



August 2018

Straight Talk

2018
Convention
Report
See page 6

Red River Chapter Annual Meeting
will be held at 11 a.m. in the Alliance Bank Break Room at:

The Sulphur Springs Corvette Club's

CORVETTES ON THE PLAZA 2018 **October 26 & 27**

New Event Format--No Pre-Registration. New Friday Night Format.

Park with your club and friends--Not in Classes. Top 50 Awards + Cash Awards.

Judging by Sulphur Springs Club teams based on cleanliness, appearance & preparation.

Sulphur Springs cars judged separately.

FRIDAY

Check into your hotel and clean your car there.

No car wash set up at the airport like last year.

4-5:30 pm-FREE Welcome Reception at the Southwest Dairy Museum, 1210 Houston St.
Drawing for a FREE TV at the Museum!

6:00 pm- Dine Around Town with Friends.
Pick from our list of great restaurants for your group to eat at together after the Reception.

SATURDAY

7:00 am- Gates open to enter the Plaza (open parking)

7:30 am- On-Site Registration Opens-\$40 per car.

JUDGING- Begins when REGISTRATION card is placed on your dash. No classes.

Sulphur Springs Corvette Club will have five experienced and trained teams judging on a six-point system of cleanliness, preparation and appearance. Sulphur Springs Club cars will park together on the North side of the Plaza and be judged separately.

1:30 pm- Awards Presentation (Top 50 Corvettes)
Cash prizes; \$250, \$500, \$1,000
50/50 drawing

Please do not move cars until Awards are over

SHOW CONTACTS

Tony Hughes-903-439-7447
athughes@suddenlink.net

Roger Elliott-214-801-3696
rogere15zo6@gmail.com

www.ssvetteclub.com

Facebook: [sulphurspringscorvetteclub](https://www.facebook.com/sulphurspringscorvetteclub)



HOTELS

Call these local numbers only for Special Corvette Show Rates.

Hampton Inn (Host) 903-439-4646

Holiday Inn Express 903-885-6851

La Quinta 903-885-8181

FREE TROLLEY!

Trolley will be making regular runs from the Plaza to the Hotels and the Stew Cook-Off at Buford City Park (Corner of League and Connally Streets).

Check with your hotel for the times and directions.

President's Message

Two Chapter Events This Fall Car Show

The first event is our annual get together at the Sulphur Springs "Corvettes on the Plaza" show on October 26 & 27. If you haven't been to this one yet, it's 150-200 Vettes of all descriptions displayed in the streets and grassy Court House Square in downtown Sulphur Springs.

Our annual SACC Red River business meeting will at 11 AM Saturday inside the Alliance Bank, right there on the square.

This show draws entrants from all over Texas, Arkansas and Oklahoma and has become a staple on our calendar. The Sulphur Springs Corvette Club definitely knows how to put on a show and they know their Corvettes. Full information is on their site at: www.ssvetteclub.com

Tech Session

The second event is November 3rd at DMS Corvette Shop in Garland where David Mullins will share tips on inspections, possible trouble areas to watch for and maintenance tips gleaned from years of working on early Vettes. If it's ever happened to a Corvette, David has probably seen and fixed it.

Please invite any Solid Axle owners you know, who would be interested in these events. Feel free to contact me with any and all questions you may have.

SACC national is changing dues from \$35 to \$45 for the 2019 year. This is a change they have delayed as long as possible. Our Red River chapter will be reducing our dues from \$20 to \$15 to help offset the increase. 2019 dues will be a total of \$60 and we will forward your national dues to them for you.

Please make the check payable to SACC and mail to our treasurer: Mary Jean Entrekin, 611 Fallbrook Dr., Flower Mound, TX 75028. Please remit by December 1st

Thanks and hope to see you this fall,

Tom Lainson
President, SACC, Red River Chapter
H 214-348-8396
C 214-862-3555

**--Renewal Notice--
\$10 National Dues Increase
offset by \$5 Chapter Decrease**

Your 2019 Dues Are Due

December 1st
National & Chapter Memberships
Expire Dec. 31, 2018

(unless you've paid for multiple years)

Red River Chapter collects chapter dues of \$15 plus National SACC dues of \$45.

We then forward all National dues and have record that all our members are also National members as required by National.

Please pay by December 1, so we can forward your National dues before they send you a notice. If you have paid your own National dues, please let us know, so we can record that.

Send both dues (\$60) to:
Mary Jean Entrekin, Treasurer
611 Fallbrook Dr., Flower Mound, TX 75028
Payable to SACC

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:

| | |
|--|-------------------|
| Tom Lainson – President | 214-348-8396 |
| redvette@ix.netcom.com | cell 214-862-3555 |
| Verle Randolph – Vice President | |
| Mary Jeanne Entrekin – Secy/Treas | |
| Diane Preston -- Editor | cell 405-615-3856 |

Web site: www.vettelegends.com/SACC_1/SACC_Info1.htm

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 Tom Lainson to mail one to you. Send all articles for publication to: Diane Preston, Editor – cdiane1957@aol.com

Chapter Mailing Address:

Tom Lainson, 9030 Maple Glen, Dallas, TX 75231

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: Mary Jean Entrekin, 611 Fallbrook Dr., Flower Mound, TX 75028 Make payable to SACC.

Our Members' Cars

MY PASSION FOR FUEL INJECTED 1957 CORVETTES

For the 50-year celebration of Oklahoma statehood in 1957, General Motors brought in a huge exhibit that was displayed at the then-new Oklahoma State Fairgrounds. That exhibit included a fuel injected 57 Corvette on a turntable. I was in the eighth grade in 1957 and had only seen pictures of, and heard about how awesome the FI 57 Vette was. The moment I saw that FI Vette on the turntable, I said "I got to have one!!!"

Time went by, high school, US Army and Nam, college and graduation in 1970. After all this time, I STILL had a passion for a 57 FI Vette (by the way, NOTHING has changed)!

Bill and Diane Preston (mainly Diane) were specifically what guided me to my goal... sorta. They had a 57 Vette and for quite some time I had inquired of Bill about buying it. NOPE, not for sale. One day in 1973, I stopped by (they just lived a few blocks down the street from me at that time), and I again asked Bill if he would consider selling me his 57. NOPE! BUT, Diane heard me asking Bill about the 57. She came up to me and said "Are you still wanting to buy an old Corvette?" I said "I sure am!" She told me that a guy she knew had a 56 Corvette and he was putting an ad in the paper that weekend. She gave me his contact information, and off I went! Since 56 and 57 Vettes are exactly (more or less) the same, I was OK with a 56. From 10' away, it looked great, but it needed LOTS of TLC... a LOT! The guy was asking WAAAAAAAAAY too much for it and he would NOT come off the price one dime. But, I got a loan and bought it for WAAAAAAAAAY too much money... \$3000.

I used to work at a chrome shop during college and the owner would let me come in after hours and do my own chrome plating. To make a long story short, Bill and I struck up a deal. He said he would do the paint and body work on my 56 (he got the short end of the deal, it needed plenty of work), if I would do the rechroming on his 57. MAN, did I jump on that!

The 56 had once been hit on the left side between the door and front wheel opening, rear exhaust chrome was non-existent and all the holes were filled (we discovered that it also had been hit in the rear). It had a black custom roll and pleated interior, the engine was a 327 with a 2-bbl carb and a flat camshaft. The transmission was a close ratio (M21) Muncie. The rear was jacked up with overload coil springs and the front suspension was worn out! It had a hardtop at one time, but the guy I bought it from had sold it. The soft top was in need of replacement.



Tom Parsons
Mustang, Oklahoma



Once all the work was done (and since I once worked at a chrome shop, I did a lot of custom chroming). I rebuilt the 327, added 2x4 carbs (which I had on another Chevy), replaced the 4.11 posi with a 3.70 posi, rounded up missing chrome pieces (exhaust chrome, front bumperettes and braces, bought an Al Knoch interior and replaced the soft top myself... boy, that was a learning experience!).

Then I went to work rechroming parts for Bill's 57. In 1975 (as I remember, or was it 76) we showed the two cars back to back in an all Corvette show in Oklahoma City.

As time had gone by, my passion for a fuel injection never changed (still hasn't). About 1985-86??? I acquired an FI unit which had been modified by Bill Thomas. I pulled the 327 from the 56, put the 2x4 carbs on the shelf (where they still are today), built a 350 with a 30-30 cam, got the FI unit dialed in and drove it until about 1998.

I REALLY wanted more power! So out came the 350 and in went a healthy built small block 400, and I replaced the M21 with a M20 (wide ratio). I replaced the 3.70 posi with a 3.08 posi, which is much more highway compatible. The 400 had plenty of torque, plus changing to an M20, to get the 3.08 rolling with ease.

I've done multiple upgrades to the 56 over the years. I rounded up a 57 Airbox for the FI

PARSONS--Continued on page 5



PARSONS--Continued from page 4

unit, built my own heavy duty brakes (with self adjusters), upgraded the suspension and steering to what 60-62 Vettes have, replaced the front wheel ball bearings with roller bearings and have stock GM painted steel wheels (15x6 front and 15x7 rear) with 56 dog dish caps. Cruise control has also been added for road trips. The intent was to simulate a 57 Airbox car.

During all this time I had also finally acquired a nice (57) hard top and had Bill paint it to match.

In 1993 the paint and body (stress cracks were coming back that Bill had repaired) were showing its age. I removed ALL the trim, windshield, etc, etc and had it painted at a Corvette body shop in Okla City.

But, just a few months before having it painted again, Dale Earnhardt autographed the underside of the hood. I had

Dale Earnhart with my youngest son, Zack after signing the underside of my hood



the underside of the hood clear coated to preserve the autograph.

Well, it's now 25 years later and the paint and body (mainly the body) is showing its age again.

Do I still drive it. ABSOLUTELY... and sometimes it gets abused. Since I've owned the car (45 yrs) it has MAYBE been on a trailer three times and on a rollback wrecker once.

My worst trip ever was to the SACC Nationals in Bowling Green. I spent a month with the car up on jack stands pulling off almost everything, taking it all apart, polishing the chrome on each piece, putting it all back together and heading to Bowling Green. When I got to the other side of Oklahoma City, here came the rain... and it literally rained all the way to the front door of the Holiday Inn in Bowling Green!!!!!!!!!!!!!!!!!!!!!! I spent the rest of the time with the carpet out, seats out, trying to get it dried out. Oh well!!!!!!!!!!!!!!!!!!!!!!

To this day, the passion for a fuel injected 57 Corvette has not diminished! And just like Bill...

NOPE, it ain't for sale!



Solid Axle Tech Session at

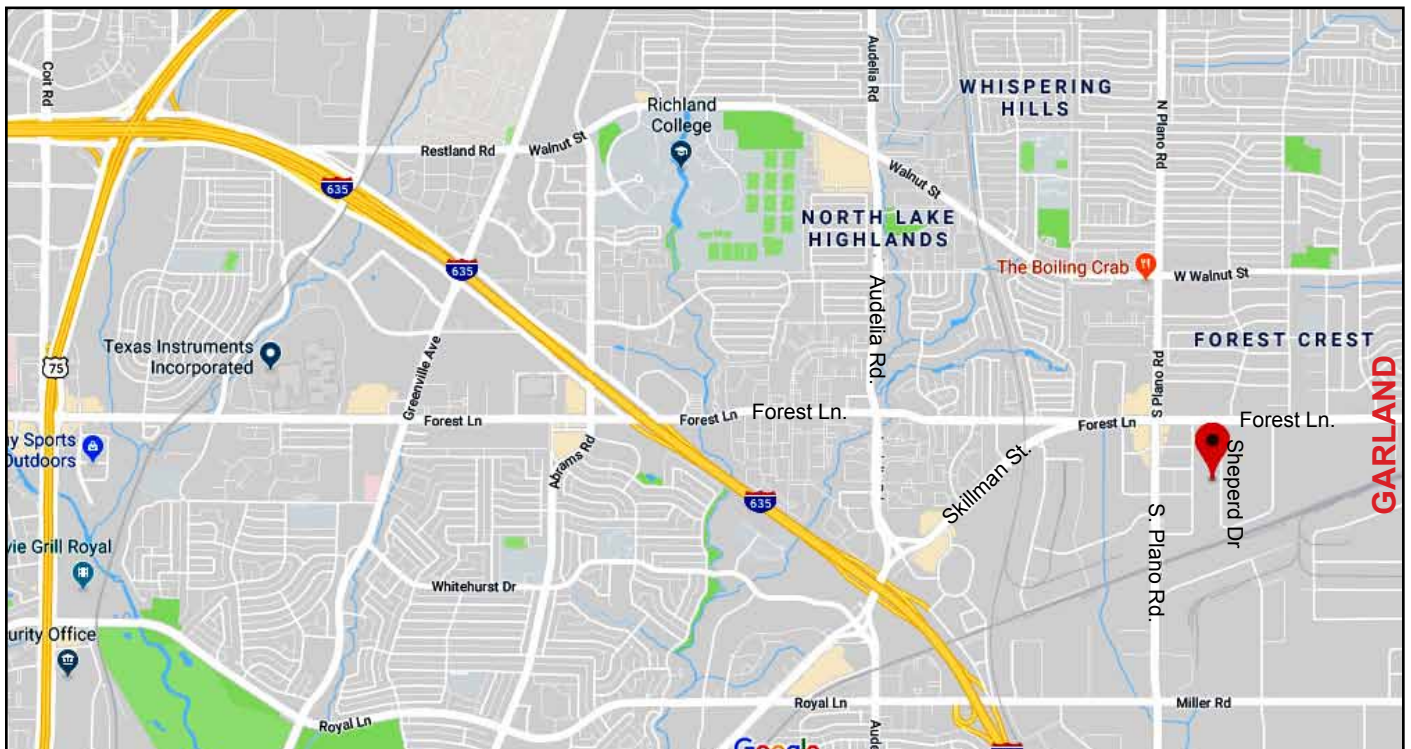
Saturday, November 3rd



starting at Noon

Located at:
701 Shepherd Drive, Suite 108,
Garland, Texas 75042
(972) 494-6900
[DMSCorvette Shop.com](http://DMSCorvetteShop.com)

Shop owner, David Mullins will talk about common, and uncommon, issues with 1953-1962 Corvettes. He will put some Vettes up on the lift to check problems for those in attendance. He is ASE Master Certified and has 30 years of experience on Corvettes. The shop specializes in repair and restoration





by Diane Preston

The 2018 Solid Axle Corvette Club National Convention was put on by the Southern California Chapter of the club. It was held at the Four Points Sheraton in Ventura, CA right on the Marina at Ventura Harbor. This is the same location the Convention was held in 2009. The Chapter did a great job putting together the whole event!

There were at least 50 Solid Axle Corvettes at the Convention. A really high percentage of these cars had Rochester Fuel Injection units instead of

carburetors. Nine Vettes drove down from Washington and Oregon, twelve from Northern California and, of course, there are a lot from right in the Los Angeles area. Kathy Ilowiecki from Massachusetts got the award for driving the furthest. Two members trailered from Florida and took in the NCRS Convention in Las Vegas on the way.

The hotel was small enough for us to see our members throughout the day. The SoCal members had dozens of items for us to buy raffle tickets to win. Plus there were some awesome Corvette art pieces for a Live Auction at the Sunday night banquet. The color cut-away 1953 Corvette illustration brought \$3,500 on Sunday. These had been donated by the Toyota Corp. museum when they were purging their display, which was being moved to Frisco, TX. All the proceeds were used to offset the Convention expenses.



Our transplanted Texan, Don Eckhart, got lots of help repairing the driver window in his '58 Fuelie. Chip Wernstein knew exactly why it wouldn't roll down driving from Oregon, and it was fixed in no time. I'm sure Don appreciated the extra breeze on his drive across the desert from LA to Dallas.





Chapter Meeting

Friday afternoon was the meeting for board members and all the Chapter representatives. Bill and I attended as did our Central Region Rep., Jack Hollada. Various business items were discussed including Max Brockhouse's resignation as President due to cancer. Vice President Brad Bean will fill the President's remaining term.

The 2019 SACC Convention will be held in Detroit. Michigan Chapter President, Bill Huffman, layed out the schedule their group has planned for August 13-15, 2019 at the Embassy Suites in Livonia. But you'll want to stay for the Woodward Avenue Dream Cruise on August 17th!

The 2019 Convention will be the 25th Anniversary of the Club. The events planned are: a tour of the GM Heritage Museum, Henry Ford Museum, Greenfield Village, River Rouge Plant, Automotive Hall of Fame, Lingenfelter Collection, Pratt & Miller Racing, a preview of the Mid-Engine Corvette, and a dinner cruise on the Detroit River. For the Woodward Ave. Dream Cruise, NCRS is letting our members sign up to use the NCRS parking area

that also gives access to food, drink and restrooms.

The 2020 Convention will be held during Corvettes at Carslile, PA, August 19-23, 2020.

Annual National SACC dues will go up from \$35 to \$45 with your renewal for January 2019.

Any new member joining after August 1 will get the Nov. 2018 newsletter plus all of 2019. The primary expenses for National are club and chapter insurances and cost of printing and mailing the quarterly newsletter. More color pages are going to be added to the newsletter and there will be articles from each Region.

Road Trip

The Friday road tour was very well planned by Bruce Fuhrman. Knowing we were going through many stop lights we were given precise instructions to follow. There were about 30 old Corvettes, a few new ones, followed by several non-Corvettes, like us. We went along the coast past Port Hueneme, home of the Sea Bees, and miles of strawberry and lettuce fields. Then we turned onto a twisting highway through the Santa Monica mountains. It was a great road for the Corvettes with light traffic. We ended up at the Malamut Auto & 50's Museum in Newbury Park. It had lots of VW buses and Beetles and a variety of other foreign and domestic cars.

Dinner Cruise

Our hotel was right on the Ventura Marina, so what better than to take a cruise. Island Packers Cruises furnished two double decker boats and very tasty dinner of ribs, all the fixins and creme brule for desert. We actually just cruised around the marina as the wind was very strong and I think that they thought we'd throw up dinner, if we went out on the open sea.



An interesting after-market C-1 hard top.



Tech Sessions

The technical sessions are our favorite part of every Convention. This club has an amazing amount of knowledge and access to people who have even more. If you need an answer or solution to a problem on your C-1 and don't get answers from our local members, go directly to the Technical Help button at solidaxle.org. There are many tech issues already covered on the site, and our Experts, like Larry Pearson, Max Brockhouse, Chip Werstein, Bill Huffman, will post a quick answer to just about any question you have.



Dr. Eric Hershkowitz was our first speaker, who gave each of us a goodie bag of dental tools and supplies. Did you ever wonder what your dentist was thinking about while he was working on your teeth? Well, this dentist was thinking about how well all his dental tools would work to clean and repair his Corvette... His presentation was humorous, as well as helpful.



Larry Pearson, who knows everything about C-1 Corvettes and Rochester Fuel Injection, was the second speaker. He limited his tech session to detailing the inspector rubber stampings used on the aluminum sand-cast parts of the Rochester Ramjet Fuel Injector. Larry is usually the first Tech Advisor to answer questions on the web site, so be confident that he knows what he's talking about.



Donny Caccamise of DMC Transmission in Ventura grew up in a transmission shop, was a Chevrolet Service Technician and a mechanic for Delorean Motors. He also had a radio show called "Horsepower per Hour" which made his presentation very polished and understandable.

very polished and understandable.



Jim Gessner (seated) of Bandera, TX, was the afternoon speaker, talking about early Corvette racing. Racers **Fred Yaekel**, **Joe Frietas**, and **Paul Reinhart** joined him with comments about the races and the cars. Red River Chapter member, John Neas of Tulsa, was among the early racers mentioned in his program. He listed the five documented race cars that were at the convention and their current owners.

Jim has tracked down most of the old Corvette race cars for his *Registry of Corvette Race Cars* and five of them were at the Ventura Convention. **You can enjoy all of Jim's slides with captions at: www.icloud.com/keynote/061KhwMwOAcPs_uCIWZnhKYSow#18_SACC_Convention-3.** If you have any information on an old Corvette race car please contact Jim at 909-557-4870 or jim@vettfinderjim.com.



Paul Reinhart with the 283/287 racer which was the first 4-speed car in Northern California. It was painted purple and orange because he was a Union 76 dealer. The odd roll bar top was just a way to get the illegal roll bar past tech inspection at the track. The car was trailed to the 2018 convention from Washington by its current owner, who lets Paul race it anytime he wants to.

More Registry of Corvette Race Cars at Ventura



Racer VIN #4255 now owned by Kent Browning



Race car driven by Orwin Middleton



Cloyd Gray's factory FI '57 raced in '58. Now owned by Miller Uwanawich

Convention Banquet

Sunday night banquet concluded the convention. The annual business meeting was held. Bill Huffman presented the plans for the 2019 Convention in Michigan to the whole convention. Brad Bean gave info on the 2020 Convention in Carlsile, PA. We had a speaker who gave hints on C-1 repairs. Brad conducted the live auction for the items that had been on display, which brought in several thousand dollars to offset Convention expenses. After the banquet we were able to check to see if we had won any of the items we had to chose from. Bill and I didn't win anything...

Our Tour of Los Angeles Automobile Museums

Bill and I had been in Portland, Oregon, where we had attended the Chevy Nomad Convention the week before the Solid Axle Corvette Convention. We flew into LAX the Sunday before the Convention and spent the week seeing the country's most amazing car museums there in the Los Angeles area. Sunday we visited the Automobile Driving Museum in El Segundo. On Sundays they will actually drive you around in several of the cars. You are also allowed to sit in and touch the cars. We got to sit in a '59 Cadillac convertible like we drove in the early '60s.

Monday we ventured into LA traffic to drive to Wilshire Boulevard to the renowned Petersen Automotive Museum. The three floors of the museum are an educational look at various aspects of the automobile. We also took the additional two-hour guided tour of the "Vault" in the basement where several hundred cars are stored. You can see a video at: petersen.org/exhibitions. That evening we drove west on the scenic Pacific Coast Highway through Santa Monica and Malibu out to Oxnard.



1959 Corvette Italia by Scaglietti, 3 built, \$15,000 new, worth \$129,000. Scaglietti, known for coachwork on Ferrari racecars, collaborated with Gary Laughlin, Jim Hall, and Carroll Shelby to compete with High-performance European sports cars, but GM declined to support the project.



Andre Dubonnet Saoutchik at the Mullin Automotive Museum in Oxnard.

We had scheduled a semi-private guided tour of the Mullin Automotive Museum on Tuesday. This beautiful museum had mostly Bugattis, Voisins, Citroens, Delahayes, and other French luxury cars. This very impressive museum is open only a few hours each week: mullinautomotivemuseum.com. We also heard a speaker talking about types of early engines.

Wednesday we drove north to spend the day at the Ronald Reagan Presidential Museum in Simi Valley.

Then Thursday morning we were up in Sylmar to see the high-quality car collection at the Nethercutt Museum. We had made reservations for a guided tour of the Nethercutt "Collection" that afternoon, that is housed across the street from the Museum. There were interesting cars in the basement, the first floor was an amazing re-creation of a 1920s Luxury Car Showroom with several equally amazing cars. The second floor mezzanine had some wonderful collections of watches, music boxes and more. But the third floor was incredible. There were many large old automatic-playing Orchestrians and a Theater Pipe Organ all run by pumped air. Our guide was the person charged



The posh recreation of the 1930s showroom at the Nethercutt Collection

with keeping all these things running. He was entertaining and turned on most for us to hear.

Driving back across the western LA area Thursday afternoon, we checked into the SACC Convention hotel in Ventura and started visiting with all the members and looking at all the Solid Axle Corvettes that had arrived. We took in one last car museum in Oxnard Friday morning, the Murphy Auto Museum. It had an average selection of old and mid-century cars and a special display of "car campers" from the 40's & 50's.



A walk down memory lane at the Murphy Museum in Oxnard looking at a red 1959 Cadillac convertible like we bought in 1962.

On Saturday during our road tour all the SACC members visited the Malamut Auto & 50's museum in Newbury Park. It had lots of VW buses and Beetles and a variety of other foreign and domestic cars.

It was hard to work all these museums into a logical schedule as most of them have limited hours for public access, but it was certainly worth the extra driving and planning it took to get to each of them. We didn't go to three auto museums on the east side of LA, due to our time constraints. They were primarily racing museums; the NHRA in Pomona, the Justice Brothers in Duarte, and the Marconi in Tustin.

P.S. We also saw automobile exhibits in Oregon. The Western Antique Aeroplane & Automobile Museum in Hood River had a big monthly car show going on outside. The Evergreen Aviation & Space Museum in McMinnville also had cars, but the Spruce Goose was the Star. World of Speed Museum in Wilsonville. The Shape of Speed Exhibit at the Portland Museum of Art was the best of all. And, of course, there were 90 Chevy Nomads from all over the country for us to look over at our National Convention.



NCRS Concours Judging

by Bob Demmel

The National Corvette Restorers Society (NCRS) has begun a new program of Concours Judging. The NCRS, famous for its meticulous flight judging process has expanded its judging offerings to include an entirely new category of Corvettes. This new category is called Concours judging and is offered for both Stock appearing and Modified Corvettes. It is open to Corvettes from C1 to C4.

What is involved in Concours judging and how does it work?

Concours judging is similar to flight judging in that there are five teams of judges who evaluate the car in Operations, Interior, Exterior, Chassis and Mechanical. Unlike Flight judging, however, the teams are not concerned with originality. They are concerned with the function of the systems—in the case of Operations—and the appearance and completeness in all the other categories.

What constitutes a Stock or Modified Corvette for Concours judging purposes?

A Stock Corvette is one with the doors, hood and trunk (ISE) closed, and excluding wheels & tires but including paint color or scheme, the car basically appears like a production Corvette. From outward appearance the car body appears to be stock or as it came from the factory. It can have show quality chrome and paint, a different motor than was originally in the car and different suspension. The key in this class is whether the car looks like it might be stock.

Modified Corvettes includes all other Corvettes. These can have flared fenders, custom paint such as flames pin stripes or other custom touches. This modified class opens the field for a wide variety of Corvettes that were not previously considered candidates for Flight judging.

NCRS - Lone Star Regional at Embassy Suites in Frisco October 25-27.

They will also be hosting an open Corvette show at nearby Dr. Pepper Park on Saturday for any Corvettes that want to participate. This is totally separate from the Flight Judging held at Embassy Suites. (see next column)

Texas Corvette Day Show & Shine

SATURDAY, OCTOBER 27

FROM 9 AM TO 3 PM

DR PEPPER BALLPARK, SOUTH PARKING
FRISCO, TEXAS



All classic, custom
and modified
Corvettes are welcome.

This show always has some of the finest Corvettes in Texas on display so stop by and enjoy the cars and support **Veterans and First Responders** with our donation to:

Brothers Keepers.

The first 100 classic, participants will receive a participation ribbon.

Registration is \$15 per car and includes admission to the NCRS Flight Judging show at the nearby Frisco Convention Center in the Embassy Suites Hotel.

FREE Donuts and Coffee at 9 AM until they are gone.

**AWARDS FOR:
BEST PAINT, ENGINE, INTERIOR, WHEELS,
CUSTOM AND CLASSIC**



Contact:
TexasCorvetteDay@gmail.com
www.ncrstexas.org

MEMBERSHIP APPLICATION
SOLID AXLE CORVETTE CLUB
RED RIVER CHAPTER



Chapter and National membership year is
January 1 to December 31
Chapter website

CHAPTER DUES ARE \$15.00 calendar annually. (No matter when you join)
National Dues are \$45.00 and coincide with chapter dues.
Please return this chapter application/renewal form with a check for chapter and national dues (\$60.)
to: Mary Jeanne Entrekin, Treasurer, 611 Fallbrook Dr., Flower Mound, TX 75028
Make payable to SACC in U.S. Funds. If you are a new member please include National Membership form also

If you are renewing, please **indicate only changes** in space below.
We will never share your personal information with anyone other than SACC members.
If you DO NOT WANT your info shared with SACC members please check here. _____.

If you are also joining national now they will send your membership number to you.
If you are now a national member, please insert your member number here _____

Chapter members must also be members of the National Solid-Axle Corvette Club.

Applicant Name _____
Co-Applicant _____
Mailing Address _____

City _____ **State** _____ **ZipCode** _____
Home Phone _____
Work Phone _____
Cell Phone _____
E-mail Address _____

Would you like to serve in the chapter? Officer, Coordinator, Writer, Event Volunteer, etc.

What events would you like to see our chapter host? (Shows, driving tours, tech clinics etc.

How far would you prefer to travel for a regional function? _____
How far would you prefer to travel for a local function? _____
Do you prefer overnight or single day events? _____
Year(s) of Corvette(s) owned. Vin #'s optional _____

Please indicate original, modified, race car, unusual options etc.
Owning a Solid-Axle Corvette or any Corvette is not required for membership.

New Members:

Fill out applications for both the National SACC and the Red River Chapter and mail both dues \$60. (\$45 National + \$15 Red River Chapter) to: Mary Jeanne Entrekin, Treasurer, 611 Fallbrook Dr., Flower Mound, TX 75028



SOLID AXLE CORVETTE CLUB MEMBERSHIP 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 _____

Email _____

Solid Axle Serial #1 _____

Solid Axle Serial #2 _____

Solid Axle Serial #3 _____

Solid Axle Serial #4 _____

Solid Axle Serial #5 _____

Annual dues are: U.S.: \$45.00 one year
Canada: \$54.00 one year
All Others: \$65.00 one year

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

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

For information: phone: 916-991-7040; fax: 916-991-7044; email: badenhoop.lucy@bigfoot.com
Check out the SACC website at <http://www.solidaxle.org/>

SACC publishes an annual membership & roadside assistance roster, which does not include your street 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 road side assistance program initial here: _____

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