



June 2022

# Straight Talk

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

## Join Us for Laps and Cruise to...



**7629 North FM-51, Decatur, TX**

**SUNDAY, JULY 17**

**Meet at: Fisher59, 5050 W. University Dr. in Denton**

1.8 mi. West of I-35 on Hwy. 380

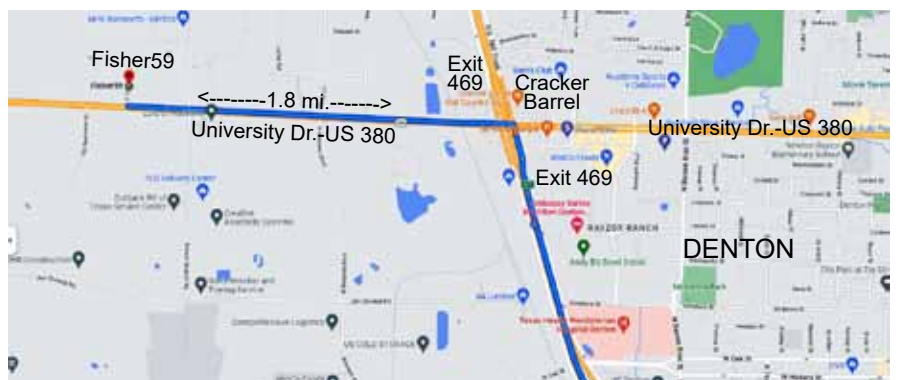
**at 10:15am**

We will cruise together from Denton to Eagles Canyon Raceway arriving at 10:45am or 11 am.

We will do three low-speed laps together around the track behind a Pace Car at Noon.

Their restaurant, that over looks the track, will be open for a bite to eat, or we can go to Decatur after our laps for lunch.

**We need a count for the Track. Please RSVP to Dennis Conte at [Dennis.Conte@att.net](mailto:Dennis.Conte@att.net) or 972-829-8473**



**THE TRACK--2.7 Miles – 15 Turns**

Half-mile long back straight

FIA Spec Width (40-48 Feet Front Straight)

Over 200 Feet of elevation change.

ECR is a recently re-paved, technical, world-class track

## President's Message

I am looking forward to our second outing this year. I hope you all can join us for this cruise to **Eagles Canyon Raceway** near Decatur, TX.

The short cruise from Denton to the the raceway will be short enough to enjoy in your C1, if you want to drive it. Or drive another car, if you need to. Hopefully the weather will be nice for the cruise over to the track.

I visited this track with another group last year. It was fun to see this unique facility and be allowed to take a quick test drive to experience the track, even though I'm not a racer. Some of you might be interested in their membership program, but they're happy to have us as guests for this special visit.

The **2022 SACC Convention** is July 30-August 1 in Carson City, Nevada. It is planned to adjoin the famous "Hot August Nights" events in Virginia City and Reno, Nevada. I have been to the last two SACC Conventions and am really disappointed that I cannot attend this one due to a famiy conflict. But Don and Denise will be attending in my behalf, and welcome you to drive with them or fly out and meet them there.

*Dennis Conte*

President, SACC, Red River Chapter



## If you need to renew or join

**National and Chapter Memberships  
Expired December 31, 2021**

*(unless you've paid for multiple years)*

Red River Chapter collects National SACC dues of \$45. We then forward all National dues and have record that all our members are also National members. Please include a completed application form that is included on the last page of this newsletter.

Send to: JoAnn Brumit, SACC Treasurer  
KARLEE KLASSIC AUTOS,  
3701 Marquis Dr., Suite 101, Garland, Texas 75042

If you have sent in your dues directly to National,  
please let JoAnn know, so she can record it.

JABrumit@nuzinc.com

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  
Tom Hubbert – Texas Vice President cell 972-897-3045  
JoAnn Brumit – Secretary/Treasurer cell 214-676-2265  
Diane Preston -- Editor cell 405-615-3856  
John Spencer -- Technical Advisor cell 972-429-6000

# Someone's Missing!

**Husband:** My wife is missing. She went shopping yesterday and has not come home!

**Officer:** Age?

**Husband:** I'm not sure. Somewhere between 50 and 60. We don't do birthdays.

**Officer:** Height?

**Husband:** I'm not sure. A little over five-feet tall.

**Officer:** Weight?

**Husband:** Don't know. Not slim, not really fat.

**Officer:** Color of eyes?

**Husband:** Sort of brown I think.

**Officer:** Color of hair?

**Husband:** Changes a couple times a year. Maybe dark brown now. I can't remember.

**Officer:** What was she wearing?

**Husband:** Could have been pants, or maybe a skirt or shorts. I don't know exactly.

**Officer:** What kind of car did she go in?

**Husband:** She went in my Corvette.

**Officer:** What kind of Corvette was it?

**Husband:** A 1960, manufactured September 16th, serial # 6034563CX, Red with Dual Quads and a 283/270 HP engine with the off-road exhaust and the power top option, after-market LED head lights, matching sun visors, white leather seats, and Vintage Air Conditioning. It has a custom matching car cover and Weather Tech floor mats, an aftermarket infotainment system with full GPS navigation, satellite radio, two USB Ports, Cobra 75 WX ST 40-channel CB radio and special cup holders. I added special mag wheels and reproduction BF Goodrich radial tires. It has a custom chrome roll bar and under-glow neon frame and wheel well lighting.

*At this point the husband started choking up.*

**Officer:** Take it easy sir. We'll find your Corvette.

**Chapter Web site:** [www.http://vettelegends.com/newsletters](http://vettelegends.com/newsletters)

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

**Chapter Mailing Address:**

Diane 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 dues are \$45.00 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 (\$45.00) to:  
JoAnn Brumit, KARLEE KLASSIC AUTOS, 3701 Marquis Dr., #101, Garland, Texas 75042. Make payable to SACC.

# Our Members' Cars



## Gone But Not Forgotten White & Silver 1961

Matt & Darlene Tidwell  
Plano, TX



I would love to send you a story about my Solid Axle Corvette, but the ending is sad, depending on how you look at it. This week we got an offer on our 61 that caught us in a weak moment. Above is a photo of it being loaded on a transport for the journey to North Carolina today.

We have so enjoyed the car over the past five years and more importantly meeting all the people in the Corvette club. However, we currently have three boys in college, and you know what a chunk of change that takes, and the market seems right.

We will continue to participate in Legends and Red River Chapter of SACC with my 2017 Grand Sport. We will keep in touch and will own another C1 someday soon.



# 2022 Solid Axle Corvette Club Convention

July 30-August 1, 2022

Carson City, Virginia City and Reno, NV  
Held in conjunction with Hot August Nights

**Red River Members  
can drive together again...**

**They led the tour to the 2019 Detroit & 2021 Carlisle SACC Conventions.**  
Now Don Eckhart and Denise Iverson will be driving their 1958 Vette to Reno. Anyone is welcome, who wants to make the road trip with them. They will have some interesting stops planned along the way.

Contact Don & Denise at [dndoasis@gmail.com](mailto:dndoasis@gmail.com)

Convention Registration on Page 5



**Drive. Trailer or Fly... Just Go!**

## Host Hotel: Gold Dust West Casino Hotel, Carson City, Nevada

Reservation Block was only held until May 31, but go ahead and try to get Convention rates.

Phone 877-519-5567 or 775-885-9000; press #1; request SACC room block

By Internet: [www.gdwcasino.com](http://www.gdwcasino.com); click Carson City; click Book Hotel Reservations.

Group code: SOLAXL722

## SACC Convention Schedule

### Sat., July 30

9 am-SACC Board Meeting  
2 pm-Chapter Rep Meeting  
5 pm-Welcome Reception

### Sun., July 31

9 am-Tech Sessions  
9 am-Virginia City Train  
6 pm-Red's BBQ

### Mon., August 1

9 am-Road Tour  
12 pm-Box Lunch  
6 pm-Banquet & Annual Meeting

## Hot August Nights Info

To register for Hot August Nights events go to their website:  
[www.HotAugustNights.net](http://www.HotAugustNights.net)

### Hot August Nights Virginia City Events July 29-30

30 mi. East of Carson City  
before SACC Convention

### Hot August Nights Reno Events August 2-7

33 mi. of North of Carson City  
after SACC Convention

**SACC 2022 National Convention July 30-Aug. 1-Early Registration Deadline May 31**

Name \_\_\_\_\_ Family Member(s) \_\_\_\_\_  
 Address \_\_\_\_\_ Non-SACC Guest(s) \_\_\_\_\_  
 City \_\_\_\_\_ Home Phone \_\_\_\_\_  
 State \_\_\_\_\_ ZIP \_\_\_\_\_ Cell Phone \_\_\_\_\_  
 SACC Member Nbr \_\_\_\_\_ E-Mail \_\_\_\_\_

Chapter \_\_\_\_\_ Arrival Date \_\_\_\_\_ Depart Date \_\_\_\_\_

**NOTE: 2022 prices & cutoff dates reflect vendor supply chain issues for new lead times & 15-20% cost increases.**  
 Registration (overhead for security, meeting room, etc.) SACC member +1person \$ \_\_\_\_\_ 150  
 Additional persons (age 16+) @ \$50 each x \_\_\_\_\_ persons \$ \_\_\_\_\_  
**Late fee (if form post marked after 31 May, forms not accepted after 30 June) \$50 \$ \_\_\_\_\_ 50**  
 Parking Lot Security 10 pm to 6 am (Fri – Sat – Sun – Mon nights) Trailer? \_\_\_\_yes \_\_\_\_ no Included  
**Convention T-shirt featuring 1962 Corvette (silk screen on 50/50 cot/poly) not available after 31 May**  
 \$40 each x qty \_\_\_\_\_ SM \_\_\_\_\_ MD \_\_\_\_\_ LG \_\_\_\_\_ XLG \$ \_\_\_\_\_  
 \$45 each x qty \_\_\_\_\_ 2XLG \_\_\_\_\_ 3XLG \_\_\_\_\_ 4XLG \_\_\_\_\_ 5XLG \$ \_\_\_\_\_  
 NOTE: If not attending, a \$10 Priority USPO fee applies for each T-shirt mailing. \$ \_\_\_\_\_

30 July Sat 5 pm – Welcome Reception: \_\_\_\_\_ persons (light refreshments) Included  
 31 July Sun 9 am – Technical Sessions: \_\_\_\_\_ persons (coffee & water) Included  
 31 July Sun 9 am – Steam Train to Virginia City \$55 x \_\_\_\_\_ persons \$ \_\_\_\_\_  
 \_\_\_\_\_ adults \_\_\_\_\_ seniors (age 65+) \_\_\_\_\_ veterans  
 31 July Sun 6 pm – Red’s BBQ \$45 (tax & tip included) x \_\_\_\_\_ persons \$ \_\_\_\_\_  
 1 Aug Mon 9 am – Road Tour box lunches \$15 x \_\_\_\_\_ persons \$ \_\_\_\_\_  
 1 Aug Mon 6 pm – No Host Bar, Banquet & Meeting \$45 (tax & tip included) x \_\_\_\_\_ persons \$ \_\_\_\_\_

Mail this completed form & a check (payable to SACC) to \_\_\_\_\_ TOTAL ENCLOSED \$ \_\_\_\_\_  
 Mary Rae Brockhouse, 215 Cedar Drive, Chapin, IL 62628

- Reminder #1 – Pictures of 1962 cars needed by 30 April**
- Reminder #2 – If the convention is cancelled after 31 May, T-shirts & remaining refund will be mailed.**
- Reminder #3 – Make hotel or RV park reservations directly with the casino info on a separate page by 31 May.**
- Reminder #4 – A separate registration is required for Hot August Nights -- See their website: [hotaugustnights.net](http://hotaugustnights.net) .**  
 Virginia City NV Fri-Sat 28-29 July OR Reno NV Tues-Sat 2-7 August

Hold Harmless: With the safety and good health of all members in mind, I agree to abide by all national, state & local directives, rules, & regulations regarding safeguards to keep from receiving or transmitting the Corona Virus or any other virus. Safeguards include wearing masks, social distancing, washing frequently & using approved hand sanitizer.  
 I agree to insure my vehicle(s) & property against loss, damage, & liability & to provide proof of insurance to SACC covering the convention dates. I assume the risk of any & 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

Year \_\_\_\_\_ VIN# \_\_\_\_\_ License # \_\_\_\_\_ State \_\_\_\_\_  
 Exterior Color(s) \_\_\_\_\_ Interior color \_\_\_\_\_ Trailer: \_\_\_\_Yes \_\_\_\_No  
 Insurance Co, \_\_\_\_\_ Policy # \_\_\_\_\_ Expires \_\_\_\_\_  
 Signature \_\_\_\_\_ Date \_\_\_\_\_

**Convention Contacts: Mary Rae Brockhouse 217-473-5758 or Lucy Badenhop 916-216-7040**



Saturday  
July 16, 2022

## Hot Summer Days Open Car Show

Hosted by the Oklahoma Mustang Club



1st, 2nd and 3rd place trophies given in 52 different classes!! Participant judging will determine winners. There will also be many Special awards too.

### SHOW INFORMATION

**Vehicle Types:** Open to all classes. See the registration form for more information.

**Date and Time:** July 16, 2022, 8 am—2 pm, Registration: 8 am—10 am, awards at 2:00 pm

**Location:** CertiFit, 4701 W Reno, OKC, OK

**Register On-Line:** [www.OKMUSTANGCLUB.com](http://www.OKMUSTANGCLUB.com)

**For more information:** [showchair@okmustangclub.com](mailto:showchair@okmustangclub.com)

**CertiFit** sells newly-made aftermarket body parts. We have 30 locations around the country, and have been present in Oklahoma City since the 1980s. Our goal is to provide value - the highest quality replacement parts for the best price. Though we are a popular choice for body and mechanic shops, we are a retailer. No membership or business ownership is necessary to buy from us.



**OMC Charity:** All proceeds from the 50/50 and raffle sales are donated to ABLE (Able Bodies Learning to Excel) a local charity in Norman, OK. ABLE provides many resources for individuals with developmental disabilities. ABLE's programs let these men and women lead more productive lives. By acquiring self-sufficient living abilities and marketable work skills, people with developmental disabilities can expand their options, lifestyle, housing and employment.



# VANBUREN CRUISERS ANNUAL CRUISE & CAR SHOW

Event Dates:  
June 17, 2022 - June 18, 2022  
Location: Enid, Oklahoma

June 17th & 18th  
Cruise over to Enid, OK  
and go cruisin with the  
VanBuren Cruisers.

June 18th 5-8pm  
at Central Christian Church,  
1111 W Broadway, will be the Car Show.  
All wheels welcome!

**14th Annual NCCO All Corvette Show**  
NEW, OLD LOCATION  
at **LANDERS** CHEVROLET OF NORMAN  
June 11 2022  
Register 8am-11am  
Awards at 2pm



**Best of Show 2021**  
Tom Howard

**More Awards for 2022**  
**New CASH Prizes of \$2500**

**Judged show Classes;**  
**1st, 2nd, and 3rd Trophies for**  
**C1-C8, C6 & C7 Wide,**  
**Custom C1-4, C5-c8**  
**Presidents Pick,**  
**Bryan Monroe Memorial Award**  
**Club Participation, Best Paint,**  
**Best Interior, Best Engine**  
**Best of Show, People's Choice**

**Judged - Pre. \$35, Day of \$45**  
**S & S - Pre. \$25, Day of \$35**

1221 Ed Noble Pkwy,  
Norman, OK 73072  
Contact: 405-882-6908

Hilton Garden Inn  
700 Copperfield Drive  
Norman, Ok. 73072  
(405)-579-0100  
Group Rate Code - CORVS  
King \$99 2 Queens \$99  
<https://tinyurl.com/NCCOHilton2022>

**NEW SHOW & SHINE Top 20**  
100% of proceeds go to **TOTS FOR TOTS**



**Route 66 Cruisers**  
**14th Annual Car & Motorcycle Show**  
**Claremore Lake**  
**September 24, 2022**

Contestant drawings held throughout the day for cash and prizes.

**50/50 Pot** **Arts & Crafts & Food Vendors** **Raffles**  
**Professional Judges**

**Thirty Seven Different Classes**

Plus: Specialty Trophies Awarded for Best Ford, GM, Mopar, Motorcycle, Best Paint, Best Rat Rod and Best of Show. \$50 QuikTrip gas card awarded for distance.

**September 23th Cruise-In**  
NeMar Center in Claremore 4-6pm, then cruise to Claremore Lake for a free cookout for car show entries and their guest.

**Benefits Sponsor Children of Akdar Shrine and Local Charities**  
Pre-register by mail postmarked by September 10, 2022 for \$15. Those pre-registered and traveling over 75 miles will be entered into a drawing for a free hotel room. Winner will be notified before the day of the show.  
Register September 24th between 8am and 11am for \$20.

Make check payable to: R1 66 Cruisers  
Mail to: PO Box 802 Claremore, OK 74018  
Name: \_\_\_\_\_  
Phone # \_\_\_\_\_ Email: \_\_\_\_\_  
Address: \_\_\_\_\_  
Club Name: \_\_\_\_\_ Miles Driven: \_\_\_\_\_

Show Info: Chester Leach 918.798.1911 Terry Haddock 918.906.3639  
[www.Route66CruisersOK.org](http://www.Route66CruisersOK.org)

# ROLLING THUNDER CAR TRUCK & CYCLE SHOW



Sunday, June 26, 2022

Registration: 9:00am - 11:00am



Popular Vote: 11:00am - 1:00pm

Awards: 2:00pm

25 CLASSES

2 TROPHIES PER CLASS

\*All Makes & Models WELCOME!

\*Trophies sponsored by Jack Daniels



\*\*Registration cost is \$25.00\*\*



50/50 Pot



LIVE MUSIC PERFORMED BY



STRAIGHT SHOOTER

Drawings  
for Prizes!



Show Hosted by:



Central Oklahoma Pontiac Association and  
Thunder Roadhouse Café

900 W. Memorial Rd. OKC



For more information go to [www.copa.site](http://www.copa.site),  
or look for COPA on Facebook – Central Oklahoma Pontiac Club.  
Contact: Joel Mayhan 405-830-0320

# CLASSIC CAR SHOW



Tuesday, June 14<sup>th</sup> • 5-7pm Judging at 6pm



INSTITUTE OF  
TECHNOLOGY

FREE entry • FREE Parking • Awards

1801 E. 4<sup>th</sup> Street, Okmulgee, OK  
Covelle Hall – South Parking Lot

AMERICAN EAGLE HARLEY-DAVIDSON

# MOTORCYCLE & CAR SHOW

SATURDAY, JUNE 18TH

REGISTRATION 10-12PM  
SHOW 1-3

5920 S. I-35 EAST, CORINTH

AMERICAN EAGLE HARLEY-DAVIDSON

ENTRY FEE \$15

FOOD TRUCKS 10-3PM

VENDORS 50/50

FOR MORE INFO CALL RAY HERSHEY 940-367-1798  
OR EMAIL [RAY@TIMEMACHINECARSHOWS.COM](mailto:RAY@TIMEMACHINECARSHOWS.COM)

SILOAM CHAPTER, ORDER OF DEMOLAY PRESENT

6th Annual "Get Your Shine On"

# CAR & BIKE SHOW

Over 30 Trophies awarded but only 1 Best of Show

Open to all Classes

Year Car  
Make Truck  
Origin Bike

June 25, 2022

10am - 1pm

DOOR PRIZES - MUSIC - FOOD

\$25.00 Per Entry

Registration:  
9am-10am

Siloam Masonic Lodge  
4201 NW 39th St. Oklahoma City, OK 73112

All proceeds go toward sending the young men of Siloam Chapter to leadership conferences.  
For more information email: [siloam@okdemolay.com](mailto:siloam@okdemolay.com) or call Ray: 405-503-7166

DEMOLAY

# What's Wrong With My Horn?

*My 61 Vette's horn will not blow. When I press on the horn button, it tries to blow and stops. The generator shows total negative discharge until I remove my hand from the horn.*

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



You don't say if this is a new problem that suddenly came up, or if the horns never worked. So I will tell you how the horns are activated and how to troubleshoot the problem.

Your Corvette originally came with two horns that are mounted on the left and right side of the area in front of the radiator. These horns consist of a high note horn and a low note horn. The horns are marked where the sound comes out with a "H" for high note and a "L" for low note. The horns are mounted so that their outlets point toward the grille, not up or not down.

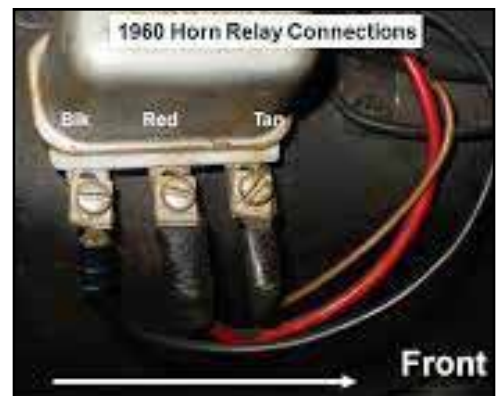
Does your car have both horns? You can see them from outside the car through the grille. If not, you need to purchase one or both horns. If you have skinny arms and small hands, reach in with the hood open and determine if the horns are securely attached to the car fiberglass. If one or both are loosely attached, you need to tighten the 1/2 inch hex bolts attaching them. The attaching hardware for each horn consists of a 1/2 inch hex bolt with a 5/16 inch coarse thread, an external star lock washer (to penetrate the black paint on the horn body and give the horn body a good ground connection), and a ground lug with a black wire on it.

All this threads into a steel nut plate that is riveted with two aluminum rivets to the inner fender fiberglass panel on the wheelwell side. If you need to tighten or loosen these bolts, make sure that they are not rusted in place. Examine them from the wheelwell side with a flashlight and spray the threads with WD 40 or something like it. These bolts are grade 3 and it is easy to break them off, if you use too much force. Believe me, you do not want to break this bolt off!!!

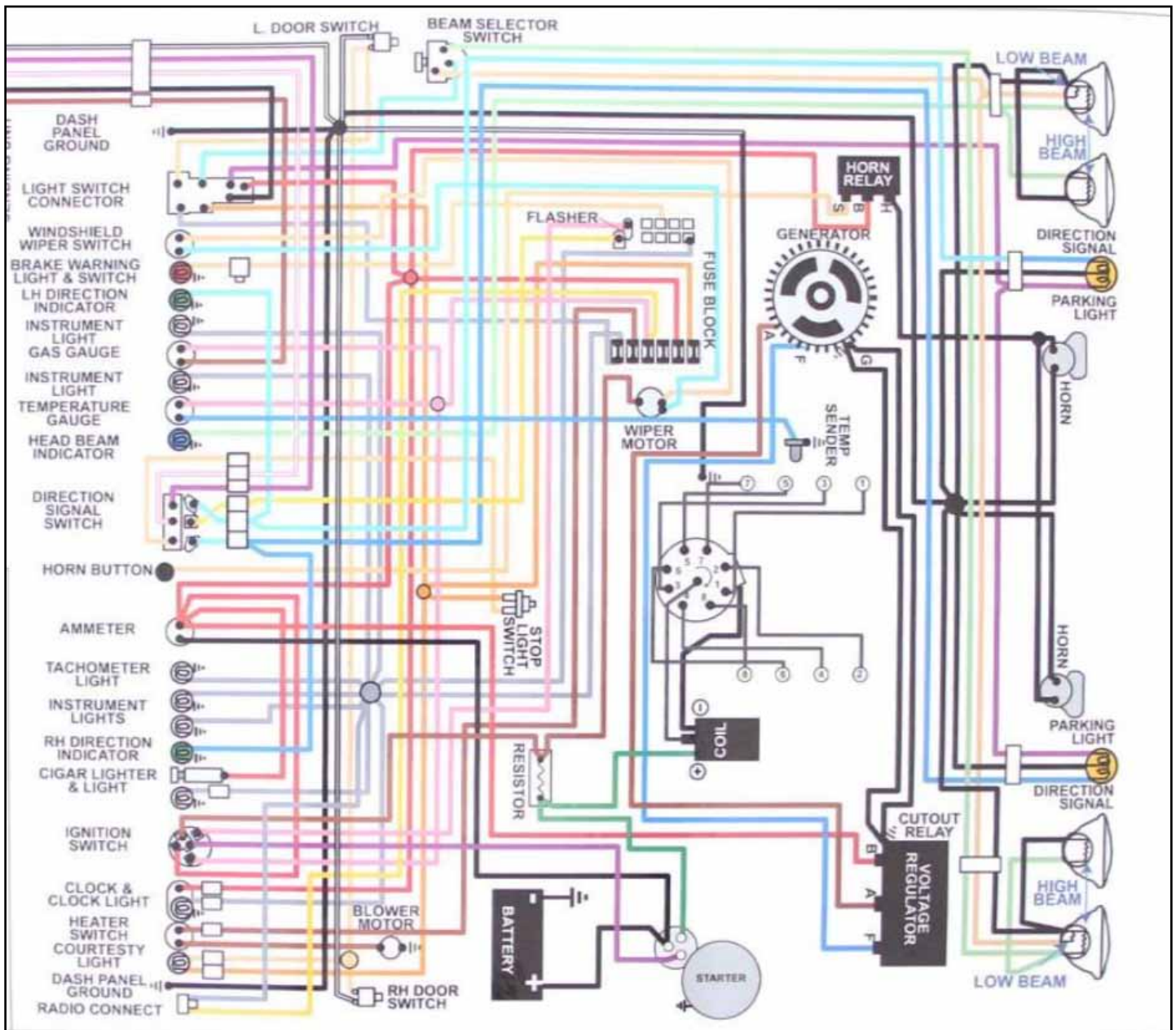
Corvette Central sells replacement nut plates and attaching rivets, but it is very difficult to install the rivets with the inner fender in place. Chevy riveted the nut plate in place on the inner fender before they bonded the inner fender to the car body.

The horns are activated by a Horn Relay, which is attached to the driver's side inner fender fiberglass, just behind the radiator header, with two Phillips head self tapping screws. The original relays had a black painted cover, or a silvery cadmium plated cover. Either cover version is embossed with the words "Delco Remy".

The Horn Relay has three wires connected to it using slotted head screws. The terminals are marked "S", "B", and "H" (according to the wiring diagram). The "S" wire is a 20 gauge tan wire and it goes to the horn button inside the car. The "B" wire is a 12 gauge red wire and goes to the car battery 12 volt supply.







HORN--Continued from page 8

The "H" wire is a 14 gauge black wire and connects to the push-on terminals on both horns. (Remember: the lower the wire size number, the bigger the wire is.) This black wire applies 12 volts to both horns simultaneously to activate them. When the horns are activated, the coils inside of them draw lots of current, and that is why the ammeter shows a severe discharge when the horns are activated.

When you depress the horn button inside the car, it applies a ground to the 20 gauge tan wire on the Horn Relay, causing the relay coil to energize and apply 12 volts to the horns. If the horns don't blow, take a DC voltmeter and verify that the "B" terminal on the relay has 12 volts on it (it always has 12 volts on it, and if it doesn't, you have to fix it), and the "H" terminal has 12 volts on it when the relay is activated with the horn button. If the voltage on the "H" terminal measures less than 12 volts, the contact inside the relay may be corroded and the relay is defective.

You can pry the tabs on the relay cover open and access the inside of the relay. You may be able to file or sand the contact surfaces to remove the corrosion and restore the relay to proper operation. If the activating coil is bad, you may be able to fix it or you will have to replace the Horn Relay.

You can activate the Horn Relay from under the hood by applying a ground from the engine block (the engine block on our Corvettes is "ground", not the car's frame) directly to the "S" terminal on the relay using a jumper wire. If the horns work by applying a ground directly to the relay, but the horn button inside the car doesn't activate the relay, then the problem is inside the steering wheel hub or the wiring from the slip ring inside the hub to the relay via the tan wire to the relay.

If everything checks out OK to this point, then the problem is with the horns or the wiring going to the horns from the Horn Relay "H" terminal or the ground wire con-

HORN--Continued on page 10

nected to each horn. Check that both horns have a black ground wire connected to their mounting bolts and that the bolts are tight.

Each horn is powered with a push-on terminal on the end of the horn wire. Make sure that these connections to the horn terminals are pushed on all the way and are tight. If everything checks out OK and the horns still don't work, then remove the wire from one of the horns and see if the other horn works. If it doesn't, then that horn needs adjusting or rebuilding. Disconnect the second horn and see if the other horn works. Usually only one horn is defective, and you need to determine which one it is.

These horns have an adjusting screw on them. You can use a 1/4 inch socket to adjust the screw. This adjusting screw can be used to optimize the sound, or get the horn working if it doesn't work. You should not have to turn the adjusting screw more than one turn in either direction to activate the horn. Turning the screw excessively in a clockwise direction can damage the insides of the horn.

If one or both horns can't be made to work when mounted to the car, you will have to remove the defective

horn(s) from the car. Once outside the car, try to activate the inoperative horn by connecting it directly to a 12 volt car battery. Connect the horn mounting bracket to the negative battery terminal (just push it against the terminal) and use a heavy duty (at least 14 gauge) jumper from the battery positive to the horn terminal and see if you can adjust the horn to work. If it still doesn't work, a rebuilding service is available through Corvette Central to rebuild your horn, or you can buy a service replacement horn.

These horns fail when water gets into the inner workings of the horn through a defective paper gasket that was used to seal the top and bottom pieces of the horn. The horn consists of a top and bottom zinc die casting that is connected with a series of rivets through a paper gasket. If the gasket fails, rain water gets inside the horn and rusts the electrical connections. If you like to fix things, you can drill out the connecting rivets and try to clean up the rusted connections. Re-attach things using aluminum rivets or screws and nuts with lock washers. Use plenty of RTV sealant in place of the paper gasket. I've done it!

Don't discard an inoperative original horn. The core is valuable.

## OUT AND ABOUT SEARCHING FOR OLD VETTES & THEIR OWNERS

### John McCown Memorial Car Show May 22, 2022-Ft. Worth, TX



Red River Chapter Founding President, Tom Lainson (left) was honored to display his Red and White 1961 (left) in a special display of one Red Corvette from each of the eight generations of Corvettes at the John McCown Memorial Car Show held at the Fort Worth Aviation Museum at Mechem Airport on May 22, 2022.

### 1960 Corvette: 300,000 Miles, One Owner and Still On Road Trips



Gerry & Linda Boren of Star, ID (formerly of Dallas) celebrated the odometer turning over for the third time in their White 1960 Corvette after returning from the Black Hills Corvette Classic in Rapid City, SD in August 2021. They'll be driving to the SACC Convention in Nevada with the top down (as usual) in July and will have added many more miles.

## ***Come celebrate the upcoming anniversary of Route 66***

*by participating in the first ever*



**June 18-19**  
**9am to 6pm**  
**OKC Fairgrounds**  
**Bennett Event**  
**Center**  
**Oklahoma City**



**June 25-26**  
**9am to 6pm**  
**Tulsa Fairgrounds**  
**SageNet Center**  
**at Expo Square**  
**Tulsa**

Route 66 has been cruised by the finest automobiles. It only makes sense that the Route 66 Road Fest would gather them together for a spectacular juried car show.

With 14 classes of automobiles entered from car clubs around the country, you are sure to be thrilled whether you attend OKC, Tulsa or both weekends! Top Three of Class will be awarded as well as Best in Show.

**The Classic Car Show will be an amazing display of automobiles that cruised the Mother Road during its heyday. This special juried car show will feature 14 classes of cars from years 1926-1986 and can only be experienced by purchasing a ticket to attend this spectacular Road Fest or entering your classic car at [Route66RoadFest.com](http://Route66RoadFest.com).**

### **Car Show Judging Details**

All Cars will be judged for workmanship, cleanliness and condition only.

Cars will NOT be judged on authenticity. Judging will start 10 AM.

Doors should be closed but unlocked. Convertible tops must be up.

Hoods, Trunks or hatches open.

Car must stay in its assigned parking place during show hours.

Award Ceremony will be on Sunday at the end of the Show.

***Or put your car in our casual display-Cars & Coffee...***



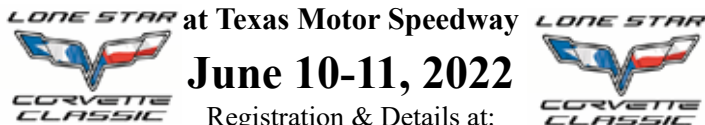
**AAA Route 66 Road Fest Cars & Coffee!**  
Here is your chance to gather at the Road Fest while enjoying the camaraderie of other car enthusiasts. This more casual event will take place outside of the gates, so be sure to purchase your event ticket to experience all that the Road Fest has to offer. Space is limited, so claim your spot.

### **Want to show your car?**

Registration is still open to exhibit and enter vehicles in both Tulsa and Oklahoma City for all makes, models and decades from 1926 – 1986.

*Full Info at: [Route66RoadFest.com](http://Route66RoadFest.com)*

32nd ANNUAL  
**LONE STAR CORVETTE CLASSIC**



at Texas Motor Speedway  
**June 10-11, 2022**  
 Registration & Details at:  
<https://lscclassic.clubexpress.com/>

**FRIDAY – June 10, 2022**

Registration	8:00am – 3:00 pm	Marriott Ballroom
Merchandise & Vendor Sales	8:00am – 3:00 pm	Marriott Ballroom
Roamin' Roanoke	8:00am – 3:00 pm	Marriott Ballroom Foyer- Stop by the City of Roanoke's display to pick up your map, City Guide, and a chance for a <b>FREE</b> gift card drawing.
Silent Auction	10:00 am – 4:00 pm	Marriott Ballroom Foyer
Friday Night Laps & Dinner	5:15 pm	TMS

**SATURDAY – June 11, 2022**

Registration	7:30 am - 9:30 am	TMS GATE 4
<b>Car Show Move-In</b>	<b>7:30 am - 9:30 am</b>	<b>Gates 2 &amp; 6 - Look for signs</b>
Vendor Fair	10:00 am - 3:00 pm	TMS Concourse
Judging	11:00 am - 1:00 pm	TMS Concourse
Show-N-Shine Voting	11:00 am - 1:00 pm	TMS Concourse -Return ballots at Gate 4

**Car Show ends at 3:00 pm – No car movement until that time due to insurance requirements**

Silent Auction	3:00 pm – 6:00 pm	Marriott Ballroom Foyer
Happy Hour	5:00 pm	Marriott Ballroom Foyer
Dinner	6:00 pm	Marriott Ballroom
Welcome	6:30 pm	Marriott Ballroom
Live Auction	6:45 pm	Marriott Ballroom

Awards Presentation	8:00 pm	Marriott Ballroom
Silent Auction Results	9:00 pm	Marriott Ballroom Foyer



**17 Corvette Classes**

**Early Registration \$50  
 after May 15-\$60**

For more info:

[www.facebook.com/BigCypressCorvetteWeekend](http://www.facebook.com/BigCypressCorvetteWeekend)  
 or Email: [ghost95vette@hotmail.com](mailto:ghost95vette@hotmail.com)

**For Lodging Information:**

City of Jefferson Tourism Dept.  
[www.visitjeffersontexas.com](http://www.visitjeffersontexas.com)  
 and click on **PLACES TO STAY**  
 located at the top, right of the page.

**Schedule of Events  
 WEDNESDAY, JUNE 1**

**10 am-Mystery Cruise**  
**6-9 pm-Meet & Greet for Early Arrivals**

**THURSDAY, JUNE 2**

**3 pm-Cruise to the Ponder Collection  
 of Automobiles in Marshall, TX**

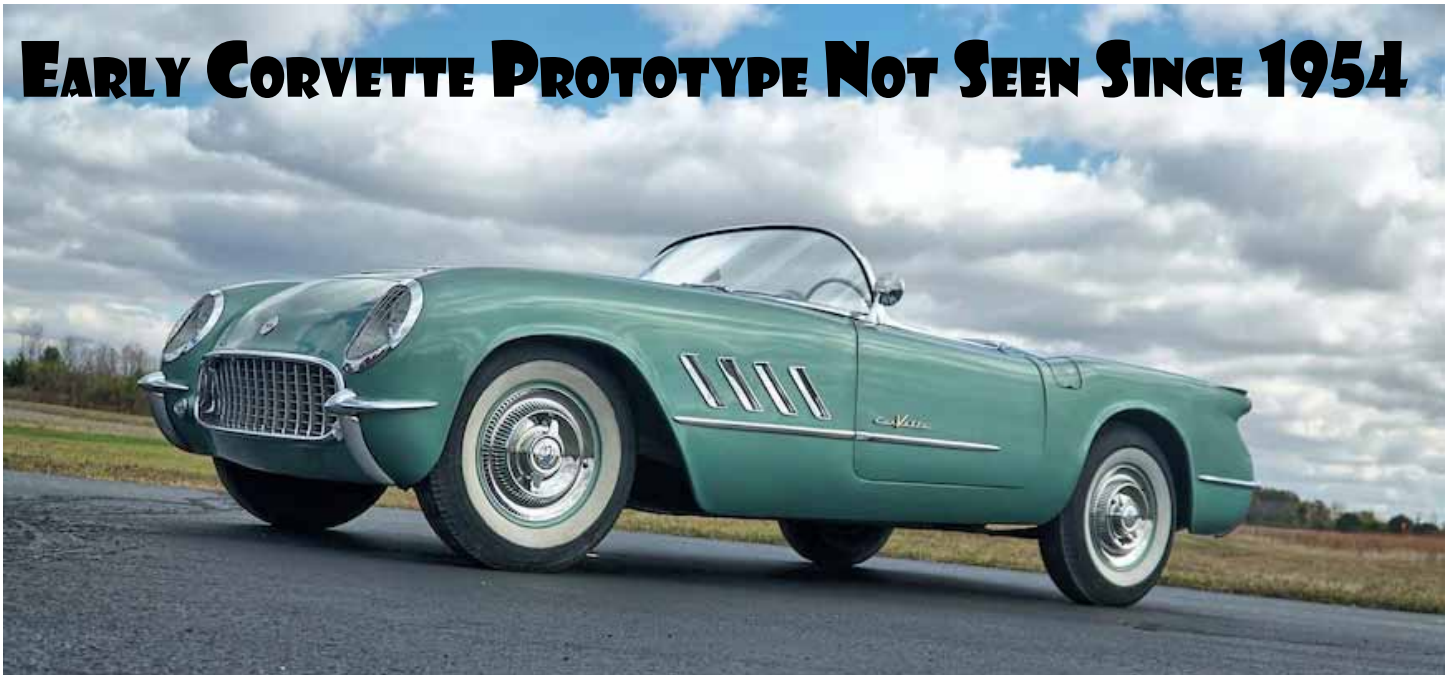
**FRIDAY, JUNE 3**

**8-10 am-Registration**  
**8 am-5 pm- Vendors**  
**10 am-Noon-Scenic Historic Cruise**  
**2:30 pm-Cruise to Mid-America Flight  
 Museum/Photo Op**  
**6-10 pm-Live Music at the Beer Gardens  
 & Vendors Open**

**SATURDAY, JUNE 4**

**8-10 am-Registration Resumes**  
**8 am-2 pm- Show & Shine, Vendors**  
**Noon-Lunch Included for 2 people per entry**  
**2 pm-Awards Presentation**

# EARLY CORVETTE PROTOTYPE NOT SEEN SINCE 1954



## Harley Earl's Styling Proposal for the 1955 Corvette was found and has been restored to 1954 prototype spec.

*"This car was stripped, and I mean it was stripped in the 1950s," Billy Jay Espich said.*

*How does anybody do that to a real Corvette prototype?*

Stamped "S.O. 2151," on a plate under the hood, this was the "Proposal Car" for the



1955 Corvette. S.O. stands for "Shop Order," and in early 1954, Harley Earl's famous "Art & Colour Section" saw the pale yellow body of Motorama show car EX-129 mounted to a 1954 chassis with engine and running gear.

EX-129 was one of the one-piece, pre-production bodies, and it was common practice back then to use one body for multiple jobs. Their mission was to create the Proposal Car for management to view what the 1955 model should look like, the first Corvette with a V-8.

### Concept Design

Revisions started with new "Corvette" lettering, high-



lighted by a gold superscript "V" on the doors to denote the new V-8 engine. Harley Earl's shop also modified the grille of a Bel Air to fit the opening of the Corvette, added custom side-vents to each front fender (one with polished stainless-steel inserts, and one painted, to pick from), a non-functional chrome-plated hood scoop, a larger, stylized rear deck lid, "bullet-style" dual exhausts exiting through the rear bumpers, and a dashboard painted Sand



beige. Chevrolet upgraded the engine to a 265 cubic-inch V-8 for 1955, but management turned down the styling changes, probably due to slow sales. The bullet-style exhaust eventually did appear on the '56 Corvette, and similar side vents were incorporated into the 1969 Stingray design



## In Private Hands

How S.O. 2151 got into private hands remains a mystery. The car's history from its GM exit through 1974 is unknown. In 1975, "2151" appeared, minus its styling upgrades, for sale in Hemmings Motor News. It was being handled through Empire Chevrolet in Novato, California. George Campbell purchased the car (not advertised as anything special) for around \$3,000. According to Billy Jay Espich, "In 2012, a gentleman took it from [Campbell] to be restored."

Oddly enough, 2151 appeared for display at Bloomington Gold in 2014. Steve Burns ([corvetteblogger.com](http://corvetteblogger.com)) snapped photos that show several of the Harley Earl styling mods that appear to have been fabricated later, perhaps as part of a restoration. Apparently, the hood never got opened, or else it would have revealed "S.O. 2151."

In 2015, the car landed at Billy Jay's Custom Painting in Indiana. "He just said to restore it," says Billy Jay. Being a Ford man, he had never heard of an S.O. tag. Luckily, 2151 is highly documented in books. One by Noland Adams, called *Corvette American Legend Vol. 2: 1954-55 Production* was especially helpful. Billy Jay is a master craftsman, pinstriper, and painter. He used full page photos in the book to accurately recreate the styling modifications found on the prototype.

## Recreating A Legend

"As time went on, the car was abandoned, and I ended up with the car," Billy Jay says. When Billy Jay took the body off the frame, he discovered the 6,152 miles on the odometer

might be accurate. The brake shoes still had quarter-inch grooves that only the manufacturer put on, an indication they had seen very little use. The engine bearings had little wear, and the cylinder walls still showed honing marks. He reused the original shocks, dated January 3rd, 1954, and many of the original bolts and parts, including six of the body-mounting pads.

That Blue Flame Six wasn't blue—it was red. When GM made an engineering change, red denoted a test or prototype engine. Those changes, adopted the last month or so of 1954 production, included a new cam and 5-10 more horsepower. In the interest of preservation, Billy Jay left the trunk and steering column unpainted, as well as the area beneath the seats and beneath the top deck. Patches of yellow paint are remnants of EX-129; Bermuda-Green paint traces S.O. 2151. The exposed trunk and damaged front fender (which was replaced) reveal original, hand-laid fiberglass that is unique to the pre-production, one-piece bodies used for test vehicles and show cars, such as those that appeared at the GM Motorama.

People who look at this car can see and feel the history, thanks to what could be described as a forensic restoration by Billy Jay. Maybe one day we'll find out how S.O. 2151 escaped General Motors. Maybe those parts that Harley Earl's shop made will also turn up. The good news is we have found S.O. 2151, and the body of EX-129, and the Corvette hobby is all the richer for that. Thanks to George Campbell for buying and saving the car in 1975, and to Billy Jay Espich, a Ford man from Indiana, who devoted almost five years and 1,800 shop hours to resurrect an early piece of Corvette history.



# 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 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:** I bought my 55 Corvette in the 70's with a non original engine and the VIN has the V scratched in rather than stamped. I know in those days a lot of "hand" assembly was going on but in my older years I started wondering if this was originally a 6 cylinder, are there any other markers I can look for to establish whether this was originally a 6 or V8.

**Answer from Bruce Fuhrman SACC Secretary:**

The only clues I can offer are as follows;

1. The '54 all had VIN #'s E54S0XXXX
2. The '55 had 2 versions; 6 Cyl was E55S0XXX, The V-8 had a prefix "V" stamped or etched in front of the VIN.
3. Other clues, there should be a gold V on each front fender above the CHEVROLET for the V-8 version.
4. The V-8 engine required a small notch being cut in the right front frame to accommodate the V-8 fuel pump.
5. There is a VIN # stamped on the top of the frame just below the drivers seat (left cheek) that is only visible only by cleaning and applying chalk and wipe off then use a flashlight and mirror. Option, remove body to check VIN #.!! There were only a limited # of 6 cyl. cars built in 55.

**Question:** I have the same engine as in your Vettes. Mine is 235 three YH's in my dirt track race car. I have trouble adjusting to get a smooth Idle... I have a gauge to measure air intake... Please give me the first settings to start...

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

I have a '54 with the same 3 stock carbs. There is a small balance hole in the manifold between all 3 that negates me having to balance all separately. Each carb feeds 2 cylinders. I am able to control the idle by adjusting the small idle screws on the front of the carbs. Only idle issue I have experienced is when the carb accelerator pumps made of

rubber (about 3/4" in dia.) have small pin holes which bleed into the carb throttle body and cause a rich idle. The pin holes are caused by the fuel (MTBE) additive which eat away at the rubber. If the carb accelerator pumps are over 7 years old they may be suspect. They can be replaced without removing the carbs from the manifold. Overhaul kits can be purchased from several sources on the Internet.

**Question:** Installing a package tray in a 62 Corvette: The tray has been installed incorrectly in my car, I have ordered the 19-piece install kit but I cannot see where the "L-brackets hook".

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

The installation instructions for all the pieces you have are found in the 1962 Corvette Assembly Instruction Manual (1962 Corvette AIM), which is available from all the major Corvette Parts Suppliers. This is a document that the Corvette designers prepared for the assembly plant to use to assemble the car and has been reproduced for Corvette restorers to use. The information you need is found in Section B, sheet 12 "Tray-Instrument Panel".

I assume that all the holes are already drilled in your instrument panel. If not, the job will be more difficult, because the AIM does not specify where to drill the holes in the instrument panel where two "L" brackets and three screws along the back of the tray attach to. The AIM does not have written instructions on how to install the pieces. The drawing just shows a "blowup" showing all the parts. None of the installation screws thread directly into the instrument panel fiberglass. Clip nuts or machine screws and nuts must be used.

Two "L" brackets are riveted to the tray. If yours are not riveted to the tray and no rivets were supplied, you will have to use machine screws with lock washers. These two "L" brackets screw to two other "L" brackets that attach to the instrument panel on each side of the tray. Of course, the tray must be painted to match the interior color.

The Corvette Servicing Guide, ST-12, is the "official" Chevrolet shop manual for the Solid Axle Corvettes. It is also available from the Corvette Parts Suppliers as a reprint. The installation of the Instrument Panel Tray is illustrated in Figure 14 on page 1-7 and a brief instruction is found on page 1-8 of this book.

**Question:** My car came with a driver's compartment tonneau cover, ie, a 3-top car. Does any one else in the club have or know of any such aftermarket accessory?

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

This most likely was installed by an upholstery shop. This was very popular to do to the two-seater convertibles in the 60's. Road racing was becoming of age and it provided an edge against wind resistance in an open cockpit. Usually, it had a zipper allowing the driver to be out to drive. Then it could be zipped shut to keep out the elements. Normally, it had snaps all the way around so it could be totally removed

to allow for your girlfriend to ride too. Even if you did not road race, it made you look cool to have one.

I bought my first '57 T-bird in '69 and it had one installed on it when I purchased it. Be proud you own a piece of car hobby history and how times change.

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**Question:** I have no pics of the internal parts of the doors of my 62 Corvette and where they go. Do you have pics of the doors or some kind of print? Maybe you can show how to reinstall all the door parts with new felt and rubber.

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

Purchase one or both of these book/manual; Noland Adams' THE COMPLETE CORVETTE RESTORATION & TECHNICAL GUIDE-VOL.1 1953-1962 or a 1962 assembly instruction manual. Noland's' book is out of print and the assembly manuals can be ordered from mail order companies such as Corvette Central or Mid-America.

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

All the answers to your questions about anything to do with your 1962 Corvette are to be found in Chevrolet's official Corvette Service Manual: "Corvette Servicing Guide", publication #ST-12. This Service Manual is available as a reprint from all the major Corvette Parts Suppliers. The Doors are covered in Section 1 BODY, pages 1-13 through 1-20. Almost any parts that you need are available from Corvette Central. More service parts are available today than were available from Chevrolet when the car was new.

Another source for information on how your 1962 was built can be found in the 1962 CORVETTE ASSEMBLY INSTRUCTION MANUAL (AIM). This manual is a reprint of a publication done by Corvette Engineering and consists of Engineering drawings showing the St. Louis Assembly Plant how to build the car. Information on the doors is found in Section F: Side Doors, pages B53-B66.

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**Question:** I purchased my Corvette after it had had a frame off restoration and do not know its history. When I purchased the car, it was shipped directly to Calgary, Alberta where it remained for three years and there were no problems with the paint. I then had the car shipped to my shop in Corpus Christi, TX where after the first summer the paint blisters appeared mostly on the front fenders and nose and grill areas. The paint was stripped and car was repainted. After the first summer the paint blisters reappeared but not necessarily in the same spots. The hood, trunk, rear fenders, rear end never blistered. The blisters on the doors were minimal. Corpus is hot in the summer with high humidity, the opposite of Calgary.

**Answer from Bill Preston, Red River Chapter Advisor:**

It's been my experience that paint blisters come from one of three sources: contaminants embedded in the fiberglass from stripper and other chemicals, solvent trapped due to not waiting long enough between coats of paint, or trapped moisture. The only solution is to take the paint back off and thoroughly clean the fiberglass and let it sit in the 100

degree Texas sun for about a week before applying primer, etc. (A body shop bake oven will cure it too.) If there were fiberglass repairs in the bubbling areas, the Bondo tends to hold the contaminants more than the fiberglass itself.

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**Question:** I have a 1959 Corvette that came with the optional hard top only. I now have bought the convertible top bow assembly. In examination of where the convertible bow assembly would mount to the body, "behind the seats", I don't see the mounting bolt holes. My question is, at the factory, were the brackets molded in the fiberglass, even if the car came with only the hard top?

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

Purchase an assembly instruction manual for a '59 from either Corvette Central or Mid America Motor Works. It will show you what metal brackets are missing that will allow you to mount your soft top. Do you have the rear hold down clamps on your deck lid? If not, you will need them as well. Hardtops are held down with bolts.

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

This is a simple question with a complex answer. The first thing you must do is get an 1959 Corvette Assembly Manual. Use it to identify all the various support brackets, mounting brackets, fasteners, rear deck lid and soft top rear attachment latches that are required to complete the transition.

Find someone with a '58-'62 convertible and ask to look, measure and take pictures of the car. All the parts you need are available in after-market from various Corvette parts vendors. In addition, although they are used and may be more expensive, original parts can still be found.

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**Question:** Does a real, original NOS front bumper for 1958 have waves on the metal surface (under the chrome) of the bumper? I was told it should not have any waves, only the chrome process can be of poor quality (not show chrome). A real NOS bumper is suppose to have a straight, flat surface. Also, can someone obtain a GM license, make a bumper, put a GM sticker on the bumper, calling it NOS?

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

An original "real" 1958-1960 and 1961-1962 front bumper has waves in it at the corner where the bumper turns to the side of the car. This is because the bumper was constructed in two pieces and welded together at the corner, resulting in some waves where the welding was done, even after polishing. Of course, a plating shop can grind all of these waves out and make the surface perfect. GM could have made the surface perfect at the time of original manufacture, but this would take more labor and cost more money. The original plating may also have streaks and roughness in parts of the bumper, especially on the lower side. It was not show quality. Also, I have observed that GM service replacement bumpers were not finished as well as the original production bumpers installed at the time of manufacture of the car.

Service replacement bumpers sold by GM Parts Divi-



sion were shipped in a corrugated cardboard box, not shipped bare with a sticker on them. No GM logos or part numbers were stamped into the metal of original or GM service replacement bumpers, so in my opinion, no license from GM would be needed to reproduce them. These bumpers were discontinued by GM years ago, but are still being reproduced and sold by the Corvette parts suppliers.

I don't know if the current reproduction bumpers are being manufactured using the original GM tooling, but the quality is at least as good as the originals. If you are planning to have NCRS judge your car, consult their Judging Manuals to see if deductions are being made for "over restoration" for perfect bumpers.

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**Question:** My tail lights, brake lights, interior light, instrument lights are not working. These lights all worked a few months ago. The rear blinkers work, (canceling switch no) and front parking lamps light.

I am targeting the main light switch, but just read about the issues caused by the turn signal switch. Due to both brake lights out, tail lights out, and instrument and interior lights out all at the same time, I believe the light switch is culprit. (Fuses all OK) All help or suggestions appreciated!

**Answer from Larry Pearson, SoCal Chapter Advisor:** You don't say what year Corvette you have, and that might affect the recommendations I am making. The front parking lights and rear tail lights have bulbs with two filaments in them. The smaller size filament is for the running lights that come on when the headlight switch knob is pulled out to the first click and continue to operate when the knob is pulled completely out, activating the headlights in addition to the running lights. The larger filament in these bulbs are activated by the turn signal switch. In addition, the brake light switch activates this larger filament on the rear lights only. If the turn signal is activated while applying the brakes, the flasher unit interrupts the brake light filament on one side only. Therefore, if the brake lights don't work in the tail lights, the problem is either the brake light switch located under the dash just above the brake pedal arm, or the turn signal switch. If the mechanical mechanism that returns the turn signal handle to the center position doesn't work properly, and wiggling it gets the brake lights to work, then the problem is in this mechanism, and you need to fix it. Or the problem could be in the turn signal switch itself if the wiggling doesn't get the brake lights working. The headlight switch is not involved with the brake lights or the turn signal light function.

The turn signal switch can be taken apart by bending the four tabs up and carefully pulling it open. There are two sliding contacts, each having a spring under them that push them up against metal contacts cast into the brake light housing. Don't lose the springs or the contacts, and note how the contacts are oriented. Maybe the contact surfaces are oxidized and cleaning them will fix the problem. Or the small springs may have overheated and partially col-

lapsed, resulting in insufficient pressure to push the sliding contacts into a good connection. Pulling on the springs to stretch them may restore their length and now things will work. Replace any grease that you remove with a similar type grease to minimise contact wear. Another possibility is bad solder joints where the colored wires connect to the switch terminals. If the switch is bad and cannot be fixed, Corvette Central sells a replacement switch assembly. When pushing the switch wires into the car connector, use long nose pliers to push them all the way in until they "click", or, in my experience, they will become disconnected. Check that these connections are solid by gently pulling on them, because this might be the source of your problem.

The headlight switch controls the headlights, the parking lights in front, the running lights in the rear tail lamps, the instrument lights including the clock and radio, and the courtesy light(s)(these were optional before 1961 and may not be present in your car). As explained above, pulling out the headlight control knob should result in the front and rear running lights being activated and the headlights being activated. Turning this knob fully counterclockwise should activate the courtesy light(s)(if you have them). Turning this knob clockwise should increase the brightness of the instrument lights to full bright when fully clockwise. If the instrument lights brightness function is erratic, then the variable resistor (rheostat) windings on the front of the headlight switch need to be polished using fine sandpaper, along with the contacting surface on the wiper to remove corrosion that forms on these surfaces over time. If the headlight switch functions don't work properly, the switch needs to be removed from the instrument housing for repair or replacement. Disconnect the car battery before attempting to remove the headlight switch. Remove the knob by pushing it all the way in and then depressing a spring loaded button on the bottom surface of the switch and then pulling the knob assembly all the way out of the switch. Depressing the spring loaded button on the bottom of the switch releases the knob assembly from the switch. With the knob removed from the switch, unscrew the special retaining nut using long nose pliers applied to the two notches. Unplug the switch from the wiring harness plug and inspect the terminals on the top of the switch for evidence of overheating and looseness. Maybe the big connector was not pushed all the way onto the terminals on top of the switch. If nothing appears wrong, you can test the switch out of the instrument cluster and see if now it works. If everything looks fine but the switch still doesn't work, you can pop it open and see if all the internal contacts look good. Rebend the internal contacts as needed to make better contact and clean any corrosion off the contacts. Polish the rheostat windings top surface and the contacting surface of the wiper to improve its function. If the switch still doesn't work, you will probably have to buy a new switch. Again Corvette Central sells the switch.

*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 \_\_\_\_\_

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

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 2022* ~~\$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.)~~ <sup>\$45</sup> to:

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

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

### Red River Chapter Member Interests:

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

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

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

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

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