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SOUTH CAROLINA

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INSIDE THIS ISSUE:

| | |
|-----------------------|----|
| Bowling Green | 2 |
| Corvettes at Carlisle | 4 |
| SACC at Wilson | 6 |
| BBQ in Siler City | 8 |
| Tach Tech Article | 9 |
| Tailpipe | 11 |

Axle Grease

The Newsletter of the Carolinas Chapter of the Solid Axle Corvette Club

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September Meeting Highlights

The September Meeting was held at the Smithfield BBQ in Siler City. Minutes are our website.

- * Christmas brunch is expected to be held in Pinehurst in late November or early December.
- * Quarterly social events will be held regionally within the Carolinas. Members are encouraged to volunteer and forward ideas to the board.
- * Business portion of the meetings will be held separately as web meetings. Attendance is optional; minutes will be available.
- * \$5 patches and \$1 decals are now available through Steve Pelchat, our membership director.
- * Anyone interested in attending the SACC annual convention in Kissimmee, FL, Please contact Fred Rice for details and planning.

Carolinas Solid Axles Website

Our club website is becoming one of the main sources of information about our club. North and South Carolina are rich in Corvette related activities. There are many Corvette clubs in North and South Carolina, so there are many places to visit on the web, but this is the only one specific to solid axle Corvettes. It is more than just an electronic brochure. The site chronicles our activities. It reports and archives club documents including our newsletter, *Axle Grease*, and minutes of club meetings. Our website is an important point of contact for communication to our leadership,

a starting point for prospective members and a referral point to our national solid axle organization.

A favorite feature is a "Members and their Corvettes" section. Send your pictures to Shawn and visit us at:

<http://www.solidaxle-carolinas.org/>





Our Bowling Green Adventure July 13-16

Part 1 by Fred & Ella Rice

The morning of July 13th came quick enough ... our car was secured in the trailer and the night before everything was organized and placed at the door to be loaded in our tow vehicle. Our Jack Russell Terrier "Bentley" would also be coming along as he had just had cataract surgery on one eye and we did not want to leave him with a sitter or at a kennel. Roger Hulslander and his wife Pat were trailering their '59 Corvette to the Solid Axle Corvette Convention also and we were to meet them at a predetermined location near I-40 at 8am in the morning.



At exactly 8am we pulled up to our meeting location and there was Roger and Pat's Tahoe and trailer waiting for us ... we were off. I-40 was a pretty easy run till we hit the mountains at Asheville, NC. After an arduous climb (3,000ft) and about a 9-hour drive, it was downhill into Knoxville where we spent the night. After a refreshing dinner and some great conversation it was time to hit the sack and be ready for our final leg of our trip to BG.

Driving through some torrential rain out of Knoxville on Tuesday and making good time through the mountains, we finally arrived in Bowling Green at the Holiday Inn around 2pm. The sun was out and it was hot ... Roger and I proceeded to unload the Corvettes and get them placed on the parking lot with some of the already arrived Solid Axles prior to us getting freshened up for the social gathering in the lobby of our hotel.



As we were staying at the host hotel, the Corvettes were arriving pretty regularly and from our room (we were on the 4th floor) one could hear the small block Chevy engines firing up. What a great sound!



SACC had arranged hor's doerves and a cash bar, so with our name tags in place we went about meeting folks. It was good to meet some new faces and of course Ella and I reacquainted ourselves with some folks we met at the 2008 National Convention in Harrisburg, PA.



Our Bowling Green Adventure July 13-16

Part 2 pictures by Pat & Roger Hulstlander





Corvettes at Carlisle Aug. 26-29

Part 1 by Roger & Pat Hulslander

Pat and I drove the Tahoe to Corvettes at Carlisle this year. It was a great show. They said it had record breaking participation this year. The temperature was in the mid 80's and a light breeze.

There were Corvettes from every year represented, from the 1953 Kerbeck EX 122 car to all models of the brand new 2011's. Rows and rows of parts, cars, rims and tires were for sale. T-Shirts, hats, sham wows and exhaust system installations while you wait.

Steve and Laura Pelchat were honored to have their beautiful 1960 Corvette on display in the 50th Anniversary tent. Charles and Carol Bernhardt had their very nice looking 62 on display in an area with many other solid axle Corvettes.

One sad thing we found out about was the fact that someone decided to steal gas caps for the second



year in a row. Steve and Laura had their cap stolen and had to buy a repo so that they could participate in the Corvette Parade Saturday night. At last count, according to Lance Miller, son of the founder of Corvettes at Carlisle, there were at least 9 caps taken.



Lance had the 1960 number 3 Le Mans Race Corvette on display. On Saturday he revved the engine for 15 seconds as a tribute to his father, Chip Miller. Pat and I were able to meet Lance Miller and also John Fitch who was one of the drivers of the number 3 car in the 1960 Le Mans Race. He is now 93 and is still going strong.

This was our first trip to Corvettes at Carlisle. It won't be our last.



Corvettes at Carlisle Aug. 26-29

Part 2 by Steve & Laura Pelchat

The first time I went to Corvettes at Carlisle was in 2003, when they had the 50 year reunion tent for as many of the 1953 Corvettes as they could gather, ranging from barn finds to trailer queens. I decided then that I wanted to be in that tent when my car turned 50, and this year I accomplished that with my 1960. Last year I talked with the '59 owners to see what the procedure was and stopped at the event office to get details. As soon as the application came online, about January, I filled it out and sent it in with a picture story about my car: from when I first got it as a teenager, through the restoration, and including the fun we're having with it now.



When I got the notice that it was selected as one of the reunion cars, the work started. Cleaning, polishing, and buffing, engine detailing, finishing some of the items from the never ending to-do list. We put together a picture storyboard for the car which was quite a conversation starter for the people looking at it. Being in the reunion tent provided a whole new audience for talking about old Vettes and first cars. What's always so great at car shows is the chance to hear everyone's stories about their cars. It was fun meeting so many people with similar interests. There were at least 10 members there from the CC-SACC. The reunion tent is usually just down the aisle from the SACC tent, which is the first thing you come to when you enter the main gate. A good spot to see what's new with SACC and touch base with members from other areas.



The highlight of the weekend was definitely the Saturday night parade. When I've been there previous years, I always went downtown and watched the parade, which is a lot of fun. Where else are you going to see six blocks, 4 cars wide of just Corvettes? The streets are blocked off for the Corvette parade parking (they limit it to 400 cars), and in the downtown square there's a band for a street dance. The restaurants are open, and hundreds of people are admiring the great variety of Vettes. This year I was in the parade, and wasn't prepared for how exciting that was. As you leave the fairgrounds, there's huge crowd standing outside the gate yelling and cheering for the cars. The

streets leading into downtown are lined with people standing, sitting on the curbs, out on their front porches and lawns. I have never seen so many people in one place, all grinning foolishly over the shared appreciation of all the cars. You need to be in the parade at least once for the experience.

People's Choice Car Show and EAA Fly-In in Wilson, NC Sept. 18th

by Fred Rice

The morning was cool when we met at Hendrick Chevrolet in Cary, NC. It was 8am and Roger and Pat Hulslander, Mike O'Donnell, my wife Ella and I were ready to head out to Wilson.



The drive up to Wilson took about an hour or so and was uneventful. We arrived to find the event at the Wilson Industrial Airport in full swing. The Eastern Carolina Corvette Club puts this event on every year and does one heck of a job. We quickly placed our C-1 Corvettes on the show field. The ECCC had reserved a group spot for our club so we could all park together. Being a first time attendee, I was impressed with how everything was organized and assembly ran very smoothly.

Mike Worsham and his red '59 was the first of our club members there and was parked in our club spot when we arrived.

Once parked we set up a tent that I had picked up on sale at Krogers. The \$39.00 investment paid off as the sun started to get a bit warm even with the steady breeze. With our club banner up, we got many attendees coming over to check out our vintage Vettes.



Wilson, NC (continued)



The usual discussions about our vehicles ensued along with technical questions and even some picture taking of kid attendees sitting in the C-1's (Roger Hulslander just loves doing this and he does not mind the sticky steering wheel afterward).

The vintage airplanes that were in attendance were spectacular! Aerobatic flying, copter water drops and the ability for the show attendees to actually go out on the tarmac and inspect, touch the planes and speak to the pilots and owners of these fabulous birds. It was truly a day to remember.

Oh yeah ... the food was fantastic. Aside from the traditional hot dogs, hamburgers, and ribs, there was chicken (half chickens) being sold that was VERY tasty ... ask me how I know!

This venue is one to put on the calendar for next year. Aside from the mid afternoon gnat attack, we had an enjoyable day. A few of our members even won a couple of awards. I must also commend CC-SACC member Mike O'Donnell. He won the 50/50 drawing. It was for well over \$100 and he donated the money back to ECCC. Nice gesture Mike!



The return trip home was uneventful and those members driving their Solid Axles proved once again the reliability of these first generation Corvettes.

*September Meeting in Siler City
at the Smithfield Barbeque
Pictures by Ella Rice & Roger Hulstander*

Saturday morning the Raleigh area Solid Axle Corvette Club owners met in Wilsonville and caravanned to Siler City on Hwy 64. Corvettes in attendance were a '58, '59, '60, '62 and a '78. We cruised into Smithfield Chicken and BBQ to meet up with the Charlotte area contingent of the club which was sporting a '60 and a '62. We all arrived around 1pm for lunch and our meeting.



We enjoyed a pleasant lunch in a private room and after the meal the Club meeting was conducted. We covered a number of topics including a decision to break out the business part of these meetings by using a webinar format over the internet/ phone. This would allow all members to attend the business meeting from all over the Carolinas. Also our drive to events would become more of a social gathering. We will update you all on when the next webinar will take place and also on our next outing which will be to Pinehurst, NC for a Christmas brunch and shopping.



We also determined that we will have an online store to sell our patches, decals, hats, shirts etc. More on this as it unfolds. The meeting ran long and concluded at 3:45pm and we all adjourned outside in the parking lot for some Corvette conversation and picture taking. It was great to see new members and members who have not previously participated in one of our get-togethers and all those good looking Solid Axles lined up in the parking lot.



My Ticking Tach

by Fred Rice

For the longest time, the tachometer in my 1958 Corvette has had a distinct ticking noise and the tach needle would be jittery at an idle. While quite annoying, I was living with it until I could find the time for repair.



Everything I had read up to this point indicated that it could be one of a number of problems up to and including combinations of the same. Articles stated to first lube the cable ... which I did to no avail. Then I read an article that showed the drive gears on the back of the generator might be stripped causing intermittent engagement thus a fluctuating needle. This made sense. So I carefully removed the generator cable housing and inspected the gears inside the unit. Everything there seemed to be alright. Gears were meshing and all was lubricated well. So ... I reassembled the cover and while doing so thought that before I hook the cable up I would try to lubricate the inner cable assembly with some light oil as what was there looked caked and stiff.

I proceeded to apply some 3 in 1 oil to the cable and let it run into the housing while turning or spinning the cable itself to help feed the oil. While doing this I found that it felt like the cable was binding in the housing. Great!...simple fix. So I used a bit more oil and buttoned things up for a test drive. Started the engine and noted that the tach was noticeably quieter and that the bouncing had diminished but was not gone totally. On to the test drive to see if things would improve.



Drove down the road a bit and came to the first traffic light and lo and behold the tach started jumping again. How frustrating! I now started to think that maybe I was going to have to pull the tachometer out of the dash ... what a pain that would be ... once back in the garage I started thinking and decided to trace the cable routing as compared to the AIM (factory assembly manual). What I found was interesting.

My Corvette lost its' original engine years ago and currently has a NOM (non original motor) engine installed in it. While yes, it is a 283, and yes, it was put back in its' stock configuration. Whoever performed the work re-routed the tach cable to go down by the exhaust manifold (passenger side) then across the top of the bellhousing and entering by the steering column. To make matters worse (the heat from the exhaust manifolds would cook the lubricant alone) they had damaged the cable housing around the bellhousing area when swinging the replacement engine into the engine bay. It had a pinch in the cable housing which I thought was the problem. Easy.fixright?

My Ticking Tach (continued)

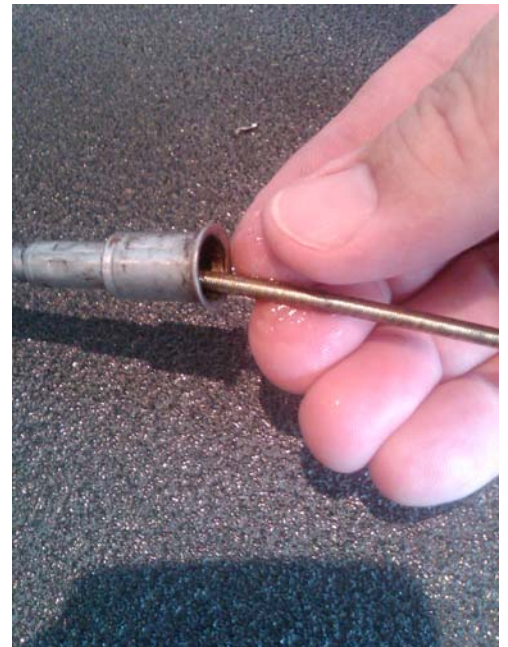
I picked up the phone and called Corvette America and ordered the appropriate cable AND housing for the '58. That next weekend I would tackle the install. Saturday came and I went out into the garage to undertake the cable replacement. Disconnected the cable at the generator (the easy part) then went under the dash to remove the cable from the tach. Tight fit. I could hardly get my hands in there to do anything. I removed the seat cushion which gave me a lot more room. With patience and a needle nose pliers I got the cable unscrewed and pulled it out through the firewall and from around the back of the engine ...Ta Da! ... Half way home.

Looking at the old cable I now saw clearly what my problem was ... a big dent in the housing which was pinching the inner cable. Encouraged, I took the new cable out of the box and liberally lubed the inner cable assembly. I used a silicone lubricant ... lithium grease works well too if you have that handy. I reassembled making sure I had the correct ends in the correct location and proceeded to install the cable to the generator and route through the firewall on the passenger side.



In this instance my wife Ella was gracious enough to assist me with carefully routing the cable under the dash and I connected the cable to the tach. I might say here that patience will pay off as one needs to work slowly and deliberately. Finally I put the finishing tightening turns on the tach connection, reviewed the cable routing and crossed my fingers that I did my due diligence. Now for the acid test ... to start her up and see if the tach was fixed.

I turned the key and the engine roared to life. There was the tach ... contently idling quietly at 600 RPM's. I mean quite as a church mouse. YAHOO! ... fixed!



One of the best feelings in the world is driving your Solid Axle Corvette ... the second best feeling is having fixed something on it and seeing the end result of your labors.

Tail Pipe

The Carolinas Chapter is an affiliate of the national organization, SACC. Our purpose mirrors our national organization. The Solid Axle Corvette Club (SACC) is a non-profit organization dedicated to the preservation, care, history and enjoyment of the 1953 to 1962 Corvettes. Ours is a family oriented club with membership covering all members of your family. You do not need to own a Corvette to join. The Solid Axle Corvette Club invites you to share our enthusiasm and dedication to the Solid Axle Corvettes, and to enjoy the fellowship of our members.

<http://www.solidaxle-carolinas.org/>



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October 10 Cary, NC
Hendrick Chevrolet Car Show

October 16-17 Jacksonville, NC
Caro-Vettes at Marine Chevrolet

October 23 Lake Wheeler, NC
Piedmont Classic Chevy Car Show

November 13 Goldsboro, NC
Eastern Carolina Corvette Show

December 11 Pinhurst, NC
SACC-CC Christmas Brunch

January 26-29 Kissimmee, FL
NCRS Winter National

Jan 30 - Feb 2 Kissimmee, FL
SACC National Convention



Solid Axle Corvette Club

The Solid Axle Corvette Club (SACC) is for enthusiasts who drive and show America's first sports car.

Built between 1953 and 1962, the legend of the solid axle Corvette continues to fascinate young and old alike, all around the world.

Owning a Corvette is *not* a requirement to be a SACC member.



To learn more about club membership
visit our website at:

www.solidaxle.org



Membership Benefits

ON SOLID GROUND is the SACC magazine that keeps members in touch and provides information that is available from the only association that has a publication written by and devoted exclusively to solid axle Corvette enthusiasts.



- Expert Technical Instructions
- Human Interest Articles
- Parts & Service Directory
- Auction Sales Price Reports
- Roadside Assistance Directory
- Free want ads

National Conventions

Annual conventions are rotated between the East Coast, Midwest and West Coast venues. They are about three days long and include technical sessions, a road tour and a shine-n-show. Chapters are known to organize caravans to/from the convention. Conventions are usually held in conjunction with other major classic car events or Corvette-related venues



Past events/venues have included:

Corvette show Bloomington, IL

Corvettes of Carlisle PA

Laguna Seca Historical Races Monterey, CA

Corvette 50-Year Anniversary Flint, MI

Corvette Museum Bowling Green, KY

