: 848 3831 6496

Passcode: 952330

We **ZOOMed** on Wednesday, December 11 at 7:00 pm. We talked about Preston's exhaust leak that is getting new tail pipes at DMS. The group advised him to get the Aluminized pipes to last longer. Don Eckhart reported that he and John Totter had worked on putting the body shims back in Shane Morris' 1960 the previous Sunday at Totter's garage. It took a long time and is still not right.

Tim Bradford was with us. We could neither hear nor see him, but he eventually figured out how he could send us text messages. Eckhart is going to fix him up with a camera... Spencer looked REALLY good on the new cheap camera he got for his computer. We also talked about what was causing the intermittent vibration in his 2004 4-W-D pickup. Consensus was to check the U-Joint...

Mark Billington invited us to plan a visit to his shop in Pilot Point, TX to see his 1957 in a basket and have some great BBQ nearby in January or February (TBA)

We plan to ZOOM about once a month. Time and day will probably vary. If you have a time/date preference, let Robert know: rdcotner@yahoo.com or call him at 512-694-7456. We will send an email notice each time one is scheduled. Call Robert for a test run if you're new to ZOOM.

Ask your grandkids to show you how to connect up with ZOOM on the computer, and we'll solve all our C-1 Corvette dilemmas and stories face to face. Sort of...

President's Message

HAPPY NEW YEAR! 2024 was a great year for our chapter. We had a variety of activities in both Texas and Oklahoma, and our new ZOOM meetings have been an excellent way to meet other members. Many of us from both states get together on ZOOM and talk while we try to help each other with any questions that arise with our cars.



Our annual meeting and the last Texas activity was a tour of the Careington Museum in Frisco, Texas. Many members of Legends Corvette Club joined us there. The final Oklahoma activity for 2024 was a lunch get-together at the Stables restaurant in Guthrie, Oklahoma. We had 10 people at the lunch—good food and great conversation!

I want to invite more members to join us for the ZOOM calls—you don't even have to leave your house to attend! (See Diane's column on the next ZOOM call.)

We are looking forward to more lunch get togethers in both Texas and Oklahoma. I'm also interested in any ideas for cruises that anyone may have, and we are planning for more tech sessions when the weather warms up. Since I live in Oklahoma, it would really be great to have a new Vice President in Texas to help facilitate more Texas activities, since Tom Hubbert is now President of the Legends club and its responsibilities.

Contact me at rdcotner@yahoo.com or 512-694-7456 with ideas or questions.

Robert Cotner

**Have you renewed
your SACC dues?**

Memberships Expired December 31, 2024
(unless you've paid for multiple years)

Please include a completed application/renewal form on the last page of this newsletter.

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

If you have sent in your 2025 dues directly to National, please let Diane know, and just send \$15 for Chapter Dues.

NOAL & KATIE SINN'S 1962 CORVETTE



We purchased our '62 Vette in 1970 from a small auto repair/body shop converted from a two-pump service station of old. There was a mechanic's lien against the car for a replacement engine. The engine was from a passenger car and still had the side motor mounts on it preventing the steering from turning more than 10-15 degrees to the left.

Although the Vette was only eight years old, it was in very poor condition. It was located in a steel mill city in Illinois just across the river from St. Louis, Missouri. When I first saw the Vette it was sitting within a cyclone-fenced, enclosed lot, just behind the repair garage, with a very large guard dog.

The body color was the original Ermine White with a white convertible top. It had snowed, perhaps an inch or so, and black soot from the steel mills had fallen onto the area including the Vette. The left front fender was broken up from a fender-bender crash. There was a black replacement fender lying beside the Vette.

I paid the mechanic's lien of \$525, and an additional \$125 for fender repair. I left the fender repair unpainted. So, I drove home a beat up 1962 Corvette that would barely make a left turn, and I looked like a spotted pony.

Being young and foolish, I failed to even ask for the original (numbers matching) engine, which I am sure was

lying somewhere on that back lot under the snow. Since I already owned a 396 c.i. big block engine, all I could think of was putting that engine in the '62 Vette.

Two years and hundreds of hours later I had a '62 Vette painted Cadillac Firemist Green Metallic by a friend. It had a 396 big block engine, Mickey Thompson slotted magnesium wheels and street legal drag tires. After several years of drag racing anyone who would race, two cracked hood scoops and some maturity on my part, I came to my senses.

I removed the 396 c.i. engine and hood scoop. Then I had the body chemically stripped, had any body flaws corrected and painted original Ermine White by a professional fiberglass repair and paint specialist. I installed a vintage correct 327 c.i. 340 HP engine.

For approximately 25 years and six family relocations, I maintained this Vette as a nice driver. I retired in 2006. The very first special project I wanted to do was to do a body-off restoration, which was completed in March of 2008. My wife Katie, and I did all the mechanical work. Evan Funk, of Funk's Country Body Shop in Stillwater, Oklahoma repaired the body flaws and did the painting. I am very pleased with the outcome of the restoration. My wife and I have enjoyed taking the Vette to shows, on cruises and to dinner over the years.

SINN-Continued on page 3



SINN-Continued from page 2

Approximately 20-25 years ago I thought I would sell the '62 and purchase a mid-year Vette ('63-'67) with a big block engine. My two daughters got wind, from guess who--their mother, that I was considering selling the '62. The daughters asked me, if I thought I really needed to sell the car after all the years of ownership and family memories, such as them cruising the countryside with me in the car. Needless to say, we will probably own this car until the end of my life. We've had two grandchildren grow up here in Stillwater, who've gone for rides with me in the Corvette and are part of the memories.

About 10 years ago my friend, who owns an Ermine White 67 Vette, his wife, my wife and I drove our Vettes to Santa Monica, California via Route 66 and back via Interstate 40. A great bucket list event!



Our members enjoy hearing the story about every Solid Axle Corvette. Please submit your Corvette story and photos for us to use in this newsletter. Just e-mail it to me and I'll make sure it's spelled and punctuated correctly. Diane Preston -- cdiane1957@aol.com



1962 Corvette

- *VIN:20867S105435
- *Originally built in mid-Jan 1962
- *Recently completed comprehensive frame-on restoration of chassis, underbody & rebuilding of its drive train
- *Matching numbers engine block
- *New TKX Silver Sport 5-Speed transmission
- *New Red leather interior
- *Professionally buffed black paint
- *Wilwood front disc brakes
- *EPAS performance electric power steering conversion
- *Service and maintenance records
- *Owners manual
- *Asking Price \$115,000 *Location: Frisco, Texas
- *Contact Dwayne (469)731-6322



Pate Swap Meet

Thursday-Saturday, April 24-26, 2025

Texas Motor Speedway, I-35 W, Ft. Worth, TX

PO Box 12814, Dallas, Texas 75225

PateRegistrar@gmail.com

817-396-5118 answered live 8-5

Backup number - 737-308-8516

www.pateswapmeet.com



Have you renewed your SACC dues?

National and Chapter Memberships

Expired December 31, 2024

(unless you've paid for multiple years)

Red River Chapter collects \$60. We will then forward National SACC dues of \$45. That way we have record that all our members are also National members. Please include a completed application/renewal form on the last page of this newsletter.

Send to: Diane Preston, Treasurer,

1124 Lopo Road, Flower Mound, TX 75028

If you have sent in your dues directly to National, please let Diane know, and just send \$15 for Chapter Dues. cdiane1957@aol.com

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



Hosted By

35th ANNUAL
LONE STAR

CORVETTE CLASSIC



Hilton
DFW LAKES
EXECUTIVE CONFERENCE CENTER
1800 Highway 26E
Grapevine, TX 76051
(817) 481-8444
Room Block held until January 2025
Group rate \$150

Save the Date

MAY 16-18, 2025

NEW LOCATION: HILTON DFW LAKES
CAR SHOW, NEW CLASSES, NEW AWARDS AND MORE!



EVENT LINEUP

Friday, May 16th
Registration/Package Pick-up
Vendors • Autocross • Road Rally
Grapevine Excursion
Dinner/Music/Dancing
Friday Night Lights - Awards

Saturday, May 17th
Judged and Show n' Shine Car Shows
Vendors • Silent Auction
Cornhole Tournament • Raffle Prizes
Music • Grapevine Excursion
Awards Dinner
Live Auction Charity Fundraiser

Sunday, May 18th
Parade to Brunch • Grapevine Excursion



Refresh & Renew A Benchtop Carb Rebuild to Prepare for Cruising Season

It's funny how some of the things we didn't think twice about doing when we were young can seem more intimidating later in life. For many rodders and car enthusiasts who came of age in the pre-EFI days, basic automotive tasks like replacing ignition points, setting valve lash, or a carb rebuild were fundamentals we learned in our teens. However, if we haven't revisited those procedures for several decades, they can feel a little foreign now.

At least that was the case when I recently set out to rebuild a carburetor. It was an old swap meet score with an uncertain history that had been sitting on a shelf for more than 15 years, so it only made sense to go through it before putting it to use. Fortunately, much like riding a bike, the rebuild process was fairly straightforward and simple, and felt pretty familiar once I dug in. Like anything, you just need to follow instructions and take things one step at a time.



Our carb rebuild subject was an old Carter AFB purchased years ago at a swap meet. The precursor to the Edelbrock Performer, the carb is a well-proven design that's simple to rebuild and adjust.

It helped that the subject at hand was an old Carter AFB – or Aluminum Four Barrel – a simple design that dates back to the 1960s. It was later the basis for the popu-

lar Edelbrock Performer – in fact, the rebuild kit came from Edelbrock. One nice thing about this carburetor design is its lack of vertical gasket surfaces, which helps minimize potential leaks. Primary metering is done with a jet and a vertically mounted needle suspended by a spring; the needle is raised and lowered into the jet (thereby adjusting fuel flow) based on engine vacuum. The metering rods and springs can be changed without taking the top off the carburetor, which simplifies some tuning processes.

One of the main goals of any carburetor rebuild is to thoroughly clean all the parts, removing carbon deposits, old varnished fuel, and general grime that can plug air and fuel passages and hinder performance. The carb rebuild kit consisted of fresh gaskets and a few wearable parts, like needles and seats. Thankfully, it also came with a selection of those little linkage retainer clips to replace the originals that often disappear during disassembly. Having instructions – and an exploded diagram of the carb – was helpful, but I still took reference photos during disassembly to help as needed when I put things back together.

As long as we're talking carburetors this month, I thought it made sense to share some highlights of this carb rebuild. It's a good reminder of one of those simple tasks most of us can tackle at home, and maybe it will inspire you to freshen up your fuel meter.



Removing eight screws was all it took to remove the top, also called an air horn. Note our plastic container to hold the fasteners and small parts we removed. We also took cell phone reference photos to help us later.



Getting everything clean is a primary goal. Small parts like the venturi assemblies were cleaned in a chemical dip canister (available at most auto parts stores). The main body and air horn were soaked in a tub of solvent to loosen up carbon deposits. Some spray carb cleaner helped with more stubborn spots.

CARB--continued on page 6



The rebuild kit included fresh gaskets, small wearable parts (needle and seat, pump discharge weight, etc.), and some small fasteners and other commonly replaced hardware.



New gaskets from the rebuild kit were also used on the four venturi assemblies as they were screwed back in place.



While we did not replace the jets, we did remove, clean, and inspect them.



The rebuild kit came with a new accelerator pump spring and plunger, but we ended up buying a new accelerator pump assembly, which is readily available.



A new pump discharge ball, weight, and gasket were installed before screwing the cleaned pump jet housing back into place.



Moving to the top (air horn), we installed the new brass seats (with supplied washers) for the needle-and-seat assemblies, plus a new gasket to seal the air horn to the main body.





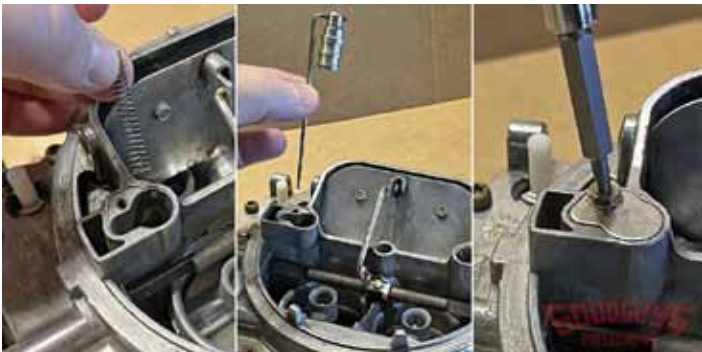
The new needle is then dropped into the seats, and the floats were attached using their original pins.



Following the rebuild instructions, we used a 7/16 drill bit to check and set the float level, and the supplied measuring square to check the float drop level. Levels can be adjusted by carefully bending the tab on the float lever.



The air horn assembly was then set back in place and secured using the eight attaching screws.



The two step-up piston springs, step-up pistons, and metering rods (which connect to the pistons with retainer springs) were then slid back into their shafts in the air horn and secured with cover plates.



We were thankful to have a few reference photos to consult when re-attaching the various pieces of linkage, like the accelerator pump arm and linkage. It was also helpful to have new clips from the rebuild kit.



We finished by installing the idle adjusting screws in the base of the body. As a rule of thumb, we started by turning the screws in until they were seated, and then backing them out 1.5-2 turns. We'll make final adjustments once the carb is on the engine and running.

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

O'Reilly AUTO PARTS PRESENTS

FEBRUARY 14-16, 2025
SageNet Center | Tulsa, OK

61st Annual **ROD & CUSTOM SHOW**
The Next Generation

LARGEST Indoor Car Show in the country!
Over 1,000 Exotic Customs & Hot Rods!
"Go For the Gold" \$10,000 Cash Award!
Outdoor "Cool Car Corral"
The "LEGENDS" Tribute!

DEMOLITION DERBY &
ONE & ONLY INDOOR "HOONING"
FREESTYLE ACTION ARENA!



Traditional Hot Rods,
Kustoms, & Gassers!
Pin-up & Beard Contests!
Art, Ink, & Rock'n Roll Music!



@StarbirdCarShows

For entry & vendor info:
StarbirdCarShows.com
(918) 406-8966 or (918) 845-8190

O'Reilly AUTO PARTS **AutoRama**
65th Annual February 14-16

PRESENTED BY



LOCATION



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

ADMISSION



GATE:

Discount Tickets Available at
O'Reilly Auto Parts

General Admission:	27.00*	General Admissions:	25.00*
Children 6-12:	8.00*	Children 6-12:	7.00*
Children 5 and Under Free			

Discount tickets available three weeks prior to show dates
*Purchase of a ticket does NOT guarantee an autograph from special celebrity guests

Discount Tickets available at O'Reilly AUTO PARTS

FRI^{FEB} 14TH

3 PM - 8 PM

SAT^{FEB} 15TH

10 AM - 8 PM

SUN^{FEB} 16TH

10 AM - 6 PM

WORLD OF WHEELS

AutoRama

CARCADE CUSTOMS

America's Premier Custom Show Car Series

Part of This:



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Produced By:
CHAMPIONSHIP Auto Shows

33rd Annual Corvette Expo - Show 'n Shine

Chisholm Trail Expo Center, 111 W. Purdue Ave., Enid, OK 73701

Entry Fee: \$45 per car (\$20 per each add'l car)

Registration: Noon to 8:30p.m. Friday 4/04/25 - 7:30 to 9:30a.m. Saturday 4/5/25

Free dinner for all registrants Friday evening - Time 6:00PM ish

Name _____

Club Affiliation _____

Address _____

City _____

State _____

ZIP _____

Home # _____

Cell # _____

email _____

circle class of entry	Class Entered (all stock except for Modified/Custom Below)					
	C1	C2	C3	C4	C5	
	C6N (Narrow Body)		C6W (Grand Sport, Z06, ZR1)			
	C7N (Narrow Body)		C7W (Grand Sport, Z06, ZR1)			
	C8N (Original)		C8W (Z06, E-Ray)			
	Modified		Custom			



Visit Enid.org

CarYear → _____

Body (Circle One) → _____

Coupe/Convertible _____

Ext. Color → _____

Host Club cars NOT included in participant class judging



**Must pre-order BEFORE 2/12/25
Pick up at show!**

Best in Class Awards/People's Choice/Best of Show
President's & Sponsor's Choice/Road Warrior Award
\$100 to Club with most registered cars
\$50 to individual traveling furthest
Dash Plaques for 1st 100 entries; 50/50 drawing; Door Prizes

PAYMENT

1 CAR @ \$45.00	\$45.00
X CARS @ \$20.00 EACH	_____
2025 EXPO shirts available for pre-order	
# shirts @ \$25 each (circle size(s) below)	\$ _____
S M L XL 2X 3X	

Make checks payable to COE **TOTAL \$** _____

National Corvette Museum merchandise will be available for sale

See Convenience Package Flyer for additional information

Hold Harmless Agreement: I agree to assume the risk of any and all damages or injuries and to indemnify and hold harmless Corvettes of Enid for any acts or omissions which result in the theft of or damage to my property, or injury to me or others occurring during or as a consequence of this event. **Please Sign!**

Driver _____ Date _____ / _____ 2025

Passenger _____ Date _____ / _____ 2025

**Mail with check to Dick Yuhnke; 5701 Pheasant Run Dr., Enid, OK 73703
OR; you can email form and pay via Venmo (@DickYuhnke) or PayPal
QUESTIONS?? : Email dickyhuhnke@att.net or call 714-357-7025**



33rd Annual Corvette Expo - Show 'n Shine Saturday, April 5, 2025

Chisholm Trail Expo Center, 111 W. Purdue Ave., Enid, OK 73701
Move in & Registration: Fri. Noon-8:30pm, Sat.7:30-9:30am

CONVENIENCE PACKAGE included for all registered cars!

All entrants and their co-pilot receive the following:

Entry form on page 9

*COMPLIMENTARY SUPPER-FRIDAY EVENING

Served at the north end of the arena about 6 pm

COMPLIMENTARY TRANSPORTATION

Arena to Host Hotel - Friday Evening Busses run 6:30-8:30 pm

Host Hotel to Arena - Saturday Morning Busses run 6:30-8:30 am



SPECIAL "SHOW" RATES AT HOST HOTEL

GLO Best Western, 123 W Maine, Enid 73701

580-540-4172 (direct) or 800-780-7234

Saturday Breakfast- served at 6am-1 hour earlier than normal

King or Double Queen Rate - \$129/night (tax included)

Room Block & Special Rates all set up and valid thru 3-5-25

Limited # of rooms - Book Early

1 Reservation will be drawn to receive one "comped" room night.

Cars & Coffee

March 12, 2025
9-11 a.m.

DOMESTIC & IMPORT VEHICLES WELCOME

FREE--Pre-Register at : june.buscemi@flowermound.gov
FLOWER MOUND SENIOR CENTER, 2701 W. WINDSOR DR., FLOWER MOUND, TEXAS



May 17, 2025
10am-3pm



Contact Tony Salter at 501-450-0902
or TRS75L82@yahoo.com



APRIL 5TH
REGISTRATION
9AM - 11AM
AWARDS: 3PM
90+ AWARDS

WINNER'S CIRCLE HOST



@ LAGO DEL PINO
14706 County Rd 1134, Tyler, TX 75709
\$5,000 IN PRIZES
AWARDED TO THE BEST-IN-SHOW
WINNERS CIRCLE WINNER
\$40 Registration Fee
To Pre-Register Call or Text
903-707-3410

CATEGORIES

1st, 2nd, & 3rd Place Awarded

- | | |
|-----------------------|----------------|
| 1. Car 59 & Older | 11. Import |
| 2. Car 60 - 69 | 12. Muscle |
| 3. Car 70 - 79 | 13. Hot Rod |
| 4. Car 80 - 89 | 14. Rat Rod |
| 5. Car 2000 - Present | 15. Jeep |
| 6. Truck 60 & Older | 16. 4x4 |
| 7. Truck 70 - 89 | 17. Lowrider |
| 8. Truck 90 - Present | 18. Motorcycle |
| 9. CIO | 19. Custom |
| 10. Exotic | 20. Military |

SPECIALTY

- Interior
- Paint
- Engine
- Display
- Kids (Multi)

OVERALL

- Supporters Choice (Multi)
- Top 20 Winner's Circle
- 2nd Place Winner's Circle
- 1st Place Winner's Circle



www.EastTexasLocals.com

Annual Open Car Show

April 26, 2025

Rain Date May 3rd

414 NW 32
Newcastle, OK
Registration \$30



Registration 8 to 11
Judging 11 to 12
Trophies 2:30 PM

Last Year Over 300 Cars!

All Paid Entries before 11 AM

Receives their Car's Picture on a Participant Plaque

TOP TEN TROPHIES

OVER 60 TROPHIES WILL BE AWARDED

- | | |
|--------------------------------|-----------------------------|
| Specialty Handcrafted Trophies | Sponsor Trophies |
| NSRA Safety Inspector | Valve Cover Racing |
| Club Participation | Door Prizes |
| Disc Jockey | 50/50 Drawing |
| President David Gayanich | Facebook: Tri-City Cruisers |
| (405) 642-7463 | Host Club Cars Ineligible |

South Side of Highway 37 and Tri-City Drive
(behind Braums) Newcastle

NO Pre-Registration online or otherwise

Please bring completed entry form to the show.

Name: _____ Club Affiliation: _____
Please Print

Address: _____ City & ST _____ Zip _____

Vehicle Year _____ Make _____ Model _____ Color _____

As a Show Entrant, I agree to release and discharge Tri-City Cruisers and/or Chickasaw Enterprises from all claims of known and unknown damages, injuries, or losses from any cause whatsoever and agree to indemnify all the foregoing entities from all liability.

Signature _____

SOUTHWEST OKLAHOMA CORVETTE CLUB

CORVETTE KICKOFF CLASSIC
APRIL 11-13, 2025

Checklist including donations from the club's show and the Carcare Center of SouthWest Oklahoma, Entrance Hope and Family Income Studies. Thanks to your support YOU make the difference!

2017 Grand Sport CE #778
Christy and Jon Christman

APACHE CASINO HOTEL
2315 S. Gore Blvd.
Lawton, OK 73501
(805) 248-0805

HILTON GARDEN INN
125 NW 2nd St.
Lawton, OK 73501
(805) 260-2100

FARFIELD INN & SUITES
201 SE 7th St.
Lawton, OK 73501
(805) 248-5500

MYSLITES
3 SE Interstate Dr.
Lawton, OK 73501
(805) 248-8000

HOTEL BOOKING

- APACHE CASINO HOTEL (Host Hotel & Event Venue) - \$169/night, includes two breakfast tickets for the Apache Grill. <https://travel.com/SWOC2025-Apache>
- HILTON GARDEN INN - \$139/night, includes breakfast. <https://travel.com/SWOC2025-Hilton>
- FARFIELD INN & SUITES - \$99/night, includes breakfast. <https://travel.com/SWOC2025-Farfield>
- MYSLITES - \$91/night, includes breakfast. <https://travel.com/SWOC2025-Myslites>

FRIDAY - Welcome, Burgers, Live Band and "People's Choice" All Corvette Car Show

Noon-5:00 pm - Event Registration/Vendors @ Apache Event Center Foyer
4:00 pm - Hotel Check-In Time
5:30 pm - Parade Cruise to Mike's Sports Grill, Depart from Apache Casino Hotel South Parking Lot
6:00 pm - Welcome, Burgers (\$10) and Live Band (9 Mile Hill) 6:00-9:00 pm
6:30-7:30 pm - People's Choice "Top 25" Car Show. Must be registered to participate (\$10)
8:00 pm - (pp 25) Award Presentation, Mike's Sports Grill
8:30 pm - Friday Night Lights. Must be registered to participate (\$10)
8:45 pm - Friday Night Lights Award Presentation

SATURDAY - The Big Show, Auctions, Gaming Class, Awards Banquet

9:00-11:00 am - Show Registration & Staging, Apache Casino Hotel Event Center Foyer/South Parking Lot
11:00 am-2:00 pm - The BIG SHOW (Show, N-Shine Show & Judged Show), South Parking Lot
3:00 am-2:00 pm - Vendors & Silent Auction Open, Apache Ballroom Foyer, 1 Silent Auction Room
3:00 pm - Casino Gaming Class, Apache Casino Floor. Class is FREE for show registrants
5:00-6:00 pm - Corvette Cocktails, Apache Casino Hotel Event Center/Apache Ballroom
6:00-8:30 pm - Awards Banquet (Plated Dinner, Silent Auction Ends, Live Auction, Special Guests, Show Awards, 50/50 Drawing), Apache Casino Hotel Event Center/Apache Ballroom

SUNDAY - Sunday Service, Refuge Cruise, Medicine Park Lunch

9:00 am - Early Cruise to The Holy City, Wichita Wildlife Refuge, Depart from South Parking Lot
9:30 am - Sunday Service at The Holy City Chapel (will convene to rendezvous point following the services)
9:45 am - Late Cruise to Rendezvous with Early Cruise Group, Depart from South Parking Lot
10:15 am - Early & Late Cruise Groups Rendezvous at The Holy City for Tour, Gift Shop, and Museum
10:45 am - Wichita Wildlife Refuge, Lake Rush, Mt Sheridan, Historical Meier Store, Lake Lawtonka & Medicine Park
11:15 am - Lunch at the historic "Old Plantation" restaurant in Medicine Park

2025 SACC Convention-August 2-4-Sacramento, CA

SACC's 2025 convention will be in Sacramento California on 2-3-4 August just before Hot August Nights in Reno Nevada, only 100 miles away. Check their website for separate arrangements. Details and contracts for the SACC convention are still being worked out, so a registration form will not be available until the February issue. However, you can plan on T-shirts with a 1955 Corvette theme, but **I need pictures of your 1955 Corvette** for the artist to design it. Please send them by the end of November 2024 to Badenhoop@comcast.net and make them a separate file attachment, not imbedded inside the email.

The venue is a jewel of the former Officer's Club and visiting officer's quarters (VOQ) refurbished by the new owner after McClellan Air Force Base was closed around 2000. It has easy highway access but is secluded and very private for our cars (including a security RV for nights). Room rates include a breakfast buffet (one queen \$109 or two queen beds \$129, plus tax & fees). That contract has been signed and reservations can be made now if you send me an email, I'll provide the online link. The schedule may be modified as more contracts are signed, but count on the following activities.

2 Aug Sat 9 AM National Board Meeting in the O'Club
 1 PM Chapter Meeting
 5 PM Welcome Reception

3 Aug Sun Tech Sessions AND/OR site seeing
 9 AM-10:45 AM Tech Session
 11AM-12:45 PM Tech Session
 Site Seeing in/near Old Sacramento
 Tour of Underground Sac
 Sutter's Fort
 California State Capitol
 Crocker Art Museum
 California Auto Museum
 River front, board walks &
 cobble streets
 Rail Road Museum
 Train Ride



6 PM supper at special venue (Delta King paddle boat, steam train or 1950s diner)
4 Aug Mon 9 AM road tour of Gold Country (Sierra Nevada foothills)
 12 noon lunch at an original Pony Express Station
 1-4 PM more road tour & site seeing
 6 PM Social Hour (no host bar) in the O'Club
 7 PM Banquet & Annual Member Meeting in the O'Club

Bring the family for some living history lessons. The Sacramento region is a historical treasure for the "old west" migration about 200 years ago. The city was a major railroad center and a shipping port for the river traffic from San Francisco. The air base venue has an aeronautical museum. Sacramento was also the Western end of the Pony Express Trail that started in St. Joseph Missouri. The distance of 1960 miles was covered in ten days and is re-enacted every June by volunteers carrying real mail with a special stamp. SACC members who register for the SACC convention by 30 April 2025 will receive a letter carried on horseback in the June 2025 re-ride.

The road tour on the last day of the convention will explore the Sierra Nevada foothills that sparked the gold rush and the mountain pass that was a portion of the Pony Express Trail. So, plan the trip now and register early so you can get the best selection on the hotel rooms, the T-shirts and the Pony Express letter.

TECHNICAL HELP FROM THE SOLID AXLE CORVETTE CLUB

These and other questions and answers have been archived over the life of our club and are 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 bought a true basket case 1958 Corvette. When I say basket case I mean no frame, no front end, no anything. It now has a frame & front end along with a lot of other used parts, but the thing I can't find is a VIN plate and title. This car was in a field broken apart and left to rot. It is now ready for paint, etc. Do you have any suggestions were to purchase a VIN plate and title for a 58, 59, or 60 Vette? I would get a reconstructed title, but I can't get antique plates with one. Please help !!!

Answer from Larry Richter, Founding Treas. of SACC: You will need to check with the Department of Motor Vehicles in your state, generally your car will need an assigned VIN number and it will receive an assembled title. In my state it works like this: You take all of the receipts and the car (either on a trailer or drive it) to DMV. They want to know where you acquired the parts, and if any original or assigned numbers are on the parts. All assembled and or kit cars in my state cannot get antique plates. (They can here after the car has been registered for 30 years).

Question: I recently bought a 1959 Chevy Apache truck, it was said to have a 1958 Corvette motor. I was wondering if you could verify this. The front engine tab says F0129D, the rear engine casting no. is 3756519, The head casting no. is 3731539. Any help is greatly appreciated.

Answer from Ken Amrick, Editor "On Solid Ground": The pad stamp indicates it was built in (F) Flint on (01) January (29) 29 and is (D) a 185 hp passenger car/truck motor 2-bl Carb. and Power Glide - not a Corvette motor. The casting number ...519 block was used on all 283 motors in 1959 (maybe late 1958) through I think about

1961. You can determine what year the motor is by looking at the casting date. Look for it usually around the rear of the block. It will be a letter, then 2 or 3 digits. Letter will be the month cast. Yours will probably be L (December) or A (January) followed by one or 2 digits. That is the day of the month it was cast. And finally the last digit which is the year it was cast 8 (1958) 9 (1959) etc.

The ...539 head was not used on the 185 hp engines. Those engines used ...537 heads and some other heads, but not 539 heads. Either you read it incorrectly, or the heads were put on this engine later. The 539 heads were used on passenger cars and some Corvettes in 1957.

If your truck was originally a Power Glide, this may very well be the correct motor, but not the heads.

Question: I recently replaced my bias ply tires w/Coker Radials on a 1958 Corvette - problem is I keep throwing hubcaps! They stayed on at all speeds for the entire season before changing to radials but the rears cannot make it 5 miles now without flying off and fronts appear loose too, when I check them. I've tried differing combos of wheel/hubcaps and rebalanced assemblies several times etc. Is this common? What might I be able to do to rectify this as I'm at a loss & just remove caps until I get to where I'm parking - quite a bother to say the least!

Answer from Larry Richter, Founding Treas. of SACC: Your most likely problem is your wheels. Over the years your wheels begin to flex more and more. A hubcap that is attached to the wheel (not the spider or the center of the wheel) does not take much to have it come off. Most likely you need new wheels. The 55 and 56 car wheels are that same as Corvette wheels with some minor exceptions. There is a chance that one or more of your hubcaps are sprung and will not stay on any wheel. If you lay the caps on a level surface they are not flat on the bottom, your cap is sprung. You have a wall hanging.

Answer from Bill Herron, Treasurer of SACC: The original wheels for your Corvette had four "bumps" around the inside of the outer rim to hold the wheel covers on. If the wheels have been changed rto "bumpless" wheels you caps will come and go as they please.

Question: I have a 58 Vette. When I put it up on my car lift, the passenger side door gap gets wider by the door handle, opening up toward the front. If I put the car back on all tires the gap closes up, and I can close the door. If the car is on the lift and I open the door it will not latch, on the drivers side everything is OK. If I lift the car very slowly, you can see the gap open. Could tell me why you think this is happening, And what can I do to repair the problem,

Answer from Larry Richter, Founding Treas. of SACC: The problem is your frame. In a Corvette the frame was made very stiff with little or no flex, as all of the strength is in that frame. While on the lift inspect the frame and you

will find rusted parts that are very thin. If it appears that the frame has several areas of problems you need a new frame. If the car has undercoating clean that off first. It is possible to put a frame section in the car. but your Corvette needs to come apart to even do that. It is not cheap to do this repair. Be very careful driving the car with this much give in the frame.

Question: Ever hear of a 1960 Corvette early one that had 1959 Seat covers on it from factory

Answer from Larry Richter, Founding Treas. of SACC: That could happen, but it would need to be very early in the 60 production, possibly in the first 200 or so. Take a good look at the seat covers and see if they have been replaced. Look at the bolts holding the seats to the car, if they have been removed. Your question is why? If they have someone just put the wrong year seats on the car.

Question: I need to replace my windshield on my 1960. My first thoughts were to replace it myself, but I have gotten feedback that it is not as easy as it would appear. I did get a quote from one local Corvette restoration shop. The quote seemed high to me, but there again I do not have any experience to compare it against. It does include replacing all the seals and a dated windshield.

Answer from Larry Richter, Founding Treas. of SACC: There is the current cost of a new windshield (date coded or non date coded. Now installation! You need to remove most of the dash to get the bolts that hold the windshield on (they are under the dash). Caution make sure you get the two on the back corners or you will need some repair work on the windshield frame. The windshield and frame come off in one piece. Then the frame comes apart. You will need new gasket material to set the new glass into. Then reinstall the windshield. The odds are great that the soft top will need adjusting to make the canvas fit correct. This takes an expert for the top. Time, if all goes really good, 6 to 8 hours. If problems will take a lot longer. Ask the shop if they have installed a early Corvette windshield? If not go to another shop. It's a very unique installation and the frame can be easily damaged, requiring even more cost to have sent away and be repaired by a specialist.

Question: I am a solid-axle Corvette enthusiast here in Germany. Unfortunitaly not too many experts here to answer my following question correctly. My Corvette has no matching numbers engine because the engine is stamped with Number: F07171787. Casting number is 3789935, which could be a late 61 283 Block. So far I found out: Questing; why does no suffix appears on the engine? .It looks to me that there is no manipulation on that number and that the engine should be made in Flint does, n it, because of the „F,, in the beginning?. Can it happen that the factory (Flint) reststamped it after the engine was sent in for decking/resurfacing the engine?

Answer from Noland Adams, Founding Pres. of SACC: Your Chevrolet engine with the casting number 3789935 is a 283 engine installed in various Chevrolet passenger cars and light trucks from 1956 through 1967. Near the end of 1961 production, the Corvette assembly plant was running low on 283 engines needed to finish out the 1961 production line. The 1962 Corvette line was to begin production with a 327 engine, so these available 283s was the solution to engine shortages in late 1961.

The engine number F07171787 means nothing. If the engine was assembled in Flint, the engine number could be F0717CQ (or another two-letter suffix code). Note that the "one" is shown in the date as a capital "I", not the number one. Just before the engine was installed in the chassis at the factory, it was stamped with part of the vehicle's serial number, as you indicated. I have been in both the Flint engine plant and the St. Louis assembly plant where I observed their assembly procedures.

It is possible that the partially built new engine was purchased through a Chevrolet dealer's parts department. Often those new engines were sold as a general replacement with a blank pad where one expects to find the engine number. I have seen cases where the Chevrolet dealer stamped their own code on the engine pad. Perhaps this is what happened

The casting date from the rear of the block would help figure out the details a little closer.

Answer from Larry Richter, Founding Treas. of SACC: Your casting number 3789935 was used from about #9500 to the end of production in 61 only, along with other GM cars. The block stamping F is for Flint 07 is the month of July and 17 is the date, ie: the 17th of July. The last four numbers (I have no idea). Since you have a 60 with a 61 engine the original engine is gone. The block will also have the VIN number stamped on the pad.

Question: I have an early 1960 # 690. It has a block cast of 3737739. Were these blocks used on early 1960 vettes?

Answer from Larry Richter, Founding Treas. of SACC: The 7739 Block was used through very early 59. So it is incorrect for a 60. Your car should have a 6519 block. Your stamp pad either is blank or has a early assembly date.

Question: I want to remove the body from the frame on my 61, where can I get a DVD or manual that shows the best way to to remove it and support it with out damage.

Answer from Noland Adams, Founding Pres. of SACC: I am the wrong person to answer this question, because I host a body removal DVD, so I cannot reply without sounding like a commercial.

(Noland's set of 3 DVDs are currently available from NCRS.org for \$129.95. Body Lift is in volume #3 available for \$47.95)

Question: How would I find out how many cars are existng prior to my VIN number 20867s100442? Also locating the

build sheets.

Answer from Larry Richter, Founding Treas. of SACC:

To my knowledge there is no way to tell how many cars made in 62 even in existence today. However, if you are a member of NCRS (must be) and request the build sheet information, they may have it. One of the items you should get is the dealer code, date shipped, etc. The cost for this service is \$40.00. Let's hope they can help you. If not, and until GM finds more original data, Good Luck

Question: My 1958 base engine is blowing oil out the oil filler cap and the crankcase vent tube. Where do I start?

Answer from Larry Richter, Founding Treas of SACC:

It sounds to me like you need a total rebuild of the motor. Take the car to a good motor rebuild shop and have them look at it. Generally there is no quick fix

Question: have to remove the tachometer from my 1959 Corvette for an overhaul. What is the best method to get that unit out of the dash? Any help would be greatly appreciated.

Answer from Larry Richter, Founding Treas. of SACC:

Here is the procedure

1. Remove positive cable from battery and remove and tag for identification all panel lamps and electrical connections.
2. Remove mast jacket lower cover and cover support.
3. Remove pressure line from oil gauge and cable from speedometer and tachometer.
4. From under dash panel remove five screws retaining instrument panel assembly to dash panel.
5. Lift out the complete unit and unbolt the tachometer.

Question: I am restoring my '60 from the ground up. I have disassembled the entire back end suspension and am trying to replace the differential gasket, since it leaks pretty badly. I think that I cannot get the differential apart to replace the gasket, because I need to remove the rear axles.

I have read the service manual and other manuals, but don't comprehend how to remove the rear axles to get the front of the differential off to replace the gasket.

Am I correct that I need to remove the axles, and if so how can I do this?

Tom Richards

Answer from Larry Richter, Founding Treas. of SACC:

In the Corvette Servicing guide on pages 4-7 through 4-17 are the complete instructions of how to take the rear axle apart. It will show pictures and detailed instruction of how to complete this task. Buy one of these books and follow the procedure. You will also need some special tools.

Question: I just got a 57 and was told that the 58-62 steering column would bolt right in and that they are 2 inches shorter than the 53-57. This would give me some additional room and be more comfortable for me, I want to drive it. Is this correct?

Answer from Noland Adams, Founding Pres. of SACC:

Your information is correct. Enjoy your '57!

Question: I have a 62 with a block no of F1121RD which would indicate a 327/300HP. The intake is numbered 3844459 which is a 63 number for a 327/300HP. I have owned the car for 30 years now and finally in a position to start a restoration. Several places on the internet have an aluminum manifold for the 327/300 in 62? I have also talked to several other Corvette owners at local shows, and they say that may be a possibility due to the late (Nov.) build date. What is the correct number to look for and where might I search for the manifold?

Answer from Larry Richter, Founding Treas. of SACC:

All 62 300 hp intake manifolds were cast, not aluminum. All the NCRS judging manuals state that it should be cast. I believe that is correct. The correct number is 3799349. The sellers that have the aluminum intake ones for the 62, are just trying to sell you a part. You could always paint the manifold and a non judge would never know.

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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Dues: Chapter and National membership year is Jan. 1 to Dec. 31. Chapter dues are \$15 and national dues are \$45 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 both dues (\$60.00) to: Diane Preston, 1124 Lopo Rd., Flower Mound, TX 75028. Make payable to SACC.

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Solid Axle Corvette Club Membership Renewal/Application



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

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We collect the National dues, then forward them on to National to ensure that all our Chapter members are also National members.

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

Diane Preston, Treasurer
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Check out the SACC Chapter website at
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Engine ___ Stock Trans ___ After-market Trans ___

Carbs ___ Fuel Injection ___ Rear End ___

Add A/C ___ Body Work ___ Paint ___

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Add Power Steering ___ Install Soft Top ___

Install Windshield ___ All ___