



March 2025

# Straight Talk

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

Our Next



**7:00pm Wednesday, March 26!**

**Time:** Wed., March 26, 2025 7:00 PM Central Time

**Join Zoom Meeting:** <https://us06web.zoom.us/j/89574151755?pwd=LOem0l5ANzcqDWBj2zIG7aXFtiNEIG.1>

**Meeting ID:** 895 7415 1755 **Passcode:** 988155

We last **ZOOMed** on Wednesday, February 12 at 7:00 pm. We had 12 SACC members on line talking about all sorts of C1 issues. Shane Morris got advice on why his fan shroud doesn't fit and Bill Preston has found the steering third arm in his shed that Shane probably needs.

During our ZOOM, Mark Billington invited us to visit

**Meet for Lunch in Guthrie**

**Thursday, April 10 at 11:00 am**

**The Stables Restaurant**

**223 N Division St, Guthrie, OK**

Robert & Maggie Cotner will meet Solid Axle members... and anyone else for lunch. If you're in northern Oklahoma come talk C1 Corvettes!

his shop in Pilot Point, TX to see his 1957 in a basket and have some great BBQ nearby Feb. 22 (see story page 3).

If you have a time/date preference so you can join our ZOOM meetings, let Robert know: [rdcotner@yahoo.com](mailto: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.

## GARAGE TOUR & LUNCH-APRIL 19

**Meet for Lunch at 11 am at El Fenix (TexMex)**

**3128 Forest Lane #240, Dallas, TX**

SE corner of Webb Chapel Rd. & Forest Ln. in Webb Chapel Village between ALDI & ACE Mart



**After Lunch  
we will caravan to  
Duffy Oyster's  
car collection**

**>4 mi. away**

Call Diane Preston 405-615-3856  
if you need more info.



# New Members



**Jim & Jere Biladeau**  
Stillwater, OK  
Red & White 1960



# It's Car Show Season!

(See flyers for most of these shows on pages 9-12)

- |  |                           |
|--|---------------------------|
| 3/29 Cars & Coffee Wildfire Benefit      | Stillwater, OK            |
| 3/29 Lewisville High School              | Lewisville, TX            |
| 3/29 Cornerstone Christian Academy       | OKC, OK                   |
| 4/5 Covenant Community Church            | Yukon, OK                 |
| 4/5 Corvette Indoor Expo                 | Enid, OK                  |
| 4/5 Phi Kappa Psi Fairgrounds Show       | OKC, OK                   |
| 4/6 Remington Park Show & SCCA Racing    | OKC, OK                   |
| <b>4/10 SACC Lunch</b>                   | <b>Guthrie, OK</b>        |
| 4/11-13 SW OK Kick-Off Classic           | Lawton, OK                |
| 4/12 Street Elite Car Show               | MWC, OK                   |
| 4/12 Connor's Car Show                   | Keller, TX                |
| <b>4/19 SACC Lunch &amp; Garage Tour</b> | <b>Dallas, TX</b>         |
| 4/24-26 Pate Swap Meet                   | TMS, Ft. Worth, TX        |
| 4/25-26 Good Guys                        | TMS, Ft. Worth, TX        |
| 4/26 Tri-City Cruisers Show              | Newcastle, OK             |
| 5/3 Bobcat Classic                       | Bedford, TX               |
| 5/4 Cinco de Mayo Show                   | Krum, TX                  |
| 5/10 Fort Worth Boat Club Show           | Ft. Worth, TX             |
| 5/10 Badside Fastpitch Show              | Crossroads Church OKC, OK |
| 5/16-18 Lone Star Corvette Classic       | Grapevine, TX             |
| 5/17 Corvettes on the Mountain           | Morrilton, AR             |
| 5/24 MSP Indoor Car Show                 | Frisco, TX                |
| 5/31 Okie Nationals                      | Mustang, OK               |
| 5/31 Cruising with the Bulldogs          | Wayne, OK                 |
| 6/12-14 Central AR Corvette Weekend      | Hot Springs, AR           |
| 7/25-26 Height of Summer Indoor Show     | McAlester, OK             |
| 7/29 Corvette Warehouse Vettes for Vets  | Dallas, TX                |

# President's Message

I hope everyone is looking forward to a great spring! We've tried to get together, when possible, during the winter. We enjoyed a BBQ lunch in Tioga, TX and a visit to Billington's Garage in Pilot Point, TX on February 22. On February 27, we had a nice lunch get-together in Stillwater, OK for members in the area.



**Our ZOOM meetings have been very successful!** The next **ZOOM** will be next Thursday, March 26 at 7PM. The link to join is on page 1. During the ZOOM meeting we will be reviewing maintenance tips to get your cars back on the road after being garaged all winter.

As warmer weather has arrived, I will be installing my rebuilt engine and new 5-speed transmission, as well as totally replacing all components of my brake system while installing new front disk brakes in April.

I hope to see more of our members at upcoming car events. We have lunch at the Stables Restaurant in Guthrie, OK at 11AM, Thursday, April 10. I will be attending the Enid, OK show on April 5 and the Newcastle, OK show on April 26. I look forward to seeing many of you when we visit Duffy Oyster's car collection in Dallas on April 19.

Contact me at [rdcotner@yahoo.com](mailto:rdcotner@yahoo.com) or 512-694-7456 with ideas or questions.

*Robert Cotner*



**\*VIN:20867S105435**

\*Originally built in mid-Jan 1962

\*New Red leather interior

\*Wilwood front disc brakes

\*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

\*Professionally buffed black paint

\*EPAS performance electric power steering conversion

\*Service and maintenance records

\*Owners manual

\*Asking Price \$115,000

\*Location: Frisco, Texas

**\*Contact Dwayne (469)731-6322**



# *We toured Mark Billington's Garage in Pilot Point, TX*

*...but first we ate BBQ in Tioga, TX*



*Linda Bradford, Mack Rogers, Tim Bradford, Bill Preston and Don Eckhart*



*Rocky Rainbolt, Bob Sullivan, Phil Shilt, Dennis Conte, Robert Cotner, Lynne Schilt, John Spencer and Mark Billington at Clark's BBQ in Tioga before the tour.*



*Our hosts, Mark & Kaye Billington with their stunning 1961 Metallic Wine and White Corvette Roadster.*



*by Diane Preston*

Our Red River Chapter of the Solid Axle Corvette Club had a great event on Saturday, February 22. We'd had icy weather for several days, but true to form the Texas weather was beautiful that day.

We met at Clark's BBQ in Tioga, Texas up near the Oklahoma border for lunch. Then we drove eleven miles south on US 377 to Mark Billington's garage.

Mark's wife Kaye Billington and veteran mechanic Steve Prince greeted us at the garage. The guys work on Mark's cars, but also do repairs and restoration on many other collectible vehicles for clients.

We got to see a wide variety of Mark's automotive interests. His is a drag racer car hauler was there. The dragster was somewhere else getting repaired... or something.

They are building him a hot rod coupe with a Hemi motor and we got to see it in progress. They are re-wiring a Classic Chevy for someone and a couple of Careington Collection cars were getting some repairs.

Of course, his gorgeous 1961 Metallic Wine Corvette was there for us to appreciate. Then there's the 1957 Corvette which is in pieces. Our guys spent the most time looking through all the boxes of parts that Mark got with the '57. What could be more fun???

*BILLINGTON--continued on page 4*



*Billington's 1961 Metallic Wine and White Corvette Roadster.*

As if there weren't enough car parts there, Ti Bradford brought his own assortment of Rochester Fuel Injection parts. The Fuel Injection guys, Don Eckhart and Bill Preston, looked over his FI set up to help him figure out if he had all of the parts he needed to convert his 1957 Corvette back to Fuel Injection. I'm not sure what conclusion they came to... I know he's had to get an FI distributor for it. Tim's been doing old cars so long, he even had a friend who had one of those rare distributors to spare.

Be sure to join us next time we have lunch together, talk Corvettes and visit a member's garage on Saturday, April 19. We will visit Duffy Oyster's garage in Dallas. We will meet for lunch at 11 am, then caravan to Duffy's home nearby.



Robert Cotner, Dennis Conte, Don Eckhart, Mark Billington, Bill Preston, Phil Shilt and Denise Eckhart look over the chassis, and Hemi engine for the Hot Rod.



Don Eckhart (with his back to us) inventories Tim Bradford's Rochester Fuel Injection parts to determine what he still needs to complete his unit. Looking on are Dennis Conte and Robert Cotner



Billington's 1957 is heading in the right direction.



Billington's 1957 isn't going anywhere soon.



Photos of the dragsters Mark has raced over the years hang in his office.



Denise Eckhart and Rocky Rainbolt

## Meet Our Members



My big dilemma was the choice between a 1958 Aston Martin DB4 and a 1956 Corvette, both approximately the same price. A wise person knows the obvious choice.

The year was 1971 and the search began for a road race/street car with the only criteria, go fast. After much thought about the two options, the choice-- Corvette. What could be more fun than top down and plenty of power?

Fifty-plus years ago, no one thought of either of these cars as being future valuable classics. I have always had an eye for value, not necessarily monetary value.

Well, after the original Vette purchase, reality quickly set in that many items needed attention. First was to pull the original weak engine and 3-speed tranny and replace them with a bored-out 283, and 4-speed syncro tranny. Fixed other necessary items, repainted it and then was ready for exhilaration.

Fast forward to 1990 after many years of racing, street driving and just having fun with the Vette, the decision was made to do a body off restoration to original specs. In doing so, I discovered good news and bad news. Good news... the car was originally black, not red. Bad news... it was originally a powerglide. After thinking long and hard about this dilemma, it was decided since everything else was original including the engine, 2x4 carbs, power top and wonder bar radio; it should be exactly as it



**Don Sebert**  
Dallas, Texas



came from the factory, including powerglide.

I was fortunate to find the original owner in town, who brought me photos when the car was new. Black with silver cove. He repainted it red with white coves after owning it a few years and replaced the powerglide with a 3-speed. As he said, "That's what everyone did in those days, if they wanted a cool Vette." He owned the car until 1969 and sold it to a neglectful owner for two years before I rescued it.

Since 1971, I have owned a multitude of Corvettes of almost every era including a 1969 L88. What's interesting is the '56 was my first, and now my only Vette... and perhaps my last.

Now it gets a few outings to local events and some short distant driving. It has been a real delight all these years to be its caretaker.

Who knows, maybe this tale will be ongoing.



**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@](mailto:cdiane1957@)**

# 1958 Corvette XP700



The Corvette XP-700, designed by GM styling head Bill Mitchell in 1958, began as a stock 1958 Corvette and was intended as Mitchell's personal vehicle. It utilized standard Corvette components like the frame, engine, and chassis, but featured an extensively redesigned fiberglass body with a sleek 'grand prix' look, including a long front overhang, exposed front area, wire wheels with racing hubs, and large air scoops.

Initially, the XP-700 was a one-off concept car but became a prototype featuring subtle body modifications and a Grand Prix-inspired design. It officially debuted in 1960, showcasing an exotic bubble-shaped laminated plastic canopy with vaporized aluminum coating to block sunlight, and louvered vents for air circulation. The car also had an overhead mirror with a viewing porthole in the roof.

Powered by a Chevy 283 CI 230 horsepower V8 engine and a 4-speed manual transmission, the XP-700 had a conventional front-engine, rear-wheel drive setup. It influenced the styling of the second-generation Corvette models with its sculpted rear deck design. Originally painted red and used by Mitchell, the XP-700 was updated in 1959 with a

longer oval grille and metallic silver paint, becoming a show car.

Other features included Dayton wire wheels, Lucas 'Flame Thrower' headlamps, and various air cooling ducts. It was reported that the main reason the XP-700 concept disappeared is because the chassis was later repurposed for the XP-755 and then the 1961 Mako Shark.



## Whose C1 is this?

1957 Red Fuel Injected Corvette with Red Coves, Red Hardtop & White Walls. Seen 3/22/25 eastbound on FM3040 (Round Grove Rd.) just east of Hwy. 121 Business in Lewisville, TX  
Let me know: [cdiane1957@aol.com](mailto:cdiane1957@aol.com)

**Back issues of "Straight Talk"  
available on line at:  
[www.VetteLegends.com](http://www.VetteLegends.com)**

# OUT AND ABOUT SEARCHING FOR OLD VETTES & THEIR OWNERS

Autorama at Dallas Market Hall February 14-16, 2025



Darren Heavener's Velocity Yellow & White 1960 Corvette from Fort Worth, TX



Gordon Koterba's 1960 Red & White Corvette from Paradise, TX



Shane Morris' 1960 Black Corvette from Plano, TX.



Michelle Prutch's Silver & White 1961 from Allen, TX

North Manziel's 1959 Corvette from Whitehouse, TX was also entered in Autorama, but I failed to get a photo.

**Annual Open Car Show**  
**April 26, 2025**  
 Rain Date May 3rd

414 NW 32  
 Newcastle, OK  
 Registration \$30

**Tri-City Cruisers**  
 Last Year Over 300 Cars!

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

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.

**FOR SALE**

**2021 PACE Box Trailer**

Twin axle, black with polished trim.  
 20 feet long and slightly over 8 feet wide INSIDE.  
 LED lights for tail lights,  
 brake lights and backup.  
 Has been lightly used for car trailer.  
 Kept in covered storage. Spare wheel & tire.  
 Primed and painted interior, off white.  
 A new one sells for well over \$8,000.  
 Asking \$5,000.  
 Selling due to health and no longer need trailer.  
 Please call or text message to:  
 Craig Conde 214-726-5011 or 972-658-2526.



**Saturday  
March 29  
2025**

Kicker Facility, 3100 N Husband St, Stillwater, OK  
**\$25 per entry fees**

Benefitting those who've lost so much to the fires!  
**8am-Noon**

**11:30 am**-Outstanding Prizes for the People's Choice will be given to the top 8 rides, voted on by attendees.

All cars, bikes, and trucks are encouraged to join us at this benefit show. Members of the KICKER audio team and the Stillwater Car Club will be at the show. Coffee and Donuts will be fresh and free!

Upon completion of awarding prizes, we will convoy to our local Iron Monk Brewery and continue fund raising. Good times and wonderful way to help so many who've lost so much.

Tell your friends about it and help to spread the word by sharing the event!

*In order to create a fun event for all ages and to maintain good relations with local businesses we ask the following of you: No burnouts, No racing, Obey traffic laws, Drive safely, No Smoking on Kicker Property,*

**And most importantly, have fun!**



# 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](http://www.pateswapmeet.com)

## NEW Location Hilton DFW Lakes Grapevine, TX



**Save the Date**

**MAY 16-18, 2025**

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

### EVENT LINEUP

**Friday, May 16<sup>th</sup>**

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

**Saturday, May 17<sup>th</sup>**

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 18<sup>th</sup>**

Parade to Brunch • Grapevine Excursion

35th Lone Star Corvette Classic

## CORVETTES 'N PICKLE

**Friday, May 16, 1:00pm - 5:00pm**

Pickleball Tournament on the 12 outdoor courts  
Hilton DFW Lakes Executive Conference Center

For FUN and meeting new Corvette friends, a FIRST-TIME event at 2025 Lone Star Corvette Classic. Just for participants in the Classic, we're staging a doubles-team tournament. Pickleball sign-up Friday morning in the hotel and courtside Friday afternoon.

Entry fee is \$10 per player.

**Sign-up is NOT part of the Classic's on-line registration.** USA Pickleball Rules apply. Teammates play only one game together. Subsequent games will be played with different teammates. It's a social game. Players' scores accumulate for, at least 4 games. Players should play 5 or more, games at any time within the Tournament's 4 hours. We score your best 4. Medals for best Men's and Women's players, given at the Sat. evening Awards Dinner. Maybe awards for sharpest Pickle-wear, too.

**So, C'mon, bring your paddles and your Pickle-gear**  
(Yellow Outdoor Pickleballs provided).



Indoor Show!

# 33<sup>RD</sup> ANNUAL SHOW

## EXPO XXXIII CORVETTES OF ENID



Visit Enid.org

2025

CONTACT : DICKYUHNKE@ATT.NET

FAIRGROUNDS  
CHISHOLM TRAIL COLISEUM  
APRIL 5, 2025

REGISTRATION FEE  
\$45 PER CAR  
\$20 PER ADD'L CAR

For Show Info Contact: Dick Yuhnke  
(714) 357-7025 or dickyuhnke@att.net

## Saturday, April 5, 2025

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

Move in & Registration:

Friday, April 4: Noon-8:30pm

Saturday, April 5, 7:30-9:30am

**CONVENIENCE PACKAGE**  
included for all registered cars!

All entrants and co-pilot receive the following:

**\*COMPLIMENTARY SUPPER-FRIDAY EVENING**

Served at the north end of the arena about 6 pm

**COMPLIMENTARY TRANSPORTATION**

Arena to Host Hotel - Fri. Evening

Busses run 6:30-8:30 pm

Host Hotel to Arena - Sat. Morning

Busses run 6:30-8:30 am

**SPECIAL "SHOW" RATES AT HOST HOTEL**

GLo Best Western, 123 W Maine, Enid

580-540-4172

Saturday Breakfast- served at 6am

1 hour earlier than normal

King or Double Queen Rate

\$129/night (tax included)

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

OVER  
50  
PICKS

5-31-2025

7AM-11AM  
REGISTRATION  
TROPHIES  
2:30 PM

# OKIE NATIONALS

## CAR SHOW

\$30 ENTRY



WILD  
HORSE  
PARK  
1201 N  
Mustang Rd,  
Mustang,  
OK 73064

## 5th Annual Frisco Car Show



### Saturday, May 24th 9am-2pm

Frisco Flyers Sports and Events Center  
6300 Flyers Way, Frisco, TX

Indoor/Outdoor Charity Event benefitting  
Families of WWII and CK Family Services.

Don't miss this rare chance to visit the  
Careington Auto Collection located next door

Mustang Sally Productions



**May 17, 2025**  
10am-3pm



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

Central Arkansas  
Corvette Club

CONTACT:

972-523-9016  
501-590-3506



CentralArkCC.com



Registration opens  
December 2024

**SAVE THE DATE June 12-14, 2025**

24TH ANNUAL CORVETTE WEEKEND, HOT SPRINGS, ARKANSAS

- **JUNE 12, 2025 - Casino Night Meet & Greet**
- **JUNE 13, 2025 - Registration, Vendors, Auto Cross, Scenic Tour, Seminar, All Corvette Parade through Hot Springs National Park**
- **JUNE 14, 2025 - INDOOR all Corvette Judged show , Hot Springs Convention Center. Vendors, Silent Auction, 50/50 Drawing**
- **Host Hotel - Hotel Hot Springs, Hot Springs, AR**



**SOUTHWEST OKLAHOMA CORVETTE CLUB**

**CORVETTE KICKOFF CLASSIC**

**APRIL 11-13, 2025**



2017 Grand Sport CE #775  
Christy and Jon Chennault

KICKOFF THE  
2025 CORVETTE SHOW  
SEASON WITH US!  
80+ Trophies!!  
Friday-Top 25 & Friday Night Lights  
Saturday - Show-N-Shine & Judged  
Sunday - Refuge Cruise & Lunch

**APACHE CASINO HOTEL**

2315 E Gore Blvd.  
Lawton, OK 73501  
(855) 248-5905

**HILTON GARDEN INN**

135 NW 2nd St.  
Lawton, OK 73501  
(580) 280-2100

**FAIRFIELD INN & SUITES**

201 SE 7th St.  
Lawton, OK 73501  
(580) 248-5500

**MYSUITES**

3 SE Interstate Dr.  
Lawton, OK 73501  
(580) 248-8500

**HOTEL BOOKING**

- APACHE CASINO HOTEL (Host Hotel & Event Venue) - \$169/night, includes two breakfast tickets for the Apache Grill, <https://tinyurl.com/SWOCC2025-Apache>
- HILTON GARDEN INN - \$139/night, includes breakfast, <https://tinyurl.com/SWOCC2025Hilton>
- FAIRFIELD INN & SUITES - \$99/night, includes breakfast, <https://tinyurl.com/SWOCC2025-FairField>
- MYSUITES - \$91/night, includes breakfast, <https://tinyurl.com/SWOCC2025MySuites>

**Charities**

receiving donations  
from this year's show  
are the Cancer Centers of

Southwest Oklahoma, Embrace Hope and  
Family Promise Shelters. Thanks for your support!!

**YOU make the difference!**

# 2025 SPRING CLASSIC CAR SHOW & CRAFT FAIR



Main Event Sponsor



**MARCH 29, 2025**  
Lewisville High School

**1098 W MAIN STREET,**  
Lewisville, TX 75067



## CAR SHOW DETAILS

 (9AM - 3PM)



Registration  
8am - 10am



\$15 Entry Fee  
per vehicle

First 50 entries receive a collectible dash plaque

(469) 307-7064 or [TylerAJenkins@gmail.com](mailto:TylerAJenkins@gmail.com)

## WOOD, WAVES & WHEELS



**FREE ADMISSION & OPEN TO THE PUBLIC**

**SATURDAY, MAY 10, 2025\***  
10:30 AM - 2:30 PM  
AWARDS AT 2:00 PM

- ❖ **FOOD & DRINKS ONSITE**
- ❖ **AWARDS (INCLUDES PEOPLE'S CHOICE, SKIPPER'S CHOICE, & BEST OF SHOW)**
- ❖ **RAFFLE**

**FORT WORTH BOAT CLUB**  
10000 BOAT CLUB ROAD - FORT WORTH, TX 76179

Enjoy the stunning collection of classics on display while chilling in your lawn chairs. Spread the word and invite your family, friends, and car/bike/boat clubs! Let's make it a day to remember.

### **INTERESTED IN SHOWCASING YOUR VEHICLE?**

Registration is now open and completely free - simply follow the links at <https://www.fortworthboatclub.com/waves-and-wheels> to download the entry form.

E-mail it to Laura Grunewald, [sailorlaura3g@gmail.com](mailto:sailorlaura3g@gmail.com)

Wood, Waves, and Wheels is proudly hosted by Fort Worth Boat Club and Eagle Mountain Classic Boat Club.

Don't miss out on this favorite annual event!

Questions: Laura G. (817) 271-8590 [sailorlaura3g@gmail.com](mailto:sailorlaura3g@gmail.com)

# 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](http://solidaxle.org) under Technical Help.*

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

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**Question:** Is there a good way to refurbish the leaf spring on a '60, or do I need to bite the bullet and buy new ones?

**Answer from Noland Adams, Founding Pres. of SACC:** The rear leaf spring assemblies on 1953 to 1962 Corvettes are rebuildable. Just about every medium sized city has a company that rebuilds them. The spring assembly is taken apart, and the individual spring leaves are examined. Each leaf must have the correct shape (curve). In a process that I have not observed (brute force, maybe) the leaf is returned to its original arc. Then the leaves are heat treated to retain their shape and reassembled into the spring assembly. Special liners are installed between the springs to provide a smooth action. The spring shop will install a generic spring liner if you do not locate a replacement that looks like the original type of liner.

Most spring repair shops are unable to furnish the correct exterior clamp. The clamp is a piece of steel bent around the leaves to keep them in alignment. Take photographs or make a drawing showing where each clamp is located and if the opening is up or down. Remove the clamp and keep it for replacement later, but use caution because it may require heating the clamp for removal and installation.

Now that your rear leaf springs are rebuilt, paint them as needed (probably black). With original type of liners between the leaves, and the original clamp in place, I defy anyone to know that they've been rebuilt.

By rebuilding your springs, you've also retained the dates they were built. Oh, yes, they are dated, and sometimes that's an important factor in keeping the car original.

As an aside, Delco makes a low pressure gas shock especially for 1953 to 1962 Corvettes. Several major brands

also make gas filled shocks to fit 1962 and older Corvettes, but they contain too much pressure; your Corvette will sit higher and literally "ride like a truck". Best of all, the Delco shocks are a lot cheaper. Any Delco dealer should have them.

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**Question:** I just rebuilt my steering box and it seems finding anyone who knows what to fill it with is quite a challenge. The service manual lists steering box lube with no specs as to the weight or type.

**Answer from Noland Adams, Founding Pres. of SACC:** The recommended steering box lubricant is medium weight gear oil, 30 to 50 weight. However, this will not work (poor lubrication), because it leaks out through the side cover gasket. The original gasket was very thin, and the mating surfaces were not perfect, so most 1953 to 1962 steering boxes leak. Buy a piece of gasket material about 1/16 inch thick (or more) and use a ball pein hammer to "cut" the gasket. With the new, thicker gasket installed, you can now use medium weight gear oil which will not leak. Do not use 90 weight gear oil, because it may not provide sufficient lubrication during cool weather. Also, be advised that there may be other solutions to this problem as well.

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**Question:** Last night, when I went to put my trunk key into the trunk lock cylinder to open the trunk, the key felt like it does not want to go in all the way. Of course, the key will not turn to the right as (I believe) it is not "seated" all the way in, so it won't pop the mechanism. There is nothing that I know of inside the lock and the key is not broken off (it's still in one piece). I tried some WD40 in there as well, but it feels nice and loose and will turn easily, it's just that the cylinder is malfunctioning and not allowing the key to enter all the way (I think).

Is there a secret to "picking" the lock or getting the lock cylinder out of the trunk without mangling the trunk area? This car is a Duntov Award/Bloomington Gold car, so I am naturally beside myself with trying to get the trunk open without going crazy on it.

**Answer from Larry Richter, Founding Treas. of SACC:** If the key will not go in all the way you have a key-way obstruction. Or part of the tumblers got out of alignment. The lock in and of its self may be junk. You might try a very good lock smith, but be careful.

What you may end up doing is to drill out the emblem remove the back nuts and then you can turn the rod (latch) and open the trunk. This way you can save the ring on the outside. The lock may need to be replaced and for sure the emblem. You are not the first one that has had this problem.

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**Question:** I would like to change my 61's front wheel bearings to taper roller bearings. Do you have any bearing numbers or usage info, are they 63 Vette items?

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**Answer from Noland Adams, Founding Pres. of SACC:**

The 1953 to 1962 front wheel tapered roller bearings are replacements for the original ball bearings. They are not interchangeable with the 1963 and later tapered roller bearings. I would try your local Corvette parts supplier or Corvette Central. This will improve your '61's handling a lot!

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**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.

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**Question:** Looking for info to identify a part. The part is connected to one side of the amp gauge, waxy cardboard looking, about the size of a index finger with another wire connector on the other end. Part number I find looks like 72705682. Mine is not connected. Probably has been there forever. Not sure what to call it... resistor or filter of some kind ,

**Answer from Larry Richter, Founding Treas. of SACC:**

The capacitor that goes on the ammeter battery lead, just goes to ground. It is installed for the radio background noise. The number is 7270568. Make sure the capacitor is good before attaching it to ground.

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**Question:** I have a '62 with the 327 340 HP engine. I've had an on-going problem with overheating. I changed the thermostat, pulled the radiator and had it checked and replaced all the hoses. Any thoughts?

**Answer from Larry Richter, Founding Treas. of SACC:**

This problem could be several items or part of several items

1. Check the timing on the engine. It may be either too far advanced or not enough
2. Make sure that the air is going through the radiator and not around the sides of the radiator
3. You may want to have the engine boiled out
4. Have a leak down test on the engine, when it is hot. It may have a head or block that is opening up under heat.
5. Take it to a shop that can do a complete scope and generally something will show up.

It may just take some time to find the problem.

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**Question:** Dear Sirs: Am I correct, in thinking that I can drop the steering column, on my 1961 Corvette, out through the bottom of the car, while it's up on jacks? Sure seems like I did this back in the 70's, and the box needs going through again.

**Answer from Noland Adams, Founding Pres. of SACC:**

The steering column on a 1961 Corvette can be removed by rotating it and lowering it out of the chassis. I don't think the jacks will make a difference, except it might make it easier.

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**Question:** I am trying to remove the speedometer cluster from a 1961 Corvette. I have removed the two screws and the nut from the cluster under the dash, but do not seem to have a lot of wiggle room to remove the speedometer from under the dash to replace the speedo needle.

**Answer from Ken Amrick, Editor, On Solid Ground:**

I'm not aware that you can remove the speedometer from the dash without first removing the instrument cluster.

Because it is so difficult for most of us to fit under the dash to remove the attachment nuts, most of us remove the steering wheel and the seat assembly before starting on the instrument panel. Some of the attaching nuts are located way back in the area where the windshield end post is attached to the body. You will need a 1/4 inch drive with a swivel adapter to remove them. (I think there are 2 in this area if I remember correctly.) It's not a difficult job, but it's not a pleasant one either. It is hard on the back and a time consuming job. Be sure to pad the steering column when sliding the instrument cluster out to keep it from getting scratched up.

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**Question:**

Where might I find an accurate 1960 Corvette Radio Ground Strap Kit Diagram and description of each ground strap.

**Answer from Max Brockhouse, SACC President:**

Purchase an original assembly manual for your 1960 from either Corvette Central, Mid America or NCRS. In it you will find diagrams showing where each ground strap is located.

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**Question:** I have a 62 Corvette with non-matching number engine and transmission and I am not sure about the differential. I am ordering a transmission to match the car. I was asked if I wanted a close ratio or wide ratio transmission. I am not sure what to tell them.

I plan to find the correct block to put in a 300 hp engine. I have most of the parts gathered up for that, except for an 870 block dated late May or early June (I actually have two 870 blocks, neither have the correct dates though). I believe the build date for my car was around July 6th 1962.

I looked at the differential and the only things I saw on it are the numbers 3725899 and an E-157. I want to change that out first. Do I tell him to build a close ratio or wide ratio transmission? If you need my VIN it is 20867S113613.

**Answer from Noland Adams, Founding Pres of SACC:**

Your 1962 Corvette with a 300 HP engine was originally equipped with a wide ratio four speed manual transmission.

The close ratio transmission was for the higher horsepower 340 and 360 engines. The intent was to keep the engine revolutions up when shifting between second, third, and fourth while racing.

A Corvette driven on the street is much easier to drive with a wide ratio transmission. With a close ratio transmission, it will seem like you are always starting in second gear. Even if it had a close ratio originally, I would recommend a wide ratio for normal street driving.

**Question:** I have seen Inca Silver 58's with Black and also White side coves, which is the correct color ? I believe it is Black, but is it possible that late 58's could have had White coves like the 59's did ?

**Answer from Larry Richter, Founding Treas. of SACC:** Silver was not a color on the early (first series) of the 58. Silver was on the later 58's and the cove color was black.

**Question:** I own 59 Corvette serial # J59 S100146. I am told it was built Sept 11, 1958. The car has a 350 in it and I found the original carbs, 270 horse and the distributor. When I bought the car in 1976 it had a 283 2-barrel. I now want to build up the correct engine. The tach has a 6500 RPM red line. When I purchased it in 1976, they gave me the correct manifold. I believe it is a 270 horse originally, since it has the 6500 rpm red line, not a fuelie.

I found a 3756519 block, but it says Sept 58 so that won't do. So how far back can I go as far as a casting date to have the correct engine. Should I go back 2 or 3 months?

They say they can re-stamp it as a CU and get me on my way, but I was curious how far back I could go. I want to make this correct, so I can give it to my children one day.  
**Answer from Larry Richter, Founding Treas. of SACC:**

Your car was a very early 59. If the engine was assembled (on the front right block pad) in Sept. 58, or cast (back of the block on the flywheel flange) and put into the car on or about the 11th, it is almost impossible. 10 total days from final assembly in Flint to placement in the car in St. Louis? You really need a engine cast and assembled in mid August of 58 (or before) to have it in your car. You really need a 3737739 block. The 519 block may work as this was the change over in early 59 as long as it is an August cast date.

At NCRS most re-stamps are detected, as we read the broach marks and the stamp in and of itself. However some of the re-stampers and doing a better job. You need to obtain the original parts and have them rebuilt, as most reproductions have differences.

Just keep looking for a good block as one will come along. On your tach, the yellow line should start at 6,000 and go to 6,300 and then red from the 6,300 to 6,500.

**Question:** I am looking for seat belts for my 1958. Any recommendations? How can I be sure that I am buying correct material color and hardware?

**Answer from Larry Richter, Founding Treas. of SACC:** 1958 Seat Belts are all the same. They are a gray four-web weave material with the pot metal handle painted in blue Hammertone. The original belts had a chrome plated male end. It may or may not have "235" stamped on it. The belt with the female buckle had a Irving Air Chute tag attached with city and U.S. Patent # 2,458,810. Generally the originals have been found to have the female buckles in the outboard side. Comment: If you are not showing the car you may want to get close and save some money.

**Question:** I'm trying to fit the doors on a 1960 Corvette. The problem is the passenger door makew strange creaking noises and I can't seem to find the cause. I have replaced the hinges and the new ones make the same noise. When operating the hinges without the door on, there is no noise. After installing the door the noise returns. I have tried shims in different places with no luck. I am at a loss as to the reason for the creaking noises. The driver door works gr4eat with no noise.

**Answer from Noland Adams, Founding Pres. of SACC:** The only part that could make noises, when one of the doors is moved is the hinge pins and bushings. The pin in each hinge has two bushings. First, I would try soaking the hinge pins and bushings with a penetrating oil. If the noise prevails, it is possible the pins and bushings are worn, but this usually happens to the driver's door. You can purchase pin and bushing kits at Corvette Central or other reliable parts sources.

**More Tech Tips in Back Issues of "Straight Talk" online at: [www.VetteLegends.com](http://www.VetteLegends.com)**

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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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: Diane Preston, 1124 Lopo Rd., Flower Mound, TX 75028. Make payable to SACC.

*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 \_\_\_\_\_

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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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**Red River Chapter dues are: \$15.00 per year**

**\$60.00 total**

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

**Diane Preston, Treasurer**  
**1124 Lopo Road**  
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**Check out the SACC Chapter website at**  
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**Would you like to have a list of our Red River Chapter members?** Yes \_\_\_ No \_\_\_

**Do you want to be included in a list of our Red River Chapter members?** Yes \_\_\_ No \_\_\_

**Would you be willing to receive calls or e-mails with Technical Questions about C1 Corvettes from the Red River Members?** Yes \_\_\_ No \_\_\_

If yes, what areas could you give Technical Help?

Engine \_\_\_ Stock Trans \_\_\_ After-market Trans \_\_\_

Carbs \_\_\_ Fuel Injection \_\_\_ Rear End \_\_\_

Add A/C \_\_\_ Body Work \_\_\_ Paint \_\_\_

Brakes \_\_\_ Electrical \_\_\_ All \_\_\_

Add Power Steering \_\_\_ Install Soft Top \_\_\_

Install Windshield \_\_\_ All \_\_\_