



June 2019

# Straight Talk

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

Bring your C-1 to the Solid Axle

## '53-'62 Corvette Display & Chevrolet Colorado Pickup Raffle

Event Hosted by & Pickup Donated by



Saturday, June 22

10am-1:30pm

C-1 Display Corvettes move in at 9:00 am

1400 S Stemmons Fwy  
(I-35E)  
Lewisville, TX

*Prairie House Catering  
will provide FREE Hamburgers  
or Hot Dogs while they last.*

*While you're there, check out  
all the new Chevs.*

Music by  
WFAA CH8's  
DJ LC

[www.DapperMC.com](http://www.DapperMC.com)



All Raffle ticket sales go to  
Patriot Paws Service Dogs.



Raffle ticket  
prices: 1 for \$10  
3 for \$20  
20 for \$100

Three lucky ticket holders  
must be present at 1:30pm to win a chance  
to throw a bean-bag 75' into a corn hole  
to try to win the pickup.

Tell everyone you know that raffle tickets  
will be for sale from 10am-1:30 pm for a  
chance to win a new Chevrolet Colorado  
Pickup at Huffines Chevrolet, Lewisville.

Contact Bill Preston 405-412-0502  
for C1 Display and Raffle details.

# IT'S A SMALL WORLD

by Diane Preston



If you've been active in the world of Corvettes and Corvette Clubs for enough years, you know most of the players... and the Vettes.

Recently this 1960 Corvette surfaced! A guy on the Corvette Forum said he reluctantly went to a garage sale in Yukon, OK, with his wife. A 1960 Corvette was for sale. Of course, he bought it. SACC member, Tom Parsons, emailed this new Solid Axle owner a few times and learned enough details that were ONLY SPECIFIC to ONE car!

Back in the early 70's we were all in the Oklahoma City Corvette Club and watched Gary and Nancy Medley build this car in Midwest City. They divorced, and Gary has since passed away. It looks a little worse for wear, but is unmistakable. That's amazing! It's definitely Medley's car. You can tell by the little side lights. I remember, when Gary got so mad when NCCC counted the lights as four points toward being judged in custom class instead of just one point.

After a few more contacts with the new owner, Tom found out he lives in Mustang, OK. His name is Kurtis Schmitz. He lives down the street and around the corner from Tom. UNBELIEVABLE!

I'm looking forward to seeing the car again one day and meeting Kurtis... and his persuasive wife, who took him to the garage sale!



## President's Message

Please make a special effort to come out to Huffines Chevrolet in Lewisville, TX, for our Solid Axle event on Saturday, June 22. We can only display about 20 cars, but I hope EVERYONE will stop in to enjoy the show and visit with other C-1 owners.

Huffines has really made a big effort to make this a super event with a DJ, Burgers & Hot Dogs and the Pickup Raffle to raise money for Patriot Paws Service Dogs!!! A trainer will be there with one of the dogs for you to meet.

Let me know, if you can bring your C-1 for the display.

The National SACC Convention in Detroit is the next big event. Our chapter has four cars going as of this date. If you can go, you should. Drive, tow or fly... We always have a good time.

Our chapter has had seven events in the past eight months in Oklahoma and North Texas. I hope you've been able to get out to at least one. If not, we hope to see you in the fall.

"Save the Wave",

*Bill Preston*

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

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.

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Verle Randolph – Vice President  
Mary Jeanne Entrekin – Secy/Treas  
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**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

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

# Our Members' Cars



**Don Schaded  
Dallas, TX**

After flying for the Air Force for three years I bought a new 1958 Corvette. It was Charcoal with Silver coves. It had a basic engine, a 4-speed transmission and positrac. I owned it for three years and had a great time with it. I ended up sell-

ing it and buying an Austin Healy MG Sprite while living in California. I have only one picture of this Corvette. The rest went with the divorce.

I spent my working career in the men's wear manufacturing, wholesale and retail industry. This took me all over the world, but my favorite place is Italy, famous for Formula 1, food and fashion. I have lots of hobbies; fly fishing, quail hunting, white water rafting, cooking and I am a student of 50's and 60's jazz. I'm originally from Paducah in the Texas panhandle.

I seem to collect cars. I have a 1967 Buick Rivera. I bought my 1994 Red Viper new and painted it Copper six years ago. It has 24,000 original miles. My Cobra Replica was built by Backdraft and has a 485 hp engine. I have had my 328 Ferrari for 21 years.

But you're interested in my Solid Axle 1961 Corvette. I bought it in Boston in 1981. It was Red with White coves at that time and has a 327, 4-speed and positrac. In 2009 I had some body repairs done and repainted it the really great color of Yellow with White coves that it is to-day. I also removed the grill bar and replaced it with 1958 Corvette grill teeth. It has front disc brakes, Wonderbar radio and wears "RT 66" as a license plate.



**MEMBER'S STORIES**-Please send Diane Preston a story about you and your C-1 Corvette for our newsletter.



Bill Preston accepting the award for Best Engine Overall



The Lone Star Classic is a huge Corvette event that every Corvette enthusiast should experience at least once. The combination of the largest Corvette Club in the country, the huge Texas Motor Speedway racing complex and the fabulous DFW Marriott Hotel and Golf Club puts it over the top. It's been an annual event for those of us in Texas and the surrounding states for 30 years. It has everything.

Friday was beautiful all day for the Autocross and Road Course Driving Seminar. That evening all the Corvettes did an impressive parade lap around the 1.5 mile TMS oval track. Then were escorted by the local constabulary 10 miles to Dinner and Entertainment at the Circle R Ranch in Flower Mound, TX.

The Saturday Car Show is always held under the Grandstand at TMS, which is great for shading us from the Texas sun. This year it, sort of, protected us from a gale-force thunderstorm that hit about noon during the judging. The Corvettes are lined up for over half mile on both sides of the spectator concourse.



Bruce Jarrett accepting Autocross trophy for his Blue/White 1961



There are lots of food and Corvette product vendors.

Awards are presented Saturday night at the Banquet. Solid Axle winners were: Bruce Jarrett for Autocross, Pat McCulley for Non-member Judged, Bryan Williams for Lone Star Member Judged, and Bill Preston for Non-member Show and Shine and Best Engine Overall.

Sunday was clear and sunny with time trials on the TMS Infield Road Course and the Golf Cart Derby.

We met a lot of other Solid Axle owners who came by during the show on Saturday. Chris Hampe and Dick Mausen from Seguin, TX came by and told us about the Solid Axle they'd been building. Bob Young was busy working event registration for Lone Star, but didn't have his White



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Lone Star Member  
C-1 Judged Class Winner  
Bryan & Deb Williams'  
1957 Black/Black  
from Aledo, TX

Pat McCulley wins 1st  
in C-1 Non-Member Judged  
with her Turquoise/White  
1960 from Livingston, TX



Tim Bradford, who has a '57  
under construction, was there  
Saturday morning working for the  
show sponsor, Classic Chevrolet,  
displaying new Corvettes.



LONE STAR--Continued from page 4

'58 at the show. Tim Bradford, from Aurora, TX, was also there working for the show sponsor, Classic Chevrolet, displaying new Corvettes. He has a '57 under construction. SACC member, John McIlvoy from Murphy, TX stopped by and visited with Bill Preston for a while. (Take a look at John's beautiful Fuel-Injected Black/Silver '57 on the back cover of the Summer 2019 issue of *On Solid Ground*.) Paul Wolter from Arlington, TX, stopped to visit. He usually shows his Blue '62, when the weather is better.



Gail & Richard Gore from Rockwall, TX endured the gale-force winds and were still looking at the show cars after the storm passed. We enjoyed visiting with them Saturday night at the Dinner and Awards Ceremony too. They have a Red '62 at home.

Paul Wolter from Arlington, TX, stopped to visit. He usually shows his Blue '62, when the weather is better.

SACC Member John McIlvoy stops by to visit at the Saturday Car Show. His Black/Silver '57 is safe and dry at home



Gail & Richard Gore from Rockwall, TX



# SOLID AXLES

## at the Route 66 Corvette Round-Up

The Central Oklahoma Corvette Club puts on a great event every year. Once again this year the headquarters hotel was the Holiday Inn in Edmond, Oklahoma. The event is named after the old US Route 66, which runs through town

They put on a leisurely drive for the Corvettes on Friday morning past the famous Round Barn in Arcadia, OK. Then a stop at "Pops", a unique convenience store featuring 500 flavors of soda pop, before ending up in Guthrie, OK. A guide at the Historical Museum there told us about the settling of the Unassigned Lands of Oklahoma, the founding of the town of Guthrie, and the Homestead Act. Guthrie is a town frozen in history after the Oklahoma State Capitol was moved to Oklahoma City in 1911. It has a lot of Victorian architecture and interesting antique shops for us to explore. Friday evening the club members had a buffet dinner for all the participants at the hotel.

Saturday morning the car show was held in beautiful

COCB members Linda & Charles Beat and their Maroon 62



Hafer Park in Edmond. They had Show and Shine classes for guests' cars and top 25 picks for COCC members' cars, plus concours judging for all generations.

Concours, C-1 winners were 3rd-Phyllis Meinders' rare White Automatic 1961 from Arcadia, OK, 2nd-Charles & Linda Beat's Maroon 1962 from Guthrie, OK, 1st-Mike Sauder's Fawn Beige 1962. Mike also won \$150 for traveling the longest distance from Fair Oaks Ranch, TX. Butch & JoAnn Abbott's White 1962 from Tuttle, OK won a Member's Top 25

*Continued on page 7*

COCB Member Butch Abbott and his White 62



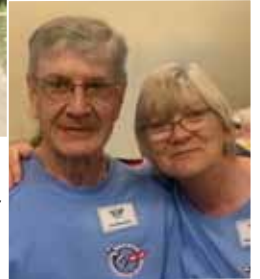
C-1 Concours Winners: Phyllis Meinders 3rd, Charles & Linda Beat 2nd & Mike Sauder 1st



COC Member  
Phyllis Meinders  
and her rare white  
automatic 62



COC Members,  
Joe & Donna  
McIninch and their  
Maroon 62



Mike Sauders and his Fawn Beige 62



Mike Sauders and his Fawn Beige 62



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Bill & Diane Preston and their  
Black/White Fuel-Injected 57



award. Bill & Diane Preston's Black/White Fuel-Injected 1957 from Flower Mound, TX won C-1 class for non-members and was picked for the People's Choice Award.

Other Solid Axles at the show were Joe & Donna McIninch's Maroon 1962 from Guthrie, OK and Jerel & Melissa Driscoll's Black/Black 1960 Restomod from Van Buren, AR. C-1 owners Alan & Glenda Brown had their C-3 entered, but left their Red 1962 at home in Oklahoma City. SACC members Al & Barb Macdonald left their Red/White 1960 at home in Flower Mound but won in Concours with their 2014 Lime Rock Green Convertible.



Alan Brown

Al & Barb Macdonald's 2014 Lime  
Rock Green won in Concours class



# TECHNICAL HELP

FROM THE  
SOLID AXLE  
CORVETTE CLUB

These and other questions and answers available at: [solidaxle.org](http://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:** Love my '62 but frustrated with the audibles when rough road causes both doors to rattle. Think I could repair/replace cause but would appreciate knowing beforehand what parts are usually at fault and what is required to effect repairs to make it nice and tight again. Any words, books, articles, videos would be helpful. Gary

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

The door windows have a chrome plated steel frame that rides in felt or velvet channels to avoid a metal-to-metal contact problem. The chrome window post on each door has riveted to it a felt-lined channel to prevent a metal-to-metal contact. The felt wears with use to the point where the window frame can make contact with the metal bead on each side of the channel that can result in an audible rattle. Corvette Central sells replacement front channels. At the rear of the door there is a black painted steel "U" shaped channel that originally was lined with black velvet that was glued to the inside of the channel. With age and use, this velvet liner comes loose and falls inside the door. With the velvet gone and the window down, the metal-to-metal contact here will cause a very audible rattle. This is probably the source of your rattle, because this eventually always happens. Corvette Central sells replacement velvet that you have to glue into the channel using contact cement. They do not service the channel with new velvet in it. There are also velvet-lined seals stapled to the two stainless steel moldings on the top of each door. These can wear out and cause rattles. Corvette Central sells replacement seals and staples for the correct look.

Refer to the factory C-1 shop manual, Corvette Ser-

ving Guide, Publication ST-12 for instructions on how to perform the repairs. Corvette Central sells reprints of this manual. The information is found on pages 1-14 through 1-17. You do not have to remove the window assembly to perform this work, in my experience. The rear channel is not pictured, but is held in place with two screws at the back of the door, which are shown. The channel comes out through the rear access cover. You have to remove the the arm rest, door panel, and the access cover to do this. Be careful not to over-tighten screws that thread into fiberglass, or the fiberglass will strip out. I repair stripped out holes with JB-Weld. But that is another story.

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**Question:** Can a guy remove the engine without removing 4-speed gearbox? Thanks, Dave. 4053

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

You can leave the transmission in place and remove the engine with the bell housing attached or leave the bell housing attached to the transmission. You won't have to remove the drive shaft or drain the transmission or disconnect the shifter. You will have to support the front of the transmission somehow because the rear mount is too far back. You will have to raise the front of the car to get under it and disconnect the transmission. You will have to have the engine hoist holding the engine up when you disconnect the transmission or have a jack under the engine oil pan to hold up the rear of the engine. Then when you lower the car to facilitate the engine removal, you will have to lower the front support of the transmission at the same time and remove the rear engine support. Maybe you can use a second floor jack that can be controlled from the side of the car to support the transmission while lowering the car. The problem will be when you reinstall the engine. You will have to get the transmission input shaft lined up with the crankshaft bushing and the throw out bearing and the splines in the clutch disc. The floor jack under the transmission will be in the way at this point. I have never done this so I can't speak with experience. Maybe I am leaving something out and this is easier than I think. Or there is another way to do it. But I have explained the problems that have to be solved as I see it.

I still recommend that you remove the transmission attached to the engine as I described. It is a lot simpler. Then you can put everything together on the garage floor and re-install everything as a unit.

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**Question:** With the aid of fellow SACC member, we diagnosed an electrical issue on my '58 Fuelie, down to a faulty module of a Breakerless SE (Single Wire Electronic Ignition). The module lasted 8 years, covering 25K miles and I am looking to source a replacement.

Sadly, Lectric Limited has had the kit on back-order since December, with no indication of how long it will take to restock their supply. Paragon has exhausted their inventory as well and is on a monthly watch list. <http://breakerless.com>



less.com/ Would you know of any other source? Don

**From Bill Preston, Red River Chapter President:**

Don, you could possibly try other aftermarket suppliers, or it may be that one of our members might have a unit that they now don't need. If you are a member and have a unit, just drop a line to [sacctech@solidaxle.org](mailto:sacctech@solidaxle.org).

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**Question:** Can you tell me the correct length of the drive shaft for a 1960 corvette? I have an auto transmission and looks like a lot of the transmission shaft still showing. Jeff

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

Jeff: All 55-62 C1 driveshafts were the same length. Make sure that the cloth rebound straps are in place to support your rear axle housing when the rear end is jacked up. Without these straps, the rear axle housing can drop so far down that the driveshaft yoke can disengage from the transmission. Also, make sure that your driveshaft is using the correct long yoke. I don't have the dimensions. The passenger cars had a much longer driveshaft and used a short yoke.

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**Question:** My 62 vette tach cable broke, I believe this to be the original cable, this is a 340 hp 4 speed with a distributor driven tach I measured it at 41.5 inches, all the replacements are 32 inches?

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

The original 1962 tach cable housing was light gray plastic coated, and this was used for all engines that year. I don't recall the length, but it needs to be the correct length to fit in the short space available. If a service replacement cable is used, it may be too long and will cause a kink at the tach. housing that could result in cable breakage. Normally the cable breaks when the bushings in the tach. head freeze up due to lack of lubrication. Reach up and try to turn the stub sticking out of the tach. housing with your fingers. Use the broken off end to assist you. If the shaft is difficult to turn with your fingers, the bushings in the head need to be lubricated. You can do this yourself. To do this, refer to another procedure I prepared for the sacctech website. If the bushings are worn out (sloppy), you will have to take your tach. to a speedometer repair shop. Corvette Central offers a rebuilding service. If you take it to a speedometer repair shop, make sure that they calibrate it to read twice shaft speed. This is because the distributor operates at half engine speed.

The inside cable is a speedometer cable made to the proper length. Speedometer cable repair kits should be available at your local automotive parts store. You cut the service repair cable to the proper length and then attach the end on using the procedure that is provided. You should use a light bodied automotive grease to lubricate the cable while installing it in the outer housing. Do not use oil.

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**Question:** What happens if you don't use the lower clean air tube to the carburetor? My car seems to run fine without it. For many years, I've had trouble with the choking sticking in the open position. Just wondering if this could be the cause.

Just had the carb rebuilt. It's super clean but the choke still sticks. I've heard that the choke housing sometimes warps for some reason. Maybe it gets too hot. Chuck

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

Chuck: The lower clean air tube was not used until 1962. Prior to that, the lower end of the exhaust manifold choke stove tube was open to the air, which could result in problems in dusty areas. If you don't use the lower clean air tube and you live in a dusty area, you should open the choke housing from time to time and clean out any dirt buildup that you find. If you find nothing, then there is nothing to worry about. Corvette Central sells a reproduction for the lower clean air tube. There needs to be a fitting in the carburetor air horn for a rubber hose from this tube to connect to. This fitting in the air horn was not there prior to 1962. If it is there and you aren't using it, you should cap it off.

In my experience, the Carter WCFB carburetors have a big problem with a sticking choke, and I have not found a reliable fix for it. The choke housing on them is made of die cast zinc, which can warp The Carter AFB carburetors I have had experience with give no trouble at all, but the choke housings on them are made of aluminum. My 1960 230hp engine has the original WCFB carburetor on it and it sticks open. I have to move it closed by hand to start the car cold. The problem is that the piston in the choke housing sticks in the bore. The only way you can properly access the bore to clean it is to knock out the aluminum freeze plug at the end of the bore. You can remove the plug by making a tool out of a large nail (with the point ground off) by bending it so it fits in the bore, and then tapping it with a hammer to remove the plug. Then you can properly clean the bore and examine how well the piston fits in the bore. If the bore is warped, round it out with a file or other tool until the piston fits loosely in it. The piston and bore must not be lubricated with oil or grease. The lubricant will collect dirt and make the problem much worse in the long run. A dry lubricant from a spray can might help if the problem persists. I have not tried this. When you are done, the aluminum plug can be tapped back in place with a hammer. Use JB Weld if it won't stay in place.

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**Question:** I need to replace the trunk lock on my corvette. I am having a problem attaching the retainer clip. Do I need to remove the trunk emblem to get better access to the lock? -Jim

**Answer from Bill Huffman, Michigan Chapter President:**

Jim, It is not necessary to remove the emblem to reset the trunk lock... But it certainly makes it easier to see what you're doing. However, replacement parts can be "similar to" as opposed to being "identical to" the OEM part. It may be possible for a locksmith to rebuild your original lock rather than replace it. Make sure the replacement is "identical to" the original lock, dry fit the retainer to both new & old outside the car to check fits. If the trunk lid lock area has been repaired, that may explain why the fit is difficult and may have to be adjusted.

# Go with us to the National SACC Convention!

Full Convention details at: [solidxle.org](http://solidxle.org), then go to 2019 Convention at

**Embassy Suites, 19525 Victor Pkwy., Livonia, MI (734) 462-6000**

Make your reservations now. The Hotel WILL fill up

Full Convention details at: [solidxle.org](http://solidxle.org), then go to 2019 Convention

Don Eckhart is going to lead our Red River Chapter caravan from DFW to Detroit for the Convention. As the summer nears, he will be putting together a schedule of our days on the road, where we will stop overnight and possible sight-seeing stops on the way up there and back.

Please consider going to the National Convention. You can drive your C-1, tow it, drive a newer Corvette, drive another car, or just fly up there. These Conventions are fun and offer a lot of information from other C-1 owners.

Contact Don and he will keep you up to date on our plans for the trip. Let him know your preferences on routes, places to stop and things to see along the way. We may even join up with other caravans along the way. *What a great way to see the USA!*

**Call or e-mail Don at:**

**(541)740-8293**

**[Don.Eckhart.halo@gmail.com](mailto:Don.Eckhart.halo@gmail.com)**



## 2019 SACC National Convention

Metro Detroit, Michigan Area -

August 13-16, 2019

Hosted by Michigan Chapter SACC



### CONVENTION ACTIVITIES

#### Wednesday Cruises to:

**Lingenfelter Collection**-Impressive private collection of 150+ unique cars in a 40,000 sq. ft. space. Including this Duntov Mule. Lunch provided on site. *Collection not open to the public.*



**Pratt & Miller**-Tour fabrication and assembly divisions. Since 1999, Corvette Racing has won 100+ races worldwide and 24 hours of Le Mans eight times since 2001.

#### Thursday Bus Trip to:

**GM Heritage Center**-This 81,000 sq. ft. center showcases vehicles of the GM Heritage Collection, along with other artifacts. Display often changes, with 165+ vehicles on display at a time. Each illustrates a design technical or sales milestone or accomplishment in the history of GM or the automotive industry. GM reps will talk with us and answer questions. *Venue not open to the public.*

**GM Renaissance Center (RenCen)**-Landmark world headquarters of GM. See GM World vehicle display The "Borealis"--the tallest vertical art glass sculpture, the outdoor GM Plaza with a world map carved in granite and see the synchronized water fountain. Visit shops in the GM Wintergarden, RenCen, and GM Company Store to buy GM collectibles. Walk east along the Detroit River to Rivard Plaza to visit the Cullen Family Carousel.

**Diamond Jack River Tour**-Chartered two-hour evening narrated cruise, presenting highlights of the Detroit and Windsor, Ontario, Canada skylines and historical anecdotes about both cities. Restrooms & snack bar available on board. *(Capacity limited for this river tour)*



**Closing Banquet**-Keynote speaker: Tadge Juechter, Chief Engineer, Corvette & Cadillac XLR

### THINGS TO SEE ON YOUR OWN

**The Henry Ford Museum**-Unique educational experiences. Stories and lives from America's traditions of ingenuity, resourcefulness, and innovation. Put yourself in the place of movers and shakers who blazed the trail to where we stand today.

**Greenfield Village**-Experience a place where 80+ acres show 300 years of American stories. Step into the lab where Edison had his light bulb moment. The Bagley Ave. shed where Henry Ford built his first car. The workshop where the Wright brothers taught us to reach for the sky. The place where everything feels astonishingly real, because it is.

**Ford Rouge Factory Tour**-Inside look at making America's most iconic truck, the Ford F-150, and manufacturing's most progressive concepts. Experience the awe-inspiring scale of a real factory floor as you rev up your inner engineer.

**Automotive Hall of Fame**-Exhibit galleries with permanent and changing exhibits on auto's early days, global rise of the auto industry, the beauty of auto styling and how it has changed every part of our daily lives. ***These events are not pre-paid.***

**[www.thehenryford.org/visit/plan-your-visit](http://www.thehenryford.org/visit/plan-your-visit)**  
**BONUS EVENT!!!**

**Saturday, July 17-Woodward Dream Cruise**  
*Optional event. Arrangements can be made with Michigan NCRS for parking, etc. Go to [MichiganNCRS.org/Registrations/registrations.html](http://MichiganNCRS.org/Registrations/registrations.html). Then go to WDC Registration. Woodward Dream Cruise, world's largest one-day automotive event, draws 1.5 million people and 40,000 classic cars from around the globe.*

**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 Entekin, Treasurer, 611 Fallbrook Dr., Flower Mound, TX 75028  
Make payable to SACC in U.S. Funds. 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.***

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](mailto: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.**