



April 2023

# Straight Talk

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



## Saturday, April 22

### You Are Invited To Tour

# John Neas' Corvette Collection

**12:30 pm-Lunch at Schlotsky's**  
2343 East 71st St., Tulsa, OK, (918) 496-4663

**1:30 pm Neas Tour Begins**  
2136 East 69th St. S, Tulsa, OK

SACC Red River Chapter member, John Neas is a Corvette collector in Tulsa. He has invited us to tour his whole collection of fantastic cars. Verl Randolph has arranged for us to meet at Schlotsky's, 2343 E. 71st St., Tulsa, OK, (918) 496-4663 beginning at 12:30 pm, Saturday, April 22. Then go to John Neas' collection on the South side of the street at 2136 E. 69th St. S, Tulsa, OK. (One block north and 1/2 block west of East 71 St, and South Lewis Ave.), where the tour begins at 1:30 pm.

If you want to stay overnight, we'll be at the DoubleTree, 6110 S Yale Ave, Tulsa, SW corner of South 61st St and S. Yale Ave., (918) 495-1000

### Tour to Tulsa from Texas.

Meet at IHOP, Hwy 380 & US 75 in McKinney, TX  
Leave at 8 am with a rest stop in Atoka, OK  
Drive anything you want.

Among his many cars, John Neas has four racers that are noteworthy for their place in the annals of Corvette road racing. One is the 1956 Sebring Corvette that he bought in 1994. Ed Cole, general manager of Chevrolet, turned to sports car racing in an effort to improve sagging sales by promoting the Corvette's performance capabilities. This car, the ninth built, was purchased by Chevrolet engineering on Feb. 1, 1956, and modified for the 12 Hours of Sebring in Florida. It received a larger fuel tank, heavy duty springs, Halibrand magnesium wheels, Bendix finned brake drums with cerametallic linings, special intakes scoops for the rear brakes, a plexiglass wind-screen and a cover over the passenger seat.

John thinks this is the only 1956 factory production car in the race. The other Corvettes had 1955 frames with prototype or production bodies. After Sebring, Chevrolet used the car as a test vehicle. It was raced in 1956 at Road America near Elkhart Lake, WI, and at Cumberland, MD. The car also set a

NEAS--Continued on page 2

Let Diane Preston know, if you're planning to attend the Neas Collection Tour.  
cdiane1957@aol.com or 405-615-3856





record in the Haven Hill Climb near Detroit.

Neas owns one of six 1956 Corvette SR-1s built to satisfy Sebring's race requirements as a production car. Only two are known to exist today. Neas' car is Aztec Copper. It was equipped with eleven special racing options such as heavy duty suspension, ceramic brakes, Duntov camshaft, Halibrand magnesium wheels and Firestone Super Sport 170 tires. This car won 25 consecutive drag races in 1957 and was driven to a speed record of 126.93 miles per hour at El Mirage Dry Lake in California by Bruce Geisler.

There is also a 1957 Corvette equipped with RPO684 (racing brakes and suspension). It was the national runner-up in B Production category of the Sports Car Club of America.

Neas' fourth racer is a metallic blue 1956 SR-2 with a finned headrest, originally owned by Bob McLean, head of experimental styling and responsible for the first Corvette, the 1959 Stingray and several special show cars. With GM Styling Shop Order 90179, it was configured with an extended nose, louvered hood, special dash with Stewart Warner rally gauges, special headlight rims, SR-2 seats and 1958-style taillights.

We will also see many Duntov Corvettes, a Heavy Duty Brake 58, a 90 ZR1 and a 1969 Corvette that John bought new plus several other non-Corvettes that are of interest. Such as a 1962 Biscayne 409, 4-speed that he drag raced in 1962 and 1963, the 1966 NHRA Top Street Eliminator, five Historic Top Fuel Dragsters and more. equipped with eleven special racing options such as heavy



*It is thought that this is the only 1956 factory Corvette at the 12 Hours of Sebring. It was campaigned by Max Goldman.*



*This car was the first 1957 to be equipped with racing brakes and suspension. It was runner-up to the national champion in the B Production class of the Sports Car Club of America.*



*This is one of two existing 1956 SR-1 Corvettes. It was built with racing components to satisfy production requirements for the 12 Hours of Sebring.*



*This 1956 SR-2 is unusual because it has an extended nose, headrest with fin and louvers in the hood.*

## President's Message



### Solid Axles on the Road

*We had a great cruise up to Oklahoma and across the Talimena Drive in March. Who would have thought that we could have such great weather in March!!!*

*I hope you'll join us in Tulsa for a unique chance to view John Neas' rare C1 Corvette racers. Texans can tour together Saturday morning April 22 at 8am from McKinney. Please join us, even if you don't drive your Solid Axle Corvette. We're looking forward to seeing some of our Oklahoma members there. Bring any guests who might be interested.*

*Now is the time to consider attending the national Solid Axle Corvette Club Convention in Bloomington, Illinois. It is May 31-June 3, 2023! I love going to the conventions. I'm especially looking forward to attending Bloomington Gold for the first time!*

*Our Convention organizers have a block of rooms reserved for us in Normal, IL, so you don't have to search for a room during this huge event. Just register for the Solid Axle Convention and you'll be notified of the hotel information for our group and how to get a discount on Bloomington Gold activities.*

*We will have a group driving up to the Convention together. More information on our travel plans next month. Let me know if you want to drive up with our group.*

*Dennis Conte*  
President, SACC, Red River Chapter

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:** Dennis Conte – President cell 972-839-8473  
Verle Randolph – Okla. Vice President 918-520-7861  
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Diane Preston -- Editor cell 405-615-3856  
John Spencer -- Technical Advisor cell 972-429-6000

**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 newsletter to you. Send all articles for publication to: Diane Preston, Editor – [cdiane1957@aol.com](mailto:cdiane1957@aol.com)

**Newsletter Mailing Address:**

Diane Preston, 1124 Lopo Rd., Flower Mound, TX 75028

**Dues:** Chapter and National membership year is Jan. 1 to Dec. 31. Chapter dues are suspended and national dues are \$45.00 annually. (No matter when you join)

Please return a chapter application / renewal form, available on our web site, or in this newsletter with a check for national dues (\$45.00) to: JoAnn Brumit, KARLEE KLASSIC AUTOS, 3701 Marquis Dr., #101, Garland, Texas 75042. Make payable to SACC.

## New Members

Rod Jensen - Pawnee, OK  
Red 1962



**NCRS Oklahoma**  
**NCRS**  
**Spring**  
**Meet**

**Judging**  
**Saturday, April 29**  
**at 9:00 am**

**at Larry Witt's building,**  
**4100 W. Lakeview, Stillwater, OK.**

Any NCRS judges who want to come and judge would be appreciated, or just come up and see what we do. We will put the cars inside Friday afternoon or evening and possibly go to dinner, if anyone who is there is interested. We will be judging Larry Witt's 1958, Joseph Rankin's 1965 and James Mckinney's 1975.

The info will be in the Oklahoma Chapter Newsletter and online for NCRS registration.

For info contact Gene Holtz, Judging Chairman:  
[blue65L84@aol.com](mailto:blue65L84@aol.com) or (405) 317-3919

**Club  
Event!**

# Cruisin' the Talimena Drive



Dennis Conte's Jewel Blue/White 1961 at a scenic lookout on the mountain

Dennis Conte and Tom Hubbert planned a wonderful day trip to cruise the Talimena Drive on March 5. The weather cooperated and it was the best it could possibly be!.

We met in McKinney and drove thru Bonham and Paris, TX, then thru Hugo and Antlers, OK before reaching our lunch stop at Pam's Hateful Hussy Restaurant in Talihina, OK. The food and service were GREAT! And the menu prices were even GREATER! They haven't found out about inflation in Talihina yet...

A few cars headed back to Texas after lunch and the rest of us followed Dennis up the Winding Stair Mountains along scenic Hwy. 1 to the Queen Wilhemina Lodge near Mena, AR. We stopped at several lookout points to enjoy the views and take great pictures.

A few more cars ventured off Hwy 1 to Mena AR or Broken Bow, OK along the way back to Texas. I think we were down to five Vettes by the time we got back to Dallas.

You missed a wonderful trip... Next trip will be to John Neas' car collection in Tulsa, OK on April 22. Be there!!



Tom Hubbert's Red 1962 at the rebuilt Queen Wilhemina Lodge

Mary Jean & Tom Entrekina and Carole Arakelian at the Hateful Hussy after lunch



Dennis Conte giving instructions before heading up the mountain.



Tom Hubbert in Talihina with his red 1962



George Reilly and Bill Preston enjoy the unique ambiance of the Hateful Hussy.

# Solid Axle Corvette Club Convention 2023

-- Welcome back to Bloomington Gold! --  
May 31 - June 3, 2023

As you may know, Bloomington Gold returned to Bloomington, Illinois for their 50th anniversary in 2022. Bloomington Gold is the "Granddaddy of all Corvette shows". It is famous for the beautiful Corvettes that gather for the Special Collection, Gold Certification, Seminar's and the good times with friends from all the Corvette clubs. Several of our officers and local SACC members attended in 2022, so we know it is fun.



Because of the contacts, and renewed friendships with owner, Guy Larsen, the Solid Axle Corvette Club has been given a special invitation to attend Bloomington Gold 2023.

**For us the invitation includes** a special discount for their VIP GOLD MEMBERSHIP, which includes your daily admission, special parking, admission to the opening of the Special Collection reception, VIP Lounge daily with light breakfast and soft drinks, **banquet** dinner at a nice restaurant, lunch on one day, goody bag, Corvette University, road tour, (subject to Bloomington Gold changes).

**Plus a special** Bloomington Gold polo shirt is included.



Your personal CODE will be given to you after registration for the convention. The code is for the Gold Membership and to use for your hotel room registration. Hotel reservations are at a premium price in Bloomington-Normal for Bloomington Gold. Booking for our hotel must be done before April 30, 2023. Our room block charge is \$109. Plus tax, per night, for all room suites! Our hotel is very close

to ISU campus (**Bloomington Gold**), but out of the major traffic. After your registration for the convention, information will be emailed with instructions on where to make your hotel reservation and registration with Bloomington Gold. We do this because unregistered convention attendees often take advantage of our hotel block and special perks without supporting our convention. If you do not register as a VIP Gold Member, you will be totally on your own for tickets and activities.

Our Board will meet with the **representatives** of all Chapters at 2 PM on Wednesday, May 31, the Welcome Party will kick off at 6 PM, with registration for the convention and a catered meal, followed by our annual membership meeting at 8:00 PM at our hotel. Thursday, June 1, those interested will tour a local mansion and have lunch before returning to the hotel. Others will be treated to either a special tour or Corvette workshops. For Questions, Call Mary Rae Brockhouse 217-473-5758.

You must be a SACC member to get special rates. Application on page 2.  
Convention registration form on page 6.

## 2023 SACC National Convention

**May 31 - June 3, 2023      The Bloomington Gold Experience!**

Your SACC Registration entitles registrant to a Bloomington Gold VIP discount at Bloomington Gold and to make your reservation at our host hotel for \$109.00 plus Tax.

1. Name \_\_\_\_\_ Spouse or guest \_\_\_\_\_
2. Address \_\_\_\_\_
3. Chapter \_\_\_\_\_ SACC Membership # \_\_\_\_\_
4. Cell Phone # \_\_\_\_\_ Arrival date \_\_\_\_\_
5. Email address \_\_\_\_\_

All activities for this convention except for Wednesday, 5/31 and part of Thursday, 6/1 will be with Bloomington Gold. If you wish to participate at this convention, you will need to register with Bloomington Gold. A website and code will be given to you by email by maryraebrochhouse@hotmail.com after your convention registration has been received. You will also receive instructions on where to make your room reservation after your registration has been received.

**Make your checks payable to SACC Convention and send to:**

Mary Rae Brockhouse • 215 Cedar Drive • Chapin, Illinois 62628      217-473-5758

**Convention Registration: Covers Welcome Party Meal, Security Parking  
and other costs ----- \$100.00**

**Wednesday, May 31: Chapter Rep meeting at 2:00**

**Wednesday, May 31: 6:00 Welcome Party, registration and meal,  
followed by SACC Annual Membership Meeting at 8:00 PM**

**Thursday, June 1: Tour of local mansion and lunch on your own.  
Thursday, June 1: Tour of automotive interest or Corvette Workshop**

Thursday evening starts Bloomington Gold activities with the Special Collection Reception. You will receive emails from Bloomington Gold with times, activities and places after you register with them. *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 of 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. I will abide by Federal, State and local guidelines to prevent contagious diseases and virus spread and that SACC is not responsible for any transmission of these diseases.*

Year \_\_\_\_\_ License tag# \_\_\_\_\_ State \_\_\_\_\_

Exterior color \_\_\_\_\_ Interior Color \_\_\_\_\_ Trailer  YES or  NO

Insurance Company \_\_\_\_\_ Policy # \_\_\_\_\_ Expires \_\_\_\_\_

Signature \_\_\_\_\_

**Mail completed form to: Mary Rae Brockhouse • 215 Cedar Drive • Chapin, Illinois 62628**



## The Briggs Cunningham 1960 Corvette LeMans Racers Reunited at Amelia Island 2023

For the first time since the 1960 24 Hours of Le Mans, the three Briggs Cunningham Corvette racecars that competed in that race were reunited at the 2023 Amelia Concours d'Elegance on Amelia Island. That location seems only fitting since it was two years ago at Amelia Island in which the grandson of Briggs purchased the car at RM Sotheby's auction, ending a protracted legal battle over the ownership of the No. 1 Corvette Le Mans Racer.

The backstory on the three Le Mans racers have been told many times, and we highly recommend watching "The Quest" documentary by Michael Brown which focused on the No.3 Corvette which won the class and finished 8th overall.

The short story is that businessman and gentleman racer Briggs Cunningham had tried unsuccessfully at winning the

24 Hours of Le Mans in the 50s and so he turned to Zora Arkus-Duntov for help. With Zora's help, three identically prepared Corvettes with 283-fuelie V8s were purchased by Cunningham and further prepped for racing at Le Mans. Zora's original plan was to drive one of the cars, however his boss Ed Cole nixed it due to the AMA ban on racing as well as the fact that Zora was simply too valuable to the brand as that point.

In the opening hours of the race, the three Corvette racers were doing well against their European counterparts in the GT 5.0 Class, but rain started falling in the afternoon when disaster struck for the No. 1 Corvette. As the rain opened up, the No.1 car entered the pits and refueled with Bill Kimberly taking over for Briggs Cunningham. Still on regular tires, Kimberly lost control at the Maison Blanche



corner, spinning, and flipping over before coming to rest wheels down. Kimberly was able to escape as the engine caught fire, dashing the hopes of the No.1 Corvette after 32 laps. The No.2 Corvette would make it to lap 207 before it would retire due to engine failure, but the No.3 Corvette turned out to be the champ, and it would finish first in class and 8th overall.

Following the race, the three Corvettes were returned to the States where they were restored back to street trim and then resold as used cars. The No. 2 Corvette was identified early on and landed in the collection of Bruce Meyers. The crashed No.1 Corvette was sold as-is and it was restored by the first owner who added custom bodywork to the roadster. After that, the car would go through a succession of owners before winding up in the St. Petersburg, Florida warehouse of a retired Judge. After the judge passed away, his son found the VIN and research led them to the Cunningham Museum and eventually to Lance Miller, whose family owned the No.3 Corvette at the time.



Lance would buy the Corvette in 2012 and he sold it to Kevin Mackay, but then the car became a target for litigation by the likes we have never seen. After being tied up in the courts for years, a federal judge ordered a receiver to

take possession and sell the car at a future no-reserve auction. The No.1 Corvette was offered for sale at RM Sotheby's Amelia Island auction in May 2021 and Briggs Cunningham's grandson purchased the car for \$785,000. He turned it over to Kevin Mackay's restoration shop Corvette Repair, who completed the return of the car to its 24 Hours of Le Mans livery.

It was a historic evening at The Amelia Car Concourse weekend as the three Cunningham Corvettes were reunited after 63 years! In an evening unveiling attended by 300-400 people, Michael Brown of Corvette Nation fame, co-hosted the event. The documentary, The Quest, was shown first. The three Cunningham Corvettes were lined up in front of the stage, just as they were in 1960 prior to the start of the race at Le Mans.

After the documentary was completed, the men from Kevin Mackay's Corvette Repair in Long Island New York, pulled the cover back on the #1 car to reveal it in its original livery from that historic race in 1960. This is the first time all three Cunningham Corvettes have been together in 63 years! Kevin Mackay and the men of Corvette Repair spent close to 16 months expertly restoring the #1 Cunningham Corvette.

Briggs Cunningham's youngest daughter, Lynn, was in attendance. As a matter of fact, Kevin Mackay emerged from the #1 Corvette after the cover was pulled off the #1 car in a 1960's style racing suit, racing helmet and a full mask that looked very similar to Briggs Cunningham! He welcomed the crowd as Briggs Cunningham himself and thanked them for attending. Other dignitaries attendance included Bruce Meyer, who owns the #2 Cunningham Corvette and Lance Miller, former owner of the #3 Cunningham Corvette along with its current private owner.







**Believed  
to be  
Destroyed**

## ***Has the First 1953 Corvette VIN 001 Been Rediscovered?***

Everything that we know about the first production 1953 Corvette VIN 001 may have been wrong, and in fact, the car may have been rediscovered thanks to some quality detective work by early Corvette enthusiasts Corey Robertson, John Amgwert, and others. Corey recently went public with details about the find and why he thinks the car they found is really the VIN 001 1953 Corvette.

The quick history about the first production Corvettes is that VIN 001 and 002 were driven off the line, and they were promptly destroyed in tests by Chevy engineering. VIN 003 was also an engineering test car and at one point, the frame was separated from the body and ended up as the chassis for a 1955 model. A special 1953 cutaway car was created by restoration expert Kevin MacKay with that frame, and it's on display at the NCM today.

In the video released by Corey, he presents information about those early cars, and says that VIN 001 was given an internal Chevy engineering number of 3950 and VIN 002 was named 3951. After requesting documents on those 39XX engineering cars from the Heritage Center, Corey found that VIN 001 was shown to another group of engineers about a week after its completion and from that,

a list of 22 line items to improve various aspects of the car was generated.

In additional work orders surrounding VIN 001 (9530), it appears that car was also used to as a test bed for making those engineering improvements and some of these features are still on the car today. Seeing these new work orders jogged a conversation Corey had previously with another Corvette researcher going back 10 to 15 years ago about a 1953 Corvette that had been left years ago at a restoration shop in Oklahoma.

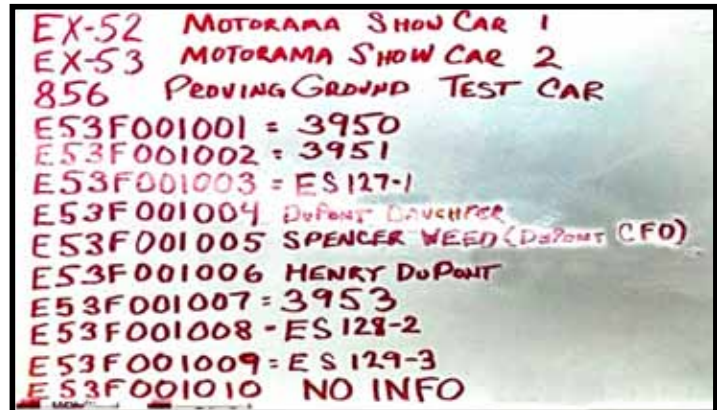
In 1987, several enthusiasts discovered the VIN 003 Corvette and brought it to a restoration shop in Oklahoma. Once the car was finished, another 1953 Corvette owner from the East Coast reached out the same shop so they could perform a restoration for his car. Corey does say that the owner believed it was the VIN 002 car. Initial work was started on the car, but the car's owner never came up with the cash, so it was pushed to one side and eventually it would be there for nearly 20 years.

Corey says that several prominent Corvette researchers visited the car in Oklahoma as they tried to figure out why it had a number of unique features, but it was the work



orders that helped to bring it into focus. Corey explains that one of those 22 line items said the car lacked “knee room,” which is the distance between the steering wheel and the seat, and apparently it was a tight fit in that first Corvette. A work order was issued to lower seat bolsters and “Free ‘A’ Point lowered 3/4 of an inch,” which saw the floorboards where the seats are mounted lowered 3/4 of an inch. The Corvette in Oklahoma had sections of the floorboard cut out and it was lowered 3/4 of an inch. Another work order detailed the fuel door assembly which was redesigned and then it was fitted on the Oklahoma car. That was a key find according to Corey as it reconciled why the early car had the fuel door box that came later on the 1954 Corvettes.

At this point, the car had now been stored at the Oklahoma restoration shop for 20 years, and the shop owner hadn’t spoken with the 1953 Corvette’s owner in 15-18 years. Corey says the shop owner said he wasn’t even sure if the guy was still alive today. Corey asks if he can reach out to the car’s owner and called the guy up one day. Corey reminds him of the 1953 Corvette at Lloyd Miller’s shop in Tulsa, and offered to help the car’s owner with the restoration of it. At the mention of Lloyd’s name, the ’53s owner asks, “Is Lloyd still alive?” to which Corey replied, “Lloyd was wondering if you were still alive.”



Corey then had his opening and offered to buy the car from the owner, and eventually they were able to come to an agreement. Corey now is the car’s official owner and says he ran a background check that showed it had never been listed as stolen, nor had the VIN number been involved in any court cases. Finally, the background check showed the car’s MSO (Manufacturer’s Certificate of Origin) was indeed triggered by Chevrolet. This is an amazing story that could rewrite the known history of those early Corvettes and more info will be coming out on the car.

Another article: <https://www.hemmings.com/stories/first-1953-chevrolet-corvette-rediscovered/>

**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

February 17-19, 2023--O'Reilly's Autorama,  
Market Hall, Dallas, TX



White/Red 1956 owned by Dennis Wilson, Kemp, TX



Red/White 1961 owned by Albert Turner, Dallas, TX



Red/White 1961 owned by Danny Barboza, Hickory Creek, TX



White/Red 1960 owned by Gordon Koterba, Paradise, TX



Black/Silver 1961 owned by Gordon Moore, Dallas, TX



Black Full Custom 1954 owned by Mike Johnson, Shawnee, OK



Silver/White 1961 owned by Tony Prutch, Lucas, TX



Candy Apple Red 1962 Restomod owned by Bobby Hardy, Beaumont, TX



Jewel Blue/White 1961 owned by Dennis Conte, Savannah, TX



# HOUSTON-APRIL 13-15

The Horton Classic Car Museum has permanently closed its doors to the public, museum officials announced Monday, February 20, on Facebook. Museum officials said the closure comes after the owner, Pete Horton, passed away last year. The museum's last day of business was Wednesday, February 22. Mecum Auctions started moving the cars out that day. Video available at [https://www.youtube.com/watch?v=llpvhyUq2EA&ab\\_channel=KEITHVAUGHN%27sFlyingCircus](https://www.youtube.com/watch?v=llpvhyUq2EA&ab_channel=KEITHVAUGHN%27sFlyingCircus).

The Nocona Texas Chamber of Commerce honored the late Pete Horton during their annual Mardi Gras celebration. He was someone they said made Nocona known for it's classic car museum. Horton passed away last year. Residents said he uplifted the city in many ways. Nocona was

Horton's "happy" place, and that seeing others' happiness was one of his greatest pleasures in life. Car lovers of North Texas are sad to say goodbye to this wonderful museum.

Possessing some of the most highly respected and sought-after vehicles to ever grace the automotive market, The Horton Classic Car Museum Collection is an assemblage curated by a husband and wife duo who are passionate about collecting some of the rarest automobiles in the world. Hailing from the extravagant Horton Classic Car Museum in Nocona, Texas, the Horton collection of more than 100 museum-quality vehicles is prepared to impress bidders and onlookers alike. It includes 39 Corvettes, with 13 Solid Axle models.

*HORTON-continued on page 13*



**1953**

*NCRS Top Flight 1998. This car was referenced by the Danbury Mint to produce their 1:24 scale model of a 1953 Corvette, letter of authenticity and blueprint included. 235/150 HP Blue Flame Six. Carter carburetors. Powerglide trans. Polo White with Red interior and Black soft top. Odometer reads 93,037 miles*



**1954**

*Previously owned by Roy Clark of the TV series 'Hee-Haw'. Pennant Blue with Shoreline Beige interior and matching soft top. 235/150 HP Blue Flame Six engine. Carter carburetors. Powerglide trans. Glass side windows in trunk Roy Clark Album. Odometer reads 932 miles*



**1954**

*265/195 HP V-8 engine, Powerglide trans. Gypsy Red with Red interior. White soft top*



**1956**

*Venetian Red with White coves and Hardtop. Matching Red interior with White painted dash. 265 CI V-8 engine. 3-speed manual transmission*



1957

283/245 HP V-8 engine. Two 4-barrel carburetors. Powerglide trans. Onyx Black with a Beige folding top. Beige interior. 3-spoke competition steering wheel Updated pushbutton style radio with cassette.



1957

Venetian Red with White coves. Matching Red interior. 283 CI V-8 engine. Dual 4-barrel carburetors. 3-speed manual transmission. Removable hardtop. Wonderbar pushbutton radio.



1958

Signet Red with White coves. Red interior. Color-keyed removable hardtop 283 CI V-8 engine. Carter 4-barrel carburetor: Aluminum intake. Finned aluminum valve covers. 4-speed manual transmission.



1959

Crown Sapphire with White coves. Color-keyed removable hardtop. Blue interior with padded dashboard. 283 CI V-8 engine. 4-barrel carburetor: Finned aluminum valve covers. Automatic transmission. Wonderbar radio.



1960

1 of 859 Corvettes produced with fuel injection for 1960. 283 CI V-8 engine. Rochester fuel injection unit. Finned Corvette script valve covers. 4-speed manual trans. Roman Red with White coves and a Black soft top. Black interior.



1961

Fawn Beige with White coves. Fawn interior. Beige soft top. 283/230 HP V-8 engine with a 4-barrel carburetor: 4-speed manual trans. First year the 4 round tail lights were incorporated.



1961

283/315 HP Rochester fuel-injected V-8 engine. 4-speed manual transmission. Honduras Maroon with White coves. Black soft top. Black interior



1962

First year for the 327/360 HP Rochester fuel-injected V-8 engine. High lift camshaft. 4-speed manual trans. Tuxedo Black with matching hardtop. Black interior. Black soft top. Bright rocker panel trim.



1962

First year for the 327 CI Rochester fuel-injected V-8 engine. High lift camshaft 4-speed manual trans. Roman Red with matching hardtop. Red interior. Black soft top. Bright rocker panel trim.

**Two more Solid Axles in the Houston Mecum**



1962

327 CI V-8 engine. 4-speed trans. Roman Red exterior. White convertible top. Matching Red interior



1962

1 of 246 Corvettes with RPO 687 heavy duty brakes & steering package. 327 CI FI V-8 engine. Rebuilt Rochester fuel injection system unit #7017360. 4-speed trans. Honduras Maroon. Black interior. Quick steering adapter.




**APRIL 29TH, 2023  
CAR & BIKE SHOW**

Car & Bike Show Hosted by IRON SABER MC

Come join us for a Car/Bike show on April 29th. We will have food trucks and Vendors from local business in Rowlett and surrounding areas. There will be 130 spaces open for Cars and 100 open spaces for Bikes. \$25.00 entry fee, paid at event. There will be prizes for 1st, 2nd, and 3rd place for both Bikes and Cars. We will host a Raffle for a handgun and other prizes. All Proceeds will go to help Veterans and Veteran families in Rowlett. You don't want to miss it. Register Using QR Code.

Food Trucks and Vendors!

Gun Raffle, Gift Baskets and More!

Register Car or Bike Online before Show!

Proceeds Go to Helping Veterans and Community in Rowlett.

1st, 2nd, & 3rd Place Winners for Cars & Bikes.

**FIREWHEEL BIBLE FELLOWSHIP**  
2402 Castle Dr.  
Rowlett, TX 75089  
972-948-6225  
www.facebook.com/ironsabermcrowlett/  
10am-2pm





**33rd ANNUAL  
Lone Star  
Corvette Classic  
May 19-20, 2023**

Presented By



**Host Hotel and Car Show**  
DFW Marriott Hotel and Golf Club  
3300 Championship Pkwy.  
Fort Worth, Texas 76177  
Room Block will open February

**Friday 19th-**  
EAGLES CANYON Raceway **Parade Laps Decatur, TX**  
**Party at the Paddock - DFW Marriott**  
**Parking Lot Beauties**  
*10 cool cars to be recognized by special judges*  
**Friday Night "Lights" - Parking Lot**  
*Show off your custom lighting!*

**Saturday 20th-**  
**Judged and Show 'n Shine Car Show**  
Vendors  
Live and Silent Auctions  
Awards Dinner



Stay up to date at [www.lonestarcorvetteclub.com](http://www.lonestarcorvetteclub.com) Follow LSCC on Facebook and Instagram @lonestarcorvetteclub

Scan QR Code to Go to Lone Star Corvette Club's Website



**SOUTHWEST OKLAHOMA CORVETTE CLUB**

**Corvette Kickoff Classic**  
**APRIL 21-23, 2023**



**LAWTON • FORT SILL**  
CONVENTION & VISITORS BUREAU

**APACHE CASINO HOTEL**  
2315 E Gore Blvd.  
Lawton, OK 73501  
(855) 248-5905  
Show Rate Code G234SWC

Overflow Option

**FAIRFIELD INN & SUITES**  
201 SE 7th St.  
Lawton, OK 73501  
(580) 248-5500  
Ask for Car Show Rate

**ONLINE HOTEL BOOKING**  
- APACHE CASINO HOTEL - \$139/night, includes 2 Apache Grill breakfasts per night, <https://tinyurl.com/swocc2023>  
- FAIRFIELD INN & SUITES - \$109/night, includes breakfast, <https://tinyurl.com/swocc2023fairfield>

**2021 Grand Champion**  
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**KICKOFF THE 2023 CORVETTE SHOW SEASON WITH US!**  
**80+ AWARDS!**  
Friday - Top 25 Show!  
Saturday - Show-N-Shine & Judged Show!  
Sunday - Fancy Nancy's Show!

The SWOCC has donated tens of thousands of dollars to local charities as a result of the generosity of past Corvette Kickoff Classic Weekend participants.

**YOU make the difference!**

**FRIDAY - Welcome Party & Top 25 Show @ McKenzie's Burger Garage**

LARGEST INDOOR CORVETTE SHOW IN OKLAHOMA

# 31<sup>ST</sup> ANNUAL SHOW



Show  
9am-4pm  
Saturday

Visit [Enid.org](http://Enid.org)  
OKLAHOMA

EXPO



XXXI

Registration  
form on  
page 18

**FAIR GROUNDS**

CHISHOLM TRAIL COLISEUM

**APRIL 1, 2023**

**REGISTRATION FEE**

**\$40  
PER CAR**

# 31st Annual Corvette Expo - Show 'n Shine Registration Form

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

Entry Fee: Show - \$40 refundable if show cancelled  
 Registration Noon to 9 p.m. Friday 3/31/23 - 7:30 to 9:30 a.m. Saturday 4/1/23  
**Free dinner for all registrants Friday evening - Time 6:00PM**

## NEW HOST HOTEL THIS YEAR

## DOWNTOWN ON THE SQUARE

Glo Best Western 123 W Maine St., Enid, Oklahoma 73701  
 Rates w/tax: King - \$110.07 : Dbl Queen - \$115.93  
 Includes Breakfast (special 6:00am open time on Saturday)  
 Call 580-540-4172 - Ask for show rates while rooms last  
 Free Shuttle Service available to and from Hotel Fri. Evening & Sat Morning

Name \_\_\_\_\_

Club Affiliation \_\_\_\_\_

Address \_\_\_\_\_

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Home # \_\_\_\_\_

Cell # \_\_\_\_\_

email \_\_\_\_\_

Class Entered (Circle one below)					
C1	C2	C3	C4	C5	
C6N	(Stingray)		C6W	(Grand Sport, Z06, ZR1)	
C7N	(Stingray)		C7W	(Grand Sport, Z06, ZR1)	
C8N	(Original)		C8W	(Z06)	
Modified			Custom		



**Visit Enid.org**

Car Year \_\_\_\_\_ Body (Circle One) \_\_\_\_\_ Coupe \_\_\_\_\_ Convert \_\_\_\_\_ Ext. Color \_\_\_\_\_

**Host Club cars NOT included in participant class judging**

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 President's Choice/Official Sponsor's Choice/Road Warrior Choice  
 \$100 to Club with the most registered cars!!! \$50 to Individual entry traveling farthest!!!  
 Dash Plaques for first 100 entries; 50/50 drawing; Event Shirts; and more!

**National Corvette Museum merchandise will be available for sale!!!**

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

Driver \_\_\_\_\_ Date \_\_\_\_\_ / \_\_\_\_\_ 2023

Passenger \_\_\_\_\_ Date \_\_\_\_\_ / \_\_\_\_\_ 2023

**Send completed registration form and payment payable to Corvettes of Enid  
 Mail to Dick Yuhnke; 5701 Pheasant Run Dr., Enid, OK 73703  
 QUESTIONS?? : Send email to dickyuhnke@att.net or call 714-357-7025**



# 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 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)*

**Question:** 1. I am having difficulty installing the upper fan shroud on my 57. I did unloosen the core support, the front four body bolts (along the firewall), and finally raised the front end to allow the shroud installation. I have to raise it about a 1/4 of an inch!!! This action now will lead to some re-shimming of the car as the passenger door now needs adjusting. I could just adjust the strike, but it appears that a shim or two would be a better choice. Any thoughts on this?

2. The ribbed rubber strips that are placed on the frame prior to re-installing the body to the frame. Were these glued originally? They seem to fall out from time to time.

3. A very common appearance issue, is the front hood alignment with the front of the car. In some cases the hood hinges don't have enough "play" in them to allow the hood to sit in the opening without the front edge of the hood being higher than the front edge of the car. During the restoration of our 56, we adjusted the hood during body work, and raised, (built up), the front of the body so the hood fit perfectly. Not wanting to over-restore this 57, we did not do that. Is there play in the body mounting to the core support, that effectively "raises the front of the slightly? I seem to recall there is little plat with the existing bolt holes where the front of the body is bolted to the core support. Am I missing something here?

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

The screws attaching the inner fenders to the radiator core support as well as the core support to front crossmember need to be loosened to allow the front end to be raised to match the hood profile.

Re-shimming the body to the frame to match adjacent body lines should be done before moving the door latch. Rubber pads were attached to the top of the frame with

yellow weather strip adhesive.

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**Question:** My 62 has the generator on the left side of the engine and the expansion tank on the right side. This appears to be original. I've seen this on other 62's from time to time. Can you tell me what that's all about?

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

I am quite certain that the St.Louis assembly plant did not produce a 1962 Corvette with the generator/expansion tank configuration that you describe on your car. Probably got somehow rearranged with an engine rebuild or water pump exchange.

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

The factory never mounted the generator on the driver's (left) side and the expansion tank on the passenger (right) side in the 1961-2 models. As explained below, the engine compartment and expansion tank are not configured to do this.

The generator mounting bracket is bolted to two bosses on the right side exhaust manifold. The generator mounted on this bracket is controlled by the voltage regulator mounted on a special shaped pad molded into the right side inner fender fiberglass via a short shielded cable. To move the generator to the left side, the voltage regulator also has to be moved. Where do you mount the voltage regulator on the left side? There is no mounting pad molded into the left side inner fender fiberglass.

The radiator expansion tank mounts via a strap type mounting bracket to two bosses on the left side exhaust manifold. The tank is fed on the bottom elbow via a short 3/4 inch heater hose from a right angle fitting on top of the water pump. If the tank is moved to the right side, then the elbow fitting on the bottom of the tank will be aimed to the right, away from the water pump. How do you connect the tank bottom fitting to the water pump top fitting? Using 2 feet of heater hose? No.

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**Question:** I have a 1962 327/340hp Corvette that I just purchased to be all original with 26k miles. The shocks are the spiral style shocks, is this correct for 1962?

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

Spiral shocks were OEM equipment on 1962 Corvettes and will be dated and painted somewhat gloss black.

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**Question:** I have a 1959 Corvette with a non-matching 283 4btl engine (it's too slow). I want to replace it with the biggest engine I can fit (without modifications) in the engine compartment. I do want an engine with dual-quads as I love the sound and look. How big can/should I go – 327, 350, 427? I want it to sound "hot rod" and be quick but also look somewhat stock.

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

I believe a 383 will fill the bill and remain very stock appearing if you decide to run cast iron cylinder heads. Plenty of torque and horsepower and I would recommend

a roller lifter camshaft for even more performance.

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**Question:** I am replacing my whitewall 670x15 bias ply tires and stock wheels with radial tires and custom wheels for better handling on my 1958 Corvette, and only using the bias ply for show purposes. I have been told I can use Torquethrust 2 -15x7 wheels and P225R tires. What I have seen on this tech site is that 15x6 wheels and P205R tires would be the largest that would fit. I would like your advice.

**Answer from Larry Pearson, SoCal Chapter Advisor:** The first thing you need to keep in mind with your 58 is that the front suspension is from a 1949 Chevrolet sedan, and is designed for 5 inch wheels and the 6.70x15 tire. The optional wheel was 5.5 inches. This is the same wheel that the 1963-7 Stingrays used, but the center hole has to be enlarged slightly to fit over the larger front hubs that C1's used. These wheels do not have the ability to mount the full wheel covers that the 56-62 models used. Going to 6 and 7 inch wheels with 205 or 215 radial tires is asking for trouble with fender lip breakage and frequent front wheel bearing failure. Whatever wheel you try to use, the offset must be the same as the stock wheel, or you will place unacceptable loads on the small outer wheel bearing, resulting in frequent failure of this bearing. This is the case even if you go to replacement tapered roller bearings in place of the stock ball bearings. Basically, the center line of whatever wheel you end up with must be directly over the large inner wheel bearing, which is designed to carry the weight of the vehicle. Changing the wheel offset, in or out, causes more of the vehicle weight to be borne by the small outer bearing, which it is not designed to do. The rear axle bearings on C1's are not affected by changes in wheel offset from stock.

The correct radial tire size for your car is 195 75R15. This size is not common, but it is the only size that works properly on 5 and 5.5 inch wheels. The 205 and 215 sizes require 6 inch rims to work properly, and these heavy tires cause a high unsprung weight, resulting in a harsh ride. If you want awesome handling and super wide tires on your ride, sell your 58 and buy a new Vette

**Answer from Doug Prince, SoCal Chapter Advisor:** The Torquethrust Wheels and tires will fit and you will love the look.

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**Question:** I just bought a 1962 Corvette, it started for me and ran. As soon as I touched the button on the knob, on the left of steering wheel under the temp gauge, the car died. I can't jump it or start it now. I was wondering what that button did?

**Answer from Doug Prince, SoCal Chapter Advisor:** It is the windshield washer system vacuum button that, when pushed, operated the windshield washer water to spray and also activated the windshield wipers. It is quite possible that a prior owner has made this button into a "kill

switch" for the engines ignition system. Verification should be quite easy to do.

**Answer from Larry Pearson, SoCal Chapter Advisor:** The aluminum button in the center of the windshield wiper knob causes the windshield washer to activate and the windshield wiper motor to activate through a vacuum controlled timer mounted on top of the windshield wiper motor. If you pushed the button and the engine died, I suspect that a defective wiper motor grounded out the ignition at the ballast resistor, causing the engine to die. This may have caused a fuse to blow.

The windshield wiper motor gets its power from the same brown 18-gauge wire that connects to the ignition switch and powers the car's ignition through the ballast resistor located next to the wiper motor. They tie together through a screw connection on one end of the ballast resistor. First, make sure that the screw connection is tight. If it is, loosen the screw and remove the wire going to the wiper motor. Your car should now start and run. If it doesn't, check out the condition of the terminal on the end of the brown wire and make sure that 12 volts appears here when the ignition is turned on. Maybe the wire is broken at the terminal connection. I always felt that 18 gauge is too small for this much of a load with the wiper motor running in addition to the ignition load. Again, check for a blown fuse.

**Question:** I have a WCFB Carter carb that has been giving me fits. I had it to National Carb twice and after \$200 I still have the same problem, does not feed enough fuel to get over 48 MPH. I have a steady stream of fuel from the third fuel pump, gives me a quart in 40 seconds @ 5 lbs pressure. I do not need to restore this carb just fix it....do you have a reliable source for this type of repair?

**Answer from Bill Huffman, Michigan Chapter Pres.:** I have never owned a dual carb set-up, but the front carb is the primary and as such, my guess is that your low speed issues would be similar to the operation of the 1X4 Carter WCFB.

I had a similar issue with my 230 HP many years ago that turned out to be the accelerator pump in the front of the carb that wasn't lifting the metering rods. No matter how I feathered the gas pedal it wouldn't go over 45 MPH. The metering rods and their lift linkage were sticking in a rebuilt carb that sat too long. Cleaning the rods and an accelerator pump kit took care of the issue. Since you live in Florida, look into joining the Sunshine State Chapter and talk to them about references to local shops who may specialize in adjusting and synchronizing dual quads.

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**Question:** My 1959 Corvette speedometer does not work at this time. The odometer continues to register mileage but the speedometer needle does not move. Are there some tricks that I can try before removing the speedometer and having it gone through. I would love not to have to remove

the dash and take the speedometer out.

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

Other than a little Voodoo there is nothing that I can think of short of pulling the instrument housing out and having the speedometer rebuilt. You should have the tachometer rebuilt at the same time. Good luck with your project as working upside down is not much fun.

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**Question:** Yesterday the handle on my hood release cable pulled off. Is there a way to put it back on? In other words how is it attached to the cable? I tried to screw it back on but it pulled back off. Any information on this is much appreciated. I do not want to buy a new repro assembly as I hear they are junk made in China.

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

I had the same thing happen to my car. Use a small pair of vice grips as an emergency release handle to get the hood up. Your hood release handle was manufactured as die-cast over a knurled rod so you have a couple choices.

1) Push the handle back on using some of the newer two stage plastic weld adhesives on the market. Hold the shaft in the handle tightly in place while the adhesive cures. Drill a cross-hole as small as possible thru the handle & shaft, press a brad/nail into the hole, snip the sharp end off about 1/16 in and peen as a rivet. Or...

2) Buy the "correct" replacement that costs \$110 instead of \$80 for the cheap version. Check out Corvette Central P/N 461131 or Paragon Reproductions P/N 13828. Both are GM P/N 1990947

If you opt for the new cable, make sure you bend the cable wire ends to 30-40 degree angle just past the screw clamps after they are adjusted and tightened. This keeps the clamp from falling off, leaving you unable to open the hood without breaking something.

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**Question:** Could you tell me the correct head bolt marking on a 1962 Corvette 327?

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

1959-1962 head bolts had a double circle headmark. Check out Paragon Reproduction P/N 13661K.

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**Question:** My hood front pass side how do I adjust the latch it pops up driving?

**Answer from Bruce Fuhrman, SACC Secretary:**

When my '54 had the same issue, I noted that the weld at the base of the post to the flange had some play. I had a welder tac weld it in 4 places and it made it rigid and it stayed down. Also, shut down from center, not the side.

---

**Question:** I have a 62 Corvette with a wiring problem. If my light switch is turned to illuminate the dash lights, but not so far as to turn on the interior light, then the dash lights stay on when the key is off and that draws down the battery. Turning the dimmer light switch completely clockwise (dash lights off) saves the battery. I tried a new switch but

that did not fix the problem. I also checked the wiring diagram in my 62 Service Guide and the color codes/connections appear correct. I saw however that the original and replacement light switch each have 8 possible connection positions, but the car has only seven wires (also shown on the wiring diagram). Any suggestions?

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

As I understand the function of the light switch: With the knob pushed all the way in, only the courtesy light should turn on after the knob is rotated past the detent. Dash light dimmer function should be inactive because they should not be illuminated.

With the knob/shaft pulled out to the first detent position, the dash lights, parking lights, license plate light and tail lights should be on and then the dash light dimmer function should be active. Rotating the knob should still activate the courtesy light.

With the knob/shaft pulled to the second detent position, head lights should be on, parking lights off, dash lights, license plate light and tail lights should be on, dash light dimmer function active. Rotating the knob should still activate the courtesy light.

The light switch function should be independent of the ignition, whether on or off.

Operation other than what I have described would indicate to me that either the headlight switch is defective or that something is mis-wired.

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**Question:** I am trying to replace the trunk springs on my 58 to solve the sagging trunk lid issue but I can not figure how to remove them. After removing the bottom nut the lid cannot be raised enough to remove the spring. Is there a way to remove the top nut and would that help to remove the spring?

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

Yes, cut a slot in flat washers as wide as the trunk spring rods. It will not be real easy, but use a large flat blade screw driver and lift the spring up. Insert a washer, one at a time. This will add tension or strength to the weaken springs. Probably 5 washers to start with. Too many will not allow the trunk lid to close (the spring will not have enough travel to collapse). To my knowledge, no one is currently producing a reproduction spring with enough strength to hold the lid up. It is a larger problem for '58 owners because of the boat straps on the trunk lid.

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**Question:** Must the canvas straps around the axle of a 62 Corvette be in place for shipping on a follow-along trailer?

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

The canvas straps are rebound straps to control the car, if it were to go over a significant bump in the road and keeps the rear tires in contact with the road. They have nothing to do with the chains that you refer to as these are in place to keep the car intact with the trailer as it is being towed down the road. C1s are transported all over the country with the rebound straps in place.

*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 \_\_\_

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

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

*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*

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

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

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

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

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~~

*Red River Chapter Dues Suspended for 2023. \$45.00  
Just pay National Dues \$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.solid axle.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.  
\_\_\_\_\_