



August 2025

Straight Talk

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

Our Next



7:00pm Tuesday, August 26!

Topic: Solid Axle Club Zoom Meeting

Time: Tuesday, August 26, 2025 at 7:00 PM CDT

Time: Aug 26, 2025, 7 PM Central Daylight Time (U.S)

Join Zoom Meeting: <https://us06web.zoom.us/j/89697674409?pwd=ArE9OG9wVBBBKwVxDby8qfYVfERoQS.1>

Meeting ID: 896 9767 4409

Passcode: 362114

If you have a time/date preference, so you can join our ZOOM meetings, 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.

We last ZOOMed on Tuesday, July 22 with 11 people tuning in. Tim Bradford showed us his 57 that he's going to put the Fuel Injection back on that Tom Parsons rebuilt.



Andy Applegate joined us from Cabot, Arkansas. Tommy Grimes said he needed a 5" wheel for his spare and Bill Preston had one for him to pick up, when he could drive to Flower Mound from Mansfield. Robert Cotner reported on his progress with the brake upgrade on his 59. Rick Guhr joined us for the first time from Sanger. We solve a lot of Solid Axle issues and just have a good time talking about our old cars.

President's Message

Our ZOOM Calls Have Become Famous!

Check out your quarterly "On Solid Ground" magazine that just arrived from SACC!!!

Our Red River Chapter is featured on pages 31-34!! The editor specifically asked us to submit information about our ZOOMs. Maybe it will catch on throughout the club, since the 1,000 national members are so spread out.

Also, look at the great SACC merchandise on page 29! Embroidered 3", 4" & 10" patches, Static Decal, Shirts and more.

There's also a new Facebook Page for the "Solid Axle Corvette Club" to connect everyone and attract new members. Check it out, if you're a "Facebookie".



I really appreciate all the help members gave in installing front disk brakes, and both Maggie and I enjoyed having those hard-working members and their wives join us for lunch. So far, the front brakes and the self-adjusting rear brake kit have been installed. I'm working on installing the new brake lines and hoses, and I'm waiting on the adjustable proportioning valve for the rear drum brakes.

In July, Bill Preston and Don Eckhart drove up from the Dallas area. Bob Sullivan and I joined them for a trip to Mustang, OK to visit with Tom Parsons about the fuel injection system on Don's car. Tom has a great shop and was a big help.

We are looking forward to more lunch get-togethers with the Oklahoma crowd. We are planning the annual SACC meeting for the fall, and hope to schedule a Texas tech session on fuel injection systems. Hope to see you all at one or all of these!.

Robert Cotner



You're Invited:
Saturday, Sept. 27, 2025
8:30am-1pm
2070 Diplomat Drive
Farmers Branch 75234
 Free for Spectators;
 \$25 for Car Show Competition
Benefits Holy Angels

the 33rd Annual Dallas NATIONALS CAR SHOW

**A rare opportunity to
 Tour Sam Pack's
 Fantastic Car
 Collection!**
DON'T MISS IT!!!

Meet Bill & Diane Preston there!
We'll be in the
1957 Black & White Corvette!
Bring your C-1 or not...
 The cars that Sam Pack is
 displaying has doubled
 and you need to see it!

SAM PACK
 AUTO GROUP



New Members



Tommy & Becky Grimes
Mansfield, TX
Red 1962



It's Car Show Season!

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

- | | |
|---------------------------------------|----------------------|
| 8/22-23 Summer's End Show | Springdale/Rogers AR |
| 9/6 Huffines Kia Car Show | Corinth, TX |
| 9/10 Classic Cars & Brown Bags | Flower Mound, TX |
| 9/13 Redbud Rumble Car Show | Owasso, OK |
| 9/20 Wheels For Wellness Show | Ft. Worth, TX |
| 9/26-28 Good-Guys | TMS, Ft. Worth, TX |
| 9/27 Sam Pack Dallas Nationals | Farmers Branch, TX |
| 9/27 Frontier Days Car Show | Tecumseh, OK |
| 10/4 Stillwater Car Club Show | Stillwater, OK |
| 10/8 Classic Cars & Brown Bags | Flower Mound, TX |
| 10/11 Brazos River Corvette Club Show | Granbury, TX |
| 10/17-18 Bricktown Corvette Club Show | Norman, OK |
| 11/9 Alex Viola Car Show | Keller, TX |
| 11/12 Classic Cars & Brown Bags | Flower Mound, TX |

FOR SALE: Cupholders for C1 and C2 Corvettes \$44.00 with free shipping
 (corvettecupholders.com) 817-992-6753 Tommy Grimes





Bill Preston talks to Larry Smith about his 1953 Corvette that he DROVE 125 miles from the Bay Area! It's very rare that a 53 is not in a museum. Larry's 53 is # 285... the car produced right after Noland Adams' 53!

Our base of operations for the 2025 Solid Axle Corvette Club National Convention was the former McClellan Air Force Base in Sacramento, California. We stayed in the Lions Gate Hotel (former visiting officer quarters). There was a cordoned off a parking area for our night security to park a self-contained RV and our Corvettes. There was also a car wash set up on site.



Saturday morning, the national board met to discuss/ vote on issues needing attention. That afternoon the national board met with the chapter representatives and any interested members to bring them up to date on business discussed in the morning and accept any new issues that require attention. Debi Stalder volunteered to set up a Facebook Page for SACC to keep us in touch with each other. It's active now at "Solid Axle Corvette Club". Before dinner there was a welcome reception, where we greeted old friends, met new ones and SACC logo items were for sale.

Sunday morning we caravanned to the California Auto Museum for a show 'n shine in front of their building. A technical session was held inside the museum by Jeff Reade of American Motoring Memories in Culver City, CA. He had prepared demonstrations on some common C1 maintenance and repair items he's encountered during his career

working on these old cars. He also took all the questions about issues we've had with our stock 1953-62 Corvettes. (pictured below)



Heading out for the California Car Museum



California Car Museum

That afternoon there was a shuttle from the museum to Old Sacramento for site seeing. Old Sacramento is about 4 blocks by 2 blocks, filled with shops, restaurants, museums, etc. We took a guided tour, partially underground, of this area and learned the history of the city being raised to protect it from flooding of the two rivers that adjoin it. Optional tours included a train ride along the river or a boat ride on the river.

We shuttled back to the car museum for a catered meal before going back to our hotel Monday evening.

Monday was the road tour to the foothills east of Sacramento with a focus on the site where gold was discovered (1849) and the Pony Express Trail (1860-61). Hwy 49 between Auburn and Placerville is a steep narrow road with many switchbacks. It was part of the Pony Express Trail and great fun to drive!



First we went to the Sutter Mill gold site in Coloma with a museum, blacksmith shop demo, and a short guided walk to the Sutter Mill site. Then we drove another half hour to the site of an original Pony Express Station, now Sportsman's Hall Restaurant for lunch and a presentation by Jim Swigart (below), former President of the National Pony Express Association – California Chapter. This was the 135th Anniversary of the Pony Express.

CONVENTION--Continued on page 5



Emergency Stop for cleaning dried cow pee, etc off the lead cars' windshields!!!



Sportsman's Hall Restaurant



Fred Kokaska and Bobby Brown were glad to wash the highway off their Vettes after driving from Southern Cal. Kathy (below) was especially grateful for the wash station after her car was covered with pee from a cattle truck on Monday's road tour!

Monday evening there was a banquet and national board elections. President Jack Hollada presented the Max Brockhouse Award to Lucy Badenhop for her years of service to the club. She has been the national Treasurer for many years and was one of the four people who founded the club along with Noland Adams. She was also in charge of the Convention this year.

Kathy Ilowiecki received the Longest Distance Driven Award having driven her Gray 1959 from Massachusetts. Joseph Jackson and his wife actually came the farthest from Guam... but didn't drive any of their four solid axle Corvettes! There was a raffle at the end of the evening which had quite a few personal items that had belonged to Noland Adams donated by his family.

We are looking forward to the 2026 SACC Convention with a Route 66 Theme to celebrate the 100th Anniversary of the Mother Road. It will be held in the St. Louis area June 14-16, 2026. It will immediately follow 2026 Bloomington Gold being held at World Wide Technology Raceway in nearby Madison, IL on June 11-13. It's a great opportunity



Longest Distance Driven Award
Kathy Ilowiecki from Massachusetts

to go to their great Tech Sessions, Swap Meet, Vendors and see fantastic Corvettes being judged at the famous Bloomington Gold before attending the 2026 SACC Convention!



Disc Brake Work Day In Blanchard



A great bunch of Oklahoma guys showed up at Robert Cotner's garage on May 31 in Blanchard, OK to work on (or supervise) putting power front disc brakes on his 1959 Corvette. Most of them drove their Vettes! We had Tom Parsons' 56 Red FI from Mustang, Butch Abbott's White 62 from Tuttle, Joe and Donna McNinch's Maroon 62 from Guthrie and Bob Sullivan's Blue 59 from OKC. Don Brittin came from Davis, Bill and Diane Preston came from Texas.

The engine and transmission were out of the car giving us good access to everything. He planned to put new brake lines on in addition to the brake booster.

Maggie Cotner served everyone great hamburgers and other yummy food on the back patio for lunch. Donna McNinch helped her and Diane Preston took pics.

Below: Joe McNinch, Bill Preston, Butch Abbott, Don Brittin, Robert Cotner, Tom Parsons (seated) and Bob Sullivan





McAlester OK, July 26, 2025

The Heart of Oklahoma Corvette Club put on a great show! They had every possible need that the exhibitors could have covered. The McAlester, OK Visitor's Bureau provided great support for them and did everything they could to make the show a success.

There were 165 Corvettes entered and the organizers had planned out the whole Expo Center to organize parking and exiting after the show. Since many cars were moving in on Friday night, they had arranged for a local church to provide a shuttle service to and from the hotels, which were four miles away. It all worked GREAT!

They provided dinner on Friday night and the snack bar was open for us to purchase lunch on Saturday. They had a room full of vendors with interesting... and tasty items for sale, including custom Corvette shirts.

The HOCC members were there in force, covering all the jobs and looking for ways to make everyone's day great!

And best of all... They're doing it again in 2026!!!!

SAVE THE DATE!!!

July 23-26, 2026

Southeast Expo Center

McAlester, OK



Bill Preston accepting the Mayor's Choice Award



Connie Myers & Gary Deming brought her Yellow Fuel-Injected 1958 from Springtown, TX to win 1st in C1 Class and C1-C4 Best in Show. It is a rare radio and heater delete car.



Daniel & Debbie Pranausk from Joplin, MO with their White 1959 won 2nd Place in C1 Class. Debbie's uncle bought this car new and it's been in the family since.



Bill & Diane Preston from Flower Mound, TX brought their Black and White Fuel-Injected 1957 and won Mayor's Choice Award, SW Expo Center's Award, 3rd Place in C-1 Class & People's Choice Award.



Patricia & Jerry McCulley from Livingston, TX brought their 1960 Turquoise and White 1960 and won McAlester Tourism Award, and the 50/50 pot. They own a Corvette of every generation.

5th Annual Frisco Charity Car Show

May 24, 2025 - Frisco Flyers Sports & Events Center Indoor Show

What's not to love about this show!

Mustang Sally Productions has figured out how to have a great show in Texas and not worry about the weather... neither heat nor rain!

Move in is quick and orderly. Everyone's facing toward the center and ready to move out. All you have to do is follow directions!

There's a bonus of having the Careington Car Museum right next door that adds another 100 cars to look at during the morning. There were great raffle items and prizes. Show entry fees and donations to the Museum go to benefit two charities--Families of World War II Veterans and CK Family Services.



Bing Graffunder's 1960 Black and Silver Corvette



Mark Billington's beautiful Wine & White 1961



Mark Billington with the People's Choice Award



Greg Hurlburt with his White & Silver 1959



Bill Preston talks to Dwayne Marchbanks about his Black & White Fuel-Injected 1957

FREE TO ATTEND www.StillwaterCarClub.org \$25 TO SHOW
REGISTRATION 8AM - 10AM
MORE INFO →

Stillwater Car Club

30TH ANNUAL

CAR SHOW

OCT 4TH 2025

10AM - 2PM
FOOD TRUCKS • MUSIC • PRIZES
BOONE PICKENS STADIUM
LOT #10 WEST ENDZONE PARKING

FEATURING
MUSTANGS
IN THE COOL CAR CORRAL

CASH PRIZES \$600 IN CASH DRAWINGS • 50/50 POT (benefits M.O.P.H.)
\$100 TO LARGEST VISITING CLUB

PROCEEDS BENEFIT MERIDIAN TECHNOLOGY STUDENT SCHOLARSHIPS
MILITARY ORDER OF THE PURPLE HEART • CHAPTER 820 • PAYNE COUNTY

AWARDS & TROPHIES PEOPLE'S TOP 20 • MAYOR'S CHOICE • PEOPLE'S CHOICE • M.O.P.H. AWARD
\$50 TO PEOPLE'S COOL CAR CORRAL CHOICE • WESTMORELAND AWARD

FRONTIER DAYS CAR SHOW

SEPT. 27TH 8 a.m.

18 CATEGORIES FROM PRE 1960'S - PRESENT AND SPECIALTY CATEGORIES

104 S 4th St., Tecumseh, OK

- DRIVER'S CHOICE • PEOPLE'S CHOICE
- JUDGE'S CHOICE • MOST UNIQUE/OUTRAGEOUS
- **BEST OF SHOW TAKES HOME \$250**

\$25 FIRST 25 TO REGISTER GET A SWAG BAG

WWW.TECUMSEHCHAMBER.COM

Classic Cars & Brown Bags

Heritage Park, 600 Spinks Rd., Flower Mound, Texas

Between Gerault Rd. & Garden Ridge Blvd.

3 mi. North of Grapevine Mills Mall

11am-1pm

2nd Wednesdays-Sept. 10,

Drive your Classic Car to a safe, shaded place to park, have lunch and socialize with other Car Guys!

Bring your own lunch and drinks.

There's a Subway, Pizza Hut and Salads To Go 1 mi. North in the Kroger Shopping Center at Flower Mound Rd. (FM3040) & Gerault Rd. (Morris Rd.)

Meet Up Dates

April 9

May 14

June 11

July 9

August 13

September 10

October 8

November 12

No glass containers or alcohol allowed in the park. Smoking is prohibited.

Pets must remain on a leash at all times.

Excessive or amplified noise is prohibited.

Keep the park clean. Park restrooms nearby.

For Info Call: Bill Preston 405-412-0502



2025
CAR SHOW

SEPTEMBER 6
 6940 S. I-35E
 (Exit 460)
 Corinth

Schedule
 9am-1:30pm

Entry Fee
 \$25

Registration
 8-10:30am

Judged by
 Judges

HUFFINES
 SINCE 1924
 KIA | SUBARU



SUMMIT
 RACING SUMMIT

GOODGUYS
 America's Favorite Car Show

GOODGUYS MOST BITCHIN' 2025
 Q-BASF

**32ND SUMMIT RACING
 LONE STAR NATIONALS**

SEPTEMBER 26-28 • TEXAS MOTOR SPEEDWAY • FORT WORTH, TX




SAVE THE DATE

SEPTEMBER 20, 2025
 DOWNTOWN FORT WORTH CAR SHOW
 TIME: 10AM - 3PM
 FREE PSA TESTING FOR MEN OVER 40

WHEELS FOR WELLNESS

Wheels for Wellness' mission is to save men's lives through awareness of prostate cancer, early detection with PSA screenings resources for patient care support, and research for a cure.

PRE-REGISTER AT
WWW.WHEELSFORWELLNESS.ORG



BRAZOS RIVER CORVETTE CLUB

19th Annual CORVETTE SHOW
 OCTOBER 11, 2025

On The Historic Square In Granbury, TX
RAIN OR SHINE

Judging Starts
 at 10:30 am

OVER 125 CORVETTES on Display Last Year



Bricktown Corvette Club's 2nd Annual

CAR SHOW

October 17th and 18th, 2025
Norman, OK

FRIDAY 10/17
FOOD VENDORS & LIGHT SHOW
 HOSTED BY NORMAN SPORTS

SATURDAY 10/18
CAR SHOW & AWARDS
 HOSTED BY LANDERS CHEVROLET
 1221 ED NOBLE PARKWAY, NORMAN OK

EMBASSY SUITES (HOST HOTEL)
 2501 CONFERENCE DRIVE
 NORMAN, OK 73069
 PHONE: 405-364-8040

LANDERS
 CHEVROLET OF NORMAN

HOLIDAY INN AND SUITES (2ND HOST)
 2500 CONFERENCE DRIVE
 NORMAN, OK 73069
 PHONE: 405-928-5300

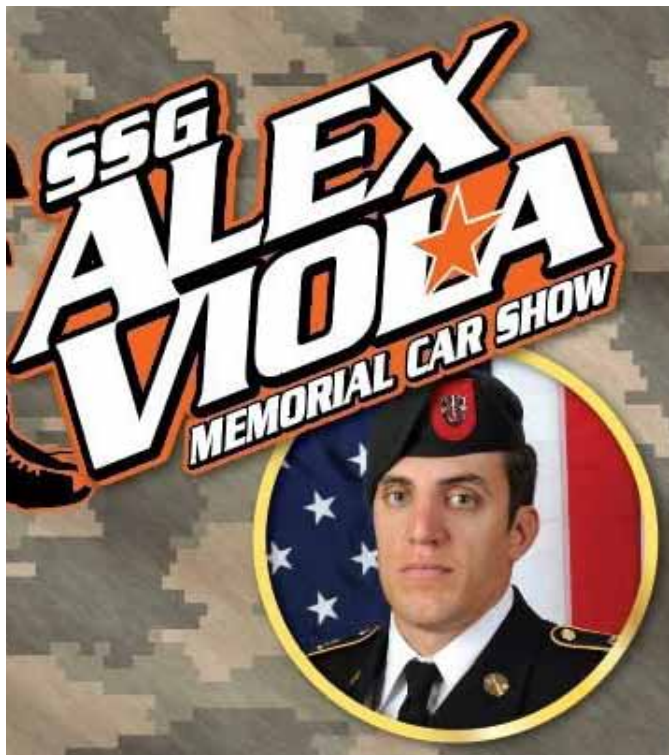
Visit **NORMAN**

Saturday Show at Landers Chevrolet 8am-3pm
 Show n Shine or Judged Show

405-204-6545 for info

BRICKTOWN CORVETTE ASSOCIATION
 OKLAHOMA CITY, OK



SUNDAY NOV 9
KELLER TOWN HALL
10AM-5PM

1100 Bear Creek Pkwy, Keller, TX 76248

GATES OPEN AT 6AM
REGISTRATION 8AM - 12 NOON

\$25 Vehicle Registration Fee

OWASSO

REDBUD RUMBLE

CAR SHOW - MARBLE RUN - LIVE MUSIC - BATTLE OF THE BEARDS

SATURDAY, SEPTEMBER 13 FROM 5:15-8:00 PM
 REDBUD FESTIVAL PARK - 109 N MAIN STREET, OWASSO, OK 74055

BEGGARS WHISKY 5:15-6:15 BATTLE OF THE BEARDS 6:15-8:30
 JAKE TANKERSLEY 6:30-8:00 AWARDS & ANNOUNCEMENTS 8:00 PM

PARTNERED WITH
 Owasso Masonic Lodge #455
 Owasso, Oklahoma
FOR MARBLE RUN

COMMUNITY SPONSORS
 VINTAGE
 TULSA ACCIDENT CARE CENTER
 TEXAS
 THIS & THAT CANDLES AND MORE
 AutoZone
 TAYLOR

FREE REGISTRATION!

Marble Run live music, food and booth vendors, kids' zone, Battle of the Beards, and more!

Pre-registration required for car show entry.

Spots are limited!

Info: Bethany Brewer at 918-376-1529



Summer's End
Judged Corvette Show & Shine

Saturday,
August 22-23, 2025

8:00 a.m. - 2:00 p.m.

Rain or Shine

Pinnacle Hills Promenade
Rogers, Arkansas
Exit 82 off Interstate 49

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 have a problem on my 1962 Corvette in that the engine cooling fan blades are very low in the radiator shroud, so low that the tips only clears at the bottom of the shroud by 3/8". The shroud is stock and the fan is a stock 17" diameter. All of the rubber engine mounts are in place, both at the engine and the transmission. The transmission mount, at the cross member, has one shim on each side of the cross member spacing the transmission downward. This is a low mileage Corvette that does not appear to ever been wrecked and all of the previous owners do not report any damage history.

I cannot see any way to raise the front of the engine at the mount except to shim under the rubber engine mounts with washers. But to shim here would take over an inch to come close to raising and centering the blades in the shroud. To lower the transmission, which would raise the fan, would take even more shimming than the front mounts. This could cause a driveline angle problem. I have tried to find out what the driveline angle should be but there is nothing on this subject, can you also let me know what the angle range should be at the drive shaft and the engine? Were all front top rubber mounts the same thickness?

Answer from Larry Richter, Founding Treas. of SACC: The fan is not centered within the fan shroud. The specks call for the following about 3/8 to 7/16 of an inch on the bottom and about 1 and 1/2 inch on the top. It should have about 1 inch at the 90 and 270 degree on the sides, with a stock 17 inch fan and stock shroud. Your fan appears to be right where it should be. You do not want to raise the front of the motor for a lot of reasons.

Question: I have a completely reconditioned 1960 Horizon Blue 290 HP Fuel Injected Corvette with a Frost Blue Interior I have owned for 41 years this coming January. I recently attended the FL NCRS Chapter Judging event. During the judging there were several things that the judges mentioned that I needed to correct before the next judging. One was that I need to install several screws in the carpet, the other one was that I needed to find and install the correct capacitors with the correct numbers. My first question is, where are these screws located in the carpet (a picture would be nice) and my second question is, what are the numbers on these three capacitors and where would be a good place to order them?

Answer from Larry Richter, Founding Treas. of SACC: Your carpet screws are chrome plated (not nickel or stainless) and are on the right side of the car toward the transmission about 1 to 1 1/2 inches in on the carpet and about the same from the top of the carpet and the bottom bend where it starts up. (there is no exact spot.) on the left side only one is at the top about the same distance behind the go fast pedal.

The capacitors are #7270568 (large yellow wax unit) attached at the ammeter gauge lead under the dash. This is only on radio equipped cars. A radio interference suppression one is located at the generator (#1911995) attaches to the generator terminal with the gray brown wire. At the voltage regulator (#19427452) attaches to the lower terminal, both of these have a metal exterior and about 1 1/4 inches long and about 5/8 of an inch in diameter.

Question: I have a '61 with a T-10 and am replacing the rubber transmission mount. The Service Manual states to make sure the shims are replaced to ensure proper drive-shaft alignment. My car has no shims. Is there a way to verify if the shims are required?

Answer from Larry Richter, Founding Treas. of SACC: The shims (if present) are between the crossmember and the frame. They were installed on some of the Corvettes to align the drive shaft. They are not required but make sure they were not present, when you removed the cross member.

Question: I have a 1960 Corvette. The tail lights stopped working (both sides). Stop lights and turn signals OK. It would be quite a coincidence for both bulbs to fail at the sale time. Are the tail lights on a separate fuse?

Answer from Larry Richter, Founding Treas. of SACC: All of the Rear Lights are on the same fuse. You will need a simple ohm and volt unit to check this out. Pull the rear bulbs out and use some fine sand paper to clean both the bulb and the inside of the housing. Make sure they are tight. Inspect the bulbs while they are out.

1. Check Ground (not only on the back of the housing but inside the housing)
2. Check and see if you have power to the back of the bulb

(check with parking lights on)

3. If the above checks out you may have a broken wire. (first look in the trunk). The wire that is broken may not be visible from the outside.
4. The wires go to the back on the drivers side. Remove the sill plate and check. Somewhere in the above you will find the problem.

Question: I wish to change the carrier assembly gasket on a 1958 Corvette due to a slow oil leak. I have disconnected the drive shaft and removed the nuts from the 10 bolts holding the carrier assembly. The assembly refuses to move from the differential. I am guessing that an axle or both axles will need to be removed. Any assistance that you can provide will be appreciated. Thank you.

Answer from Larry Richter, Founding Treas. of SACC: Here are the steps to remove the Axles.

1. Take off both rear wheels and the brake drum
2. Install a clamp to hold in the wheel cylinder and brake shoes. Remove the differential housing cover (after draining the housing)
3. Remove the differential pinion shaft lock screw in the housing and the differential pinion shaft, axle shaft spacer and differential pinions. These are in the center of the housing by the spider gears.
4. Push axle shafts in toward the center of the axle and remove the "C" washers from inner ends of the axle shafts. You do not need to completely remove them.
5. Pull the axles out

A couple of Notes: (Do not damage any part of the interior gears as then they will need replacing)

(If you have any oil evidence in the brakes you need to replace the outer bearings and seals. You will need a bearing puller. Again do not damage any the internal Parts)

Question: I have a question about my 1962 Corvette. I recently acquired it from my uncle and all the numbers match according to the Black Book. I believe the car has been painted. My problem is I cannot find a body plate or any info on the original colors. It is currently white with black interior, but I am not sure it is the original color. The serial # is 20867S113884.

Answer from Noland Adams, Founding Pres. of SACC: You need to buy the Restoration Book I wrote on 1953 to 1962 Corvettes.

Just after the start of 1958 Corvette production, the St. Louis Corvette Assembly Plant started helping the painter by writing the exterior body color in the trunk. They used a lumber crayon (usually green) to write the color name on the vertical front trunk panel. In order to see this, you'll have to remove the vertical cardboard panel, which will reveal a thin coat of paint. To find the paint name, use the edge of a quarter under and beside the right hand trunk lid hinge and tower. The paint is thin over the lumber crayon, and it will flake off to show the body color. This procedure

was used on 1958 to 1960 Corvettes. Ivory means white, and Turq. is turquoise, but red, black, and blue color names are obvious.

In 1961 the placement of the color name changed to the passenger side seat back. This was also used on the 1962 models. You'll have to remove the passenger's seat, which is bolted in place. Then look at the seat back panel which was behind the seat. Instead of being horizontal, it tilts back like the seat back itself. The St. Louis workers opened the passenger's door and stood outside the car while they wrote the color name in large letters on the seat back panel. Again, a thin coat of paint covers the color name on the panel. The edge of a quarter will locate the lumber crayon under the paint. Just keep scraping until you find the entire name. If your car has a hardtop, you might find "HT" there as well. Again, Ivory means white, MAR means maroon, Fawn means Fawn Beige, etc. If it was white, you'll find "Ivory" under the paint.

The interior color was not given. You'll have to look at the colored area in the interior. The factory painted several small areas so that raw fiberglass could not be seen around the seats.

Question: I just purchased a 'driver' quality 1960 Vette after long years of wishing I hadn't sold my '59 in '71. I'm not unique in that. My intention is to bring it back to as close to original as I can. I will need to look for the right drive train as everything has been changed. I'm hoping you can help me establish the build date from the VIN number. It ends in 109156 which must be near the end of production for that year. That will help me to know what to look for. One of your answers to a similar question has already been helpful in determining that the tach red line suggests it was a 270 or 290 FI.

Is the location of the crossed flag insignia on the sides a further clue as to FI or not? In other words, did the factory center the flag emblem when mounted alone and somewhat lower when centered together with the FI script above it?

Answer from Noland Adams, Founding Pres. of SACC: Your 1959 Corvette serial number ending in 109156 was assembled on Tuesday, July 21, 1959. The engine assembly date (engine number) would be two to five weeks earlier, and the block casting date would be two to three weeks earlier than the engine assembly date. These are general time frames, with most of the dated parts following this pattern. Accessory sub-assemblies like starter, generator, distributor, radiator, and relays will precede the July 21st assembly date by two weeks to four months. These subassemblies are shown in the Assembly Instruction Manual (AIM).

BTW, the last '59, serial number 109670, was assembled on Friday, August 10, 1959.

Question: Before I start chasing my tail and replace every piece of my brake system, maybe someone out there has experienced the same problem? I have a '61 that every part is

fairly new, and I have a '54 that I just purchased that hasn't been touched in years, both are doing the same thing, brakes work OK when cold, as soon as they warm up, no brakes, I have a full pedal, but it's like pushing on the floorboards, it's hard as a rock, what's up? I just can't think of one particular thing that would cause this.

Answer from Larry Richter, Founding Treas. of SACC

This could be several problems. Here are the most common

1. Check the adjustment of the brakes including the correct setting for the adjusting Screw (bottom) and the adjusting spring.
2. Very common problem. The shoes are either incorrect or on backwards. The front shoe (primary) has about 2 inches more material than the rear. The front shoe (primary) moves downward and the back one moves upward until the upper end butts against the anchor pin. Check this with the drum off.
3. The shoes float free in the brake, check this as they may be against something when the heat builds up.
4. Along with the above is heat causing the wheel cylinder to not work. Do you have any trapped air in the line?

Question: I was wondering if one of the gurus has an explanation and or a picture showing what and where the date code stamped into a 62 radiator should be. According to the literature I've read, from the C62 date code on, the code was stamped on the top of the radiator and the aluminum tag that formerly had the date code stamped into it was stuck on instead of screwed. I have a radiator that has the stuck on Harrison tag with no date code, the sawcut on the top of the radiator, but can't see a date code stamped into the top in the format month/year anywhere? Picture attached

Answer from Larry Richter, Founding Treas of SACC:

Thanks for the pictures they helped a lot. A new aluminum foil Harrison tag began about February 62 (serial number range 5,000 to 9,000 plus or minus). This foil was stuck to the upper right top of the radiator. These radiators had part number (3150916) stamped directly into the top of the radiator slightly to the left of center mount. The only answer I have for the 64 (it should be the date) is it was made in 1964, but I do not have a firm answer for that, unless they found a replacement radiator in 64 or later and put it in. You have one of these foil, direct stamped units.

Question: I have a 1957 Corvette (3889) with a 2-speed powerglide transmission, with no transmission fluid dipstick. I have been looking for one for a number a years now with no success. I am now considering having one fabricated at a metal shop and was wondering if you could give me any information with respect to length, width, cap size and color, etc. Anything you can tell me would be useful.

From Max Brockhouse, SACC President:

I am in the same boat with you. I have a '57 powerglide

in my '58. I too am missing the dipstick. I have looked for many years myself. I put a '58 dipstick in 20+ years ago and hoped for the best. At least it keeps the oil in and dirt out.

Question: When ordering a new interior for my Inca Silver '58 I was told Charcoal is the correct color for 58 interiors. In Noland Adams Restoration and Technical Guide Vol. I under 58 Corvette color combinations, he says the second series color combination chart deletes Charcoal and adds Black as interior and exterior colors. I just want to make sure this is correct so that I don't install the wrong color interior.

Answer from Noland Adams, Founding Pres. of SACC:

I have the original color charts from the Corvette assembly plant in St. Louis. Charcoal started out as one of the basic colors at the beginning of 1958 Corvette production. Late in the production year Charcoal was changed to Black. No reason was ever given, and the exact point of changeover is unknown. In order to have a black interior, your '58 would have to be built in the last 1 1/2 to 3 months of production. I would look at the overspray beside the seats and determine if it is charcoal or black.

**More Tech Tips
in Back Issues of
"Straight Talk"
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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.

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Renewing Member Number _____ New Member ☐

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

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Solid Axle VIN # 1 _____ Yr _____ Color _____

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Solid Axle VIN # 3 _____ Yr _____ Color _____

Solid Axle VIN # 4 _____ Yr _____ Color _____

Solid Axle VIN # 5 _____ Yr _____ Color _____



*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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Engine _____ Stock Trans _____ After-market Trans _____

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Add A/C _____ Body Work _____ Paint _____

Brakes _____ Electrical _____ All _____

Add Power Steering _____ Install Soft Top _____

Install Windshield _____ All _____