



March/April 2020

# Straight Talk

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

## President's Message

### Tour of John Neas' Corvette Collection

**Saturday, April 18th  
Postponed-TBA**

John Neas and I are trying to find a new date to do the tour of his Historic Corvette Collection in Tulsa, Oklahoma. I will let you know when that is set up.

The plan will be to drive to Tulsa Saturday morning, have lunch at Schlotzsky's near John's garage and go together to see his cars at 1:30 pm. We're hoping that many from Texas can drive up, whether you drive your C-1 or not. I'm sure the chapter members from Oklahoma will welcome this interesting event being so close.

I pray that all of you are well and spending your confinement working on your Solid Axle!!! All the cars should be in great shape by the time we are free to roam the streets again.

Hopefully, we can meet at Norma's Cafe in Dallas for an impromptu "Cruise In" on Saturday, May 30. I don't know what the status will be by then... But SURELY we can drive over there, park 6 feet apart and at least get a to-go order from Norma's (maybe even go in and sit down) and visit.

Full details about this event are here on the front page of the newsletter.

"Save the Wave",

*Bill Preston*

President, SACC, Red River Chapter  
405-412-0502

## C-1 Solid Axle Cruise-In

Saturday, May 30th

1pm-3pm

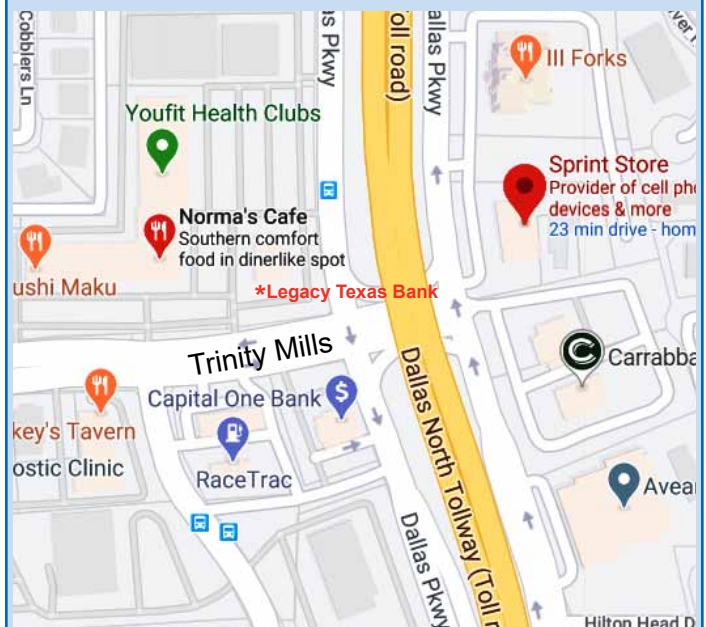
Norma's Cafe

17721 Dallas Pkwy  
Dallas



*Just Drive on over to  
the Tollway & Trinity Mills.  
Park for a while.  
Eat lunch, if you want and  
Visit with other 53-62  
Corvette owners.*

We will park our Vettes at Legacy Texas Bank at the corner right next to Norma's. Come on out, even if you don't bring your C-1.



# How Are Your Seat Belts Hanging?

I have always been disappointed with how the seat belts laid in my 58 when not in use. I have tried to lay them across the seats. I have tried to lay them along the driveshaft tunnel. I have tried to tuck them along the seats.



Nothing seemed to work. SO... I made a bracket to attach them to, when not in use. Using the male part of the buckle as a pattern, I made a bracket with two receivers, one for each belt. I formed it to fit under the shifter/ash-tray plate.



To install it, I simply loosened the screws holding the shifter plate, slid the bracket under the plate, and tightened the shifter plate back down. I didn't drill any new holes or add any new hardware, thus it can be removed without any evidence it was ever there.

Now when not in use, I simply clip the belts into the brackets and they lay straight and along the driveshaft tunnel.

This is the accessory GM should have made available to all of us C1 owners. If anyone else would like to avail themselves of this accessory contact me for additional details.

**John Spencer 972-429-6000**  
**LOCOJOHNS@VERIZON.NET**

## New Members

**Steve & Lee Ann Parker**  
Azle, TX  
Red & White 1958

**Ron & Kaye Daugherty**  
Benton, AR  
Red & White 1958  
Blue & White 1961

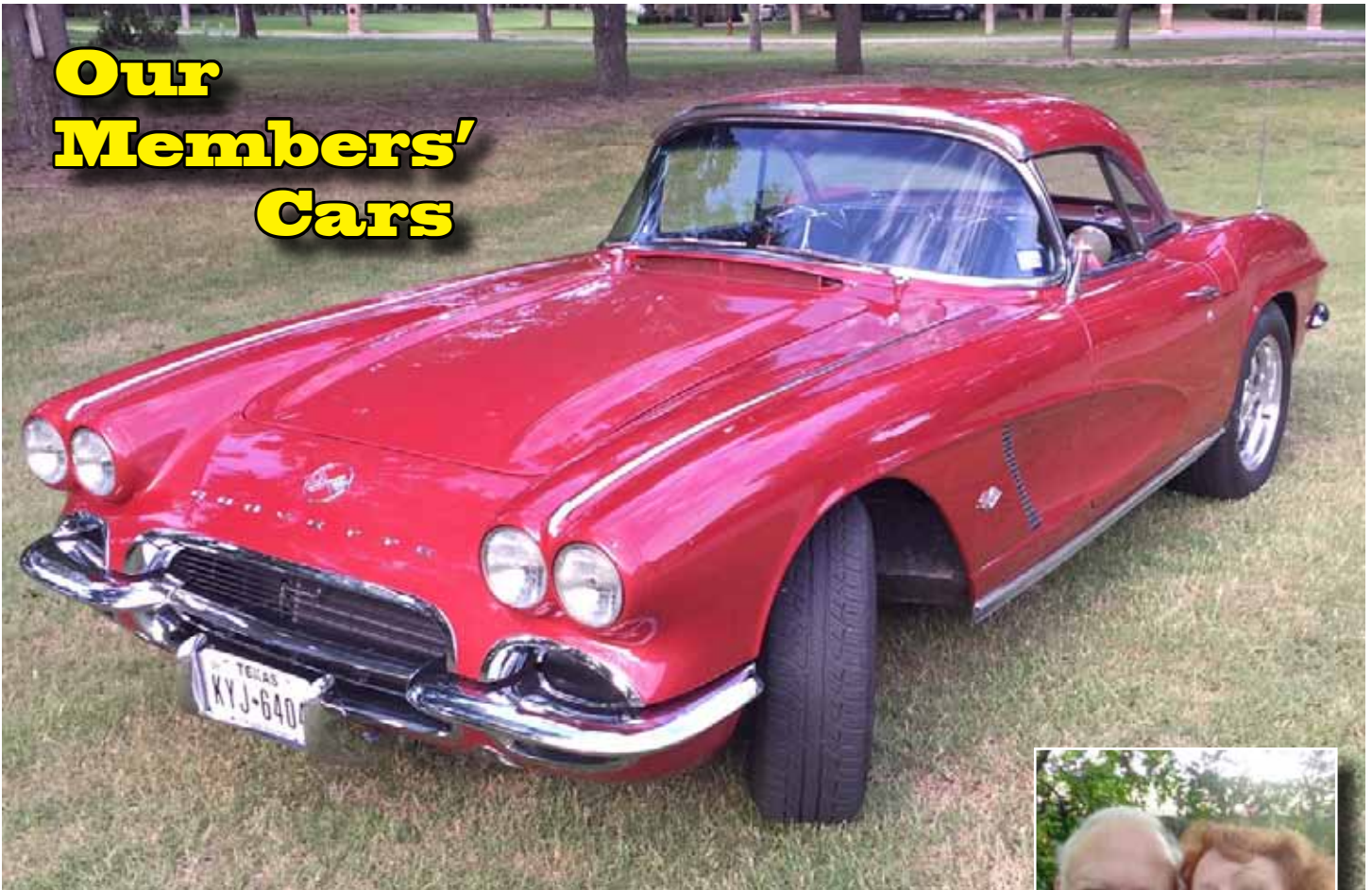


## Want to Buy '58

I would like to buy a 1958 Corvette.  
Prefer Silver/ Blue or White Cove in  
Show or Driver condition. Fuel Injected or  
Carbureted. Would consider a project  
car if the price is right.

**Laurel (405) 534-9600**

# Our Members' Cars



This car was pulled out of a barn in Walnut Grove, CA in August of 1984. The owner (a long-time friend), driving a 1957 Corvette fuelie had lost a 3-straight stoptlight to stoptlight street race to this car in downtown San Jose and the winner took his 57 and gave him this one. Subsequently, the 62 was stolen and street raced in Sacramento sustaining catastrophic mechanical damage and left on the street. My friend got the car back, but was getting a divorce and accepted my offer of \$4,000 and a good saddle for the car.

I began to work on the issues, suspension, steering and engine and in 1989 I took it on the NCRS Roadtour. We met the 100-car road tour in Rocky Mountain National Park and traveled up to Escalante, Rock Springs, Yellowstone and on into Sun River, Oregon. Arkus-Duntov rode the last 50 miles with the tour into Sun River for the convention. Dave McLellan and Larry Shinoda were the featured speakers for the gathering. We returned home via Crater Lake, Eureka and Mendocino thru the Redwoods back to Silicon Valley. That 3,500-mile, two-week, top-down trip was one of the best things I have ever done and I made lifelong Corvette friends.

We started the restoration process in 1995 in Waco, Texas. The car was white, and below that medium brown. Under the brown it was hot rod orange. Next was lime green metallic Emron paint. That stuff was nearly indestructible and difficult to remove. Below that we found the

## Honduras Maroon 1962 Don & Carolyn Brittin Granbury, TX



original Honduras Maroon. I took the black astro-turf off the tank cover, cleaned it and took it to Ditzler in Dallas to match the original paint in Acrylic Enamel for durability. If you have ever seen multiple Honduras Maroon cars on a show field, no two look alike.

The rear wheel openings had been flared for big tires and I put on new panels to restore the original body lines.



BRITTIN--Continued on page 4



The rear wheel openings had been flared and we put on new panels to restore the original body lines.



We did an Al Knoch interior and soft top. The car has its original hardtop. I sent the engine out in 2015 to be refreshed. It is a 300 hp with Camaro heads, so I can run anything from a good grade of hair tonic on up when on the road. I have HEI ignition, run a one-wire alternator and a DeWitt radiator/fan combo. I have installed a roller cam and run an Edelbrock carburetor. Dependability rules.

I have driven this car at least weekly for most of our lives together. I have been up and down the west coast, the Black Hills and back, up to Minnesota and to the National SACC Convention in Detroit in August of 2019. The car runs flawlessly and has never stranded me. Driving it is one of the great pleasures of my life.



On the trip to the SACC convention in Detroit last summer, the 62 is at the Gilmore Auto Museum in Hickory Corners, MI with Don Eckhart's 58 and Dennis Conte's 61.

# TECHNICAL HELP FROM THE SOLID AXLE CORVETTE CLUB

*These and other questions and answers available at:  
solidaxle.org under Technical Help.*

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

**Question:** I have a 1962, 327 cu in, 340hp 4-speed. This is not a judgeable car but one that is often driven so performance and reliability are more important than originality. I haven't done a tune-up in many years. With new technological advances I'd like to know what spark plugs, plug wires, distributor cap, points, rotor and condenser I should use? Is Pertronix recommended? Also, is there a preferred supplier?

**Answer from Doug Prince, SoCal Chapter Advisor:**

Your Corvette with the 340 horsepower option came from the factory with dual ignition points, condenser and dual window distributor cap. The spark plug wires were the radio suppression type so not to interfere with the radio, if so equipped. This is all "old school" and is not advisable for a car that is not judged and is a driver.

I have installed many Pertronix products in my client's cars. Their latest drop in electronic modules are exceptional easy to install with no air gaps required. They provide a very hot spark with multiple sparks and an adjustable rev limiter. Now none of this is at all necessary with a driver installation but worth the price in my opinion. You should install their recommended hotter coil as well. Once you install these parts you will never have to do it again.

The Pertronix part number for their electronic module is PNX-71181 and their recommended coil part number is PNX-40011. These parts are readily available from Summit Racing, phone number 800-230-3030. Original AC spark plugs are no longer available and I use Autolite 85s. I use Standard Ignition parts for the rotor and distributor cap...the rotor is DR-311T and cap is DR-429 Your Corvette came with a dual window cap for adjusting the points which you will no longer need to do. Corvette Central offers a very superior replacement spark plug wire set with

a life time warranty and cut to fit, their number 301161, phone number 800-345-4122. It is not rocket science to install these ignition products and once completed you will never have to do it again.

**Question:** How is a 1961 wiper cable adjustment done? My shop manual says press button on outer end of wiper transmission shaft. What button? I'm so confused.

**Answer from Bill Huffman, Michigan Chapter Pres.:**

First, the WSW cables on my C-1s are NOT adjustable. The cables are assembled from the wiper motor pulley to the two wiper shaft pulleys in the opposite direction so that the wiper arms move inboard together then outboard together at the same time. This is assuming that the three pulleys are tight to their respective shaft and the two knurled wiper shaft ends are each attached tightly to their wiper shaft.

My wiper arms are adjusted by removing the wiper arm assembly from its shaft, allowing the wiper motor to cycle to its stop/rest position, then reinstalling the wiper arms female knurl back onto the wiper shafts male knurl so that the wipers rest just above the windshield trim in the center of the windshield.

One or the other may have to be re-adjusted so that they have synchronous but opposite motion. If it appears somewhat weak, sloppy & spastic in its movement, just remember it is a 57 year old machine. That's why some owners upgrade to the new modern electric wipers and others just use Rainex and never turn them on.

**Answer from Michael Capozzio, Ohio Restorer:** C1 wiper transmissions do have a cable adjustment. The transmission has a set of spring loaded clutches built in. When you remove the wiper arm and push down on the center of the transmission post it will move slightly and releases the clutches. When installing cables, you can push on the stub to release the cable tension and have someone pull on the cables from under the dash to gain a bit of additional length. Once installed push on the post again and the spring tension will take up the slack. Problem is the transmission is often worn or seized, in which case it is much easier to just remove transmission from cowl, install cables on wiper drum, and reinstall transmission into cowl.

**Answer from Chip Werstein, SoCal Chapter Advisor:** The wiper cables are not really adjustable, but the cable tension can be increased. Over time the cables can stretch or become loose which reduces the effectiveness of the wiper system. To do this you push hard on the end of the wiper transmission shaft to depress it about 3/8". This action releases the shaft from the tension spring inside the transmission and allows the spring to tighten up which pulls the cable tight between the transmission and the wiper motor drum. Next release the shaft so it can return to its original up position. Do both sides and the "adjustment" is complete.

Now for the bad news. Most of the time on old

*Continued on page 6*

Corvettes one or both shafts will not depress because they have rusted/corroded or somehow frozen in place. For repair the transmissions must be removed and sent out for rebuilding. (Mary Jo Rohner in San Diego does this.....The last pair she did for me was \$140). Removing and reinstalling the transmissions is quite challenging, especially the drivers side. You may want to have a competent Corvette shop do the job for you.

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**Question:** Does anyone have any ideas on how to replace the rollers in the turn signal housing of my 1960 Corvette?

**Answer from Chip Werstein, SoCal Chapter Advisor:**

I suspect there is a way to replace the rollers.....after all someone put it together in the first place. But I have never seen it done or know anybody who has done it. The easy way out is to buy a reproduction. Both Paragon and Corvette Central offer this part for around \$60.

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**Question:** I have a 1962 Corvette. 1) I've been told that the carburetor is not correct. What is the correct carburetor? The car is a 4-speed with 340hp and has a single 4bbl carb on it now ..... evidently not the correct carb. The person told me he thought it might be an AFB Carter 3269S and I'm trying to confirm that (and locate one).

2) What is the correct torque for lugnuts?

**Answer from Chip Werstein, SoCal Chapter Advisor:**

1) The correct carb for your 62 340hp Corvette is a Carter AFB 3269S. They were used on 62 300 and 340HP engines with manual trans. I believe they were also used on 62 passenger cars with the 300 Hp 327 and manual transmission. Note that they also had a stamped date under the part #. Example.....H 61 which indicates August 1961. This is the date on my 62 340HP Corvette which was built October 30, 1961.

2) I am not aware of any published torque spec for lug nuts. My feeling has always been REALLY TIGHT.

**Answer from Doug Prince, SoCal Chapter Advisor:**

If you have an adjustable torque wrench 60 foot pounds should be more than enough. Use increments starting at 20 foot pounds and increase to 40 and then 60 foot pounds using a "star" pattern from one lug nut to another so that each lug nut is tightened in three increments.

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**Question:** I have a 61 Corvette fuelie. After I put it back together 20 years ago, when brake pedal was pushed the gas gauge moved up. It didn't bother me then. Now it does. I replaced the float assembly in tank and it didn't help. I've heard of this problem before.

**Answer from Larry Pearson, SoCal Chapter Advisor:**

All 1961 and 1962 Corvettes have this problem. It was this way when the cars were new, and Chevrolet must have gotten complaints from owners of these cars when they were new. Maybe there is a service bulletin on it for the dealers, but I have not seen it.

Here is the cause. First, remember that the fiberglass body does not conduct electricity, so all electrical appliances in the car (all lights, the radio, the heater, the windshield wiper motor, the clock, the gas tank) must end up connecting to the engine block (not the frame), which is the ground return point for everything electrical on the Corvette.

When the two additional taillights were added in 1961, Chevrolet did not increase the size of the ground return wire in the taillight wiring harness to accommodate the additional current flow from the two added taillights. It remained at 18 gauge, and this wire size is too small to handle all this current. It should have been increased to 16 gauge.

The gas tank gauge shares this ground wire (it connects to the taillight ground wire inside the wiring harness). When the brakes are applied, the additional current overwhelms the 18 gauge ground wire, and the result is that a small voltage develops on this ground wire, which affects the gas gauge reading.

It gets even worse when the running lights are on. Additionally, the taillights and the license light are never as bright as they could be, if there was a larger wire size used on the ground return. The gas gauge usually flickers whenever the turn signal is activated. I have a 1960 Corvette, and none of this happens with it.

How to fix the problem. The most direct way is to run a 16 gauge wire from the gas tank ground and route it under the rocker panel and up to the instrument panel and tie it to one of the bolts that hold the instrument housing to the metal framework under the cowl, which is the instrument panel ground. Leave the gas tank ground wire in place. This should help the taillight ground problem, and the lights should burn brighter.

If your car came with a factory radio, there should be two large braided ground straps going from the front engine mount crossmember to the frame, one on each side. This gives the frame a good ground connection to the engine block. This was done so that the frame could act as the ground plane for the radio antenna. On metal cars, the car body is the ground plane. If these ground straps are not present, then the frame gets grounded to the engine block through the master brake cylinder line, and this is not good. A simple fix in the trunk then would be to connect a 16 gauge wire from one of the taillight housing mounting studs to the antenna mast ground wire, which is a braided copper conductor that connects to a bolt that connects to the frame. I have not tried this, but it should work if the frame has a good ground connection to the engine block, and if the bolt to the frame is not rusted out. Water can collect in this cavity and cause rusting. Try this out with a jumper wire with alligator clips.

On the subject of ground wires, if your Corvette has a radio, there should be three wires connecting to the upper rear rocker arm cover screws. On the passenger side, there

TECHNICAL--Continued from page 6

should be two wires, a green one connecting to the wiper motor mounting plate and a second heavy black wire connecting through the dash to the radio mounting bracket. On the driver side, there must be a large black with white stripe wire connected here. This is the main ground return for all the car electrical systems except the wiper motor and the radio. It must be there and in good shape. It conducts a lot of current.

You mention that you replaced the gas tank sender unit. If you weren't careful, this can cause another problem. On the factory installation, the steel arm with the float mounted on it was carefully bent so that the gauge would read accurately. Service replacement units, including NOS AC units, may not be bent properly. I installed a new AC unit obtained many years ago from Chevrolet and I discovered the hard way that the car runs out of gas at 1/8 tank reading. It should have some gas left when the gauge reads Empty.

**Answer from Bill Preston, Red River Chapter Pres.:** Larry has done an excellent job of explaining the problem. A simple "Resto Mod" solution would be to change the tail light bulbs, and maybe some others, to LED bulbs to reduce the voltage used on this circuit. That's if you're not trying to meet NCRS judging standards.

Red River Chapter is recognized by the Solid Axle Corvette Club. SACC is a non-profit organization and membership is open to anyone who has an interest in 1953-1962 Corvettes. The Editor and Officers of Red River Chapter have made every effort to ensure that *Straight Talk* contains no inaccuracies, omissions or errors and is non-offensive and non-political and disclaim liability for any that may occur. Technical articles are many times based on personal experiences and preferences and are intended only as guidelines or helpful information for club members.

**Officers:** Bill Preston – President cell 405-412-0502  
Verle Randolph – Vice President 918-520-7861  
JoAnn Brumit – Secretary/Treasurer cell 214-676-2265  
Diane Preston -- Editor cell 405-615-3856

**Chapter Web site:** [www.http://vettelegends.com/newsletters](http://vettelegends.com/newsletters)  
**Newsletter:** Published as appropriate in PDF format, e-mailed to members and posted on club web site. If you do not have e-mail, please ask Diane Preston to mail one to you. Send all articles for publication to: Diane Preston, Editor – [cdiane1957@aol.com](mailto:cdiane1957@aol.com)

**Chapter Mailing Address:**  
Bill Preston, 1124 Lopo Rd., Flower Mound, TX 75028  
**Dues:** Chapter and National membership year is Jan. 1 to Dec. 31. Chapter dues are \$15.00 and national are \$45.00 calendar annually. (No matter when you join)  
Please return a chapter application / renewal form, available on our web site, with a check for chapter **and** national dues (\$60.00) to: JoAnn Brumit, KARLEE KCLASSIC AUTOS, 3701 Marquis Dr., Suite 101, Garland, Texas 75042. Make payable to SACC.



*New Date* **October 1-3, 2020**  
**Thursday, Friday, Saturday**  
Gates Open at 7 a.m.  
Texas Motor Speedway - Fort Worth, Texas  
I-35 West and State Highway 114  
General Admission is FREE  
Parking Fee: \$5.00 per vehicle  
*Sorry, no in or out privileges*  
Vendor spaces are available at 1-713-649-0922

**CAR SHOW** Sat., Oct. 3, 2020  
8:00 AM - 2:00 PM  
West side of TMS, next to the Car Corral, close to the speedway

**CAR CORRAL**

**WEEKEND**  
**June 4, 5 & 6, 2020**  
**Jefferson, Texas**  
[www.facebook.com/BigCypressCorvetteWeekend](http://www.facebook.com/BigCypressCorvetteWeekend)  
**BigCypressCorvetteWeekend**  
**E-MAIL:**  
[ghost95vette@hotmail.com](mailto:ghost95vette@hotmail.com)

# OUT AND ABOUT SEARCHING FOR OLD VETTES & THEIR OWNERS

O'Reilly's Autorama, Dallas Market Hall, February 14-16, 2020



Richard & Jackie Skipper's 1956 White/Silver RestoMod from Ft. Worth, TX. LS3 6.2L 430 HP Engine, 4L65-E Trans, Jim Meyer Custom Chassis, US Mags, Classic Instruments. Builder: Tommy O'Donnell. Interior: Keith Kirk Upholstry, Burleson, TX. Paint & Body by: Chronic Customs, Mansfield, TX.



1960 Silver with Red interior built and shown by Carr's Corvettes.



Gordon & Pamela Moore's Black/Silver 1961 from Dallas, TX



Kenny & Jo Hague's 1957 Cascade Green/Beige from Hamilton, TX has a matching 50's era speed boat (below)



Darren & Tami Heavner's Velocity Yellow/White 1960 from Ft. Worth. 350/325 FiTech Fuel Injection, Tremec 5-speed, Wilwood 4-wheel disc brakes, Martz suspension, built by Triple F Automotive, Ft. Worth, TX



# 2020 SACC Convention

## Carlisle, Pennsylvania



## August 26-29, 2020

*These are the corrected dates!*

SACC's 2020 National Convention will coincide with the Corvettes at Carlisle event, August 26-29, 2020. Not only will they occur simultaneously, but Convention activities will tie in with Corvettes at Carlisle. As SACC Convention attendees and Corvettes at Carlisle registrants, we will receive special considerations and positioning while attending Corvettes at Carlisle events.

**Wednesday, August 26**--Business meetings are and welcome reception that evening.

**Thursday, August 27**--Morning caravan to York, PA to tour the **Harley Davidson assembly plant**. Afternoon reserved for parts hunting at the "Fairgrounds". That evening we return to the Allenberry Resort for a reception and our **Annual Banquet** (yes, next year it will be at the beginning of the convention rather than at the end). Bill Miller and Lance Miler will be our guests of honor and we will have a special guest speaker.

**Friday, August 28**--We will host **Tech Sessions** at the "Fairgrounds" in the morning, and that evening attend the **Chip Miller Amyloidosis Foundation Charity Dinner**.

**Saturday, August 29**--Free time at the "Fairgrounds" and our **C1s will be the lead cars** in the annual Corvette parade in downtown Carlisle. Then we will caravan back to the Allenberry Resort, where we will have a **Cruise-In & Cook Out**. Shuttle service will be provided between the Allenberry Resort and the "Fairgrounds" for spouses who may not want to spend the entire day at the event. Saturday afternoon there will be an **alternate schedule for spouses** including a luncheon and matinee performance at the Allenberry Playhouse.

The agenda and registration form will be in the winter edition of the "On Solid Ground" magazine and is on the Solid Axle Corvette Club web site ([www.solidaxle.org](http://www.solidaxle.org))

## Allenberry Resort Rooms are going fast

The good news is as of August 30, we sold out of our initial 30-unit room block! The bad news is we have sold out of our 30-unit room block!

SACC President Brad Bean was able to get another 10 rooms added to our convention room block, so we now have 40 rooms. But they are going quickly, so if you have not yet done so, please book your room immediately! Unless you have a Carlisle, PA, area hotel where you stay every year, the next closest hotels with rooms available that week, are 20 miles away in Mechanicsburg, PA.

When you call the Allenberry Resort: (717) 258-3211, press #1 for reservations and ask for the SACC room block for your dates, between **August 25 & 29, 2020**.

While they last, your choice will be:

- Pine Lodge: \$219.00
- Meadow Lodge: \$179.00 (2 queens)
- Meadow Lodge: \$192.00 (1 king bed)

Once our room block is booked, **if they have any other rooms available**, it will be at their established rate and there is nothing we can do to pull any strings. So again, if you plan to attend, please call immediately to make your reservations.

# 2020 SACC National Convention Registration Form

August 26, 27, 28 & 29, 2020 - Carlisle & Boiling Springs, PA

Name \_\_\_\_\_ Family Member(s) \_\_\_\_\_  
Address \_\_\_\_\_ Non-SACC Guest of Member \_\_\_\_\_  
City \_\_\_\_\_ Home Phone# ( ) \_\_\_\_\_  
State/Prov. \_\_\_\_\_ Zip \_\_\_\_\_ Cell Phone# ( ) \_\_\_\_\_  
SACC Membership # \_\_\_\_\_ E-Mail \_\_\_\_\_  
Chapter \_\_\_\_\_ Arrival & Departure Dates \_\_\_\_\_

The convention's host hotel is: The Allenberry Resort, 1559 Boiling Springs Road, Boiling Springs, PA 17602. For reservations call (717) 258-3211, ask for "reservations" & say you are with the Solid Axle Corvette Club. Rooms in the Stone Lodge are \$219, while Pine Lodge rooms are \$172 to \$192 per night. Space is limited. Un-booked rooms will be released on July 25<sup>th</sup>.

**If you plan to attend Corvettes at Carlisle, you must register separately.** Suggest pre-registering for the "Fun Field" (\$75), which admits for your C1, the driver & one occupant, each day of the show. If you wait until you arrive in Carlisle to register, the price is higher and only those pre-registered for SACC will be able to park in our display area. **Make sure to list the Solid Axle Corvette Club on your pre-registration form.** You can pre-register on-line at: CarlisleEvents.com or call (717) 243-7855. If registering a non-C1 Corvette you can park on the showfield, but not in the SACC display area. If not driving a Corvette, you can park off-site (in a private lot) for \$10 to \$20 per day and pay the \$10 or \$20 daily admission rate (per person), at gate #3.

**Please indicate all functions you plan to attend and the number of people attending each.**

Convention registration, before 6/30/20. *Registration includes SACC member & one family member/guest.* \$ 100.00  
Please add \$50 for each additional family member/guest. .... persons @ 50.00 each. \$ \_\_\_\_\_  
Please add \$25 for registrations submitted after July 1, 2020..... \$ \_\_\_\_\_  
Wednesday, 8/26 Reception Dinner at Allenberry Resort ..... persons @ \$25.00 each. \$ \_\_\_\_\_  
Thursday, continental breakfast at Allenberry Resort..... persons \$ *Included*  
Thursday, 8/27 Gettysburg tour, (includes: bus, tour guide, lunch & Cyclorama)..... persons @ 75.00 each. \$ \_\_\_\_\_  
Thursday, 8/27 Awards Banquet & Reception..... persons @ \$50.00 each. \$ \_\_\_\_\_  
Friday, 8/28, Caravan, continental breakfast & tech sessions at Corvettes at Carlisle. \_\_\_\_\_ persons \$ *Included*  
Friday, 8/28, Chip Miller Amyloidosis Foundation Charity Dinner. *Call Jodi at Carlisle Events: 717 243-7855 (press 5) then ext. 113*  
Saturday, 8/29 Caravan, continental breakfast at Corvettes at Carlisle..... persons \$ *Included*  
Saturday, 8/29 Alternate event (for those not wishing to attend the events at the fairgrounds) \_\_\_\_\_ persons *TBA*  
Saturday, 8/29 Cook out and "drive-in" movie..... persons @ \$25.00 each. \$ \_\_\_\_\_  
T-Shirts..... SM MD LG XLG XXLG..... @ \$25.00 each. \$ \_\_\_\_\_  
*Convention T-shirts may be ordered, if unable to attend. If so, please add \$5.00 for shipping & handling.* \$ \_\_\_\_\_  
**Total enclosed** \$ \_\_\_\_\_

*Sorry, but due to our having to pay in advance for many events, no refunds will be made for cancellations occurring after 8/1/20.*

Hold Harmless Agreement: I agree to insure my vehicle(s) and property against loss, damage and liability and to provide proof of insurance to SACC. I assume the risk of any and all damages or acts or omissions which may result in the theft, damage or destruction of my property or injury to me or to others occurring during or as a consequence of this convention. I agree to send proof of vehicle insurance covering the convention dates.

Year \_\_\_\_\_ Vin # \_\_\_\_\_ License tag # \_\_\_\_\_ State \_\_\_\_\_  
Exterior color(s) \_\_\_\_\_ Interior color \_\_\_\_\_ Trailer: Yes \_\_\_\_\_ No \_\_\_\_\_  
Insurance Company \_\_\_\_\_ Policy # \_\_\_\_\_ Expires \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_ Please mail completed form with check (payable to SACC) to:  
Jack & Cheryl Jarvis - SACC  
3305 Pennsylvania Avenue  
Charleston, WV 25302

**Convention contact: Jack Jarvis (304) 543-6021  
or Brad Bean (850) 499-4736**

*Share this application with other C-1 Owners*

## Solid Axle Corvette Club Membership Renewal/Application

Renewing Member Number \_\_\_\_\_ New Member

Applicant Name \_\_\_\_\_

Co-Applicant Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip \_\_\_\_\_ Country \_\_\_\_\_

Phone #1 \_\_\_\_\_ Home \_\_\_ Cell \_\_\_ Work \_\_\_

Phone #2 \_\_\_\_\_ Home \_\_\_ Cell \_\_\_ Work \_\_\_

E-Mail \_\_\_\_\_

Solid Axle VIN # 1 \_\_\_\_\_ Yr \_\_\_ Color \_\_\_\_\_

Solid Axle VIN # 2 \_\_\_\_\_ Yr \_\_\_ Color \_\_\_\_\_

Solid Axle VIN # 3 \_\_\_\_\_ Yr \_\_\_ Color \_\_\_\_\_

Solid Axle VIN # 4 \_\_\_\_\_ Yr \_\_\_ Color \_\_\_\_\_

Solid Axle VIN # 5 \_\_\_\_\_ Yr \_\_\_ Color \_\_\_\_\_



New members joining after August 15, will be considered paid up through December of the following year.

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

SACC publishes an annual membership & roadside assistance roster, which does not include your address. The roster does contain names, phone numbers, city & state. It also has a field to indicate that you are willing to help if a traveling SACC member needs roadside assistance in your area.

If you **do not** want your name listed in the roster initial here: \_\_\_\_\_

If you **do not** want to participate in the roadside assistance program initial here: \_\_\_\_\_

**FAILURE TO INITIAL ABOVE INDICATES YOUR PERMISSION TO BE LISTED IN THE ROSTER.**

**SACC Annual dues are: \$45.00 one year**

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

**\$60.00 total**

*(Make payable to SACC in U.S. funds only)*

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

**JoAnn Brumit, Treasurer**  
**KARLEE KLASSIC AUTOS**  
**3701 Marquis Dr., Suite 101**  
**Garland, Texas 75042**

**Check out the SACC website at**  
**<http://www.solidaxle.org>**

### **Red River Chapter Member Interests:**

Would you like to serve our chapter as an officer, coordinator, writer, event volunteer, etc?  
\_\_\_\_\_

What events would you like our chapter to host? (Car Shows, Driving Tours, Tech Clinics, etc.)  
\_\_\_\_\_

How far are you willing to travel for a local chapter function? \_\_\_\_\_

Do you prefer overnight or single day events? \_\_\_\_\_

Indicate original, modified, race car or unusual options, etc.  
\_\_\_\_\_