



May 2020

Straight Talk

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

C-1 Solid Axle Cruise-In



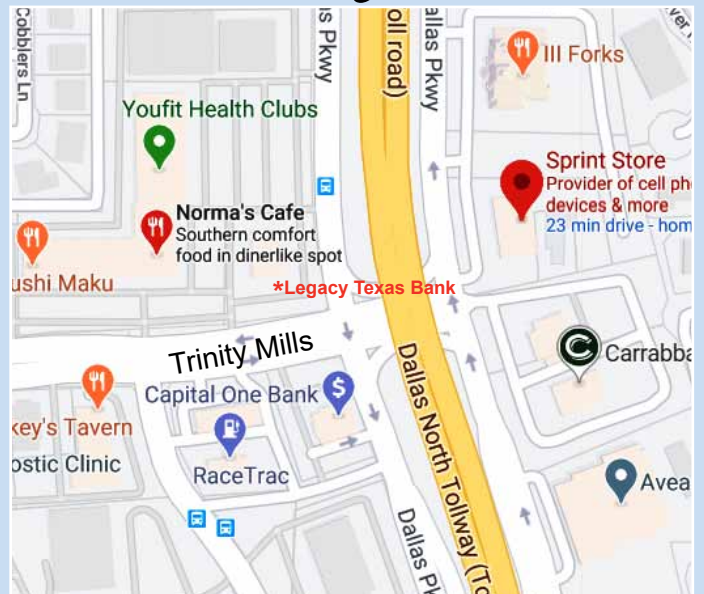
Saturday,
May 30th
1pm-3pm
Norma's Cafe

17721 Dallas Pkwy, Dallas

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

Surely the Quarantine will be lifted by then!

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



President's Message

SACC Convention at Corvettes at Carlisle

Now's the time for you to commit to going to the National Convention in Pennsylvania. Diane and I love going to the Convention and we even went to the one at Carlisle in 2014. We've had our hotel reservations at the Allenberry Resort for months. Full details are in the back of this issue.

Diane and I will be flying (because we fly free on SWA). Don Eckhart and Denise Iverson and some of the other Red River members will be driving or trailering their Solid Axles. They had a great driving trip to the Convention in Detroit last year and you can bet they'll have a super trip this year too. Contact Don to help plan the trip: dndoasis@gmail.com or 541-740-8293

We're looking forward to the side trip planned to Gettysburg in addition to the two days planned to spend at Corvettes at Carlisle. The Solid Axle Club has a prime location at the event every year at the main gate for our C-1s. It's a great place to hang out, relax, have breakfast under their tent and visit with everyone who stops to admire our old cars. **Be sure to pre-register your C1 for Corvettes at Carlisle as being with SACC so you can park with the club.**

We're planning our own side trip over to Hershey, PA to the AACA Museum. In 2014 they were constructing the new Tucker Automobile exhibit and we want to go back to see it... Our grandson, Tucker Preston, is named after the car's creator, Preston Tucker.

"Save the Wave",

Bill Preston

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

Red River Chapter Technical Advisor

Most Chapters of the Solid Axle Corvette Club have Technical Advisors to answer or field questions that C-1 Corvette owners have. John Spencer has agreed to be the Technical Advisor for our Red River Chapter.

John has a Red 1954, a Charcoal/Silver 1958 plus a Red 1998 Convertible. He does all his own work and has rebuilt both C-1 Corvettes.



He bought his 58 in 1976 and has done all his own fiberglass work, engine, suspension, etc. on his and other Corvettes for 45 years. He graciously shares all his knowledge with Corvette enthusiasts anytime he can.

John and his wife, Loudeen, hosted a Tech Session for our chapter at their home in Wylie, TX, in January on installing a C-1 windshield. He has also written many articles for our Corvette newsletters and is able to pass on his know-how in person or via his articles. Let him know if you have an idea for a Tech Session that would interest some of the members.

Please contact him whenever you need any help... or just to chat about your projects: LocoJohnS@verizon.net or 972-429-6000

New Members

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



www.CorvetteInvasion.com

Seat Belt Bracket

\$50

Fits C-1 Stock Belts
and some after-market belts

Keeps Belts Tidy

No Damage to Car

Easy to Use

Removable

Easy to Install

Just slide under shifter plate



Order from: John Spencer
972-429-6000
LocoJohnS@verizon.net

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

Officers: Bill Preston – President cell 405-412-0502
Verle Randolph – Vice President 918-520-7861
JoAnn Brumit – Secretary/Treasurer cell 214-676-2265
Diane Preston -- Editor cell 405-615-3856
John Spencer -- Technical Advisor cell 972-429-6000

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

Newsletter: Published as appropriate in PDF format, e-mailed to members and posted on club web site. If you do not have e-mail, please ask Diane Preston to mail 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 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 (\$60.00) to: JoAnn Brumit, KARLEE KLASSIC AUTOS, 3701 Marquis Dr., Suite 101, Garland, Texas 75042. Make payable to SACC.

Our Members' Cars



Jewel Blue & White 1961 Dennis Conte Savannah, TX

I always wanted a Corvette and my first one was a 1979 Navy Corvette, which I bought back in New Jersey when I lived there. I brought it to Texas when I moved here in 1980.

I always wanted a 1961 Corvette and was able to buy one at the Mecum Auction in Carlisle, Pennsylvania in September 2002. I went there intending to buy a Jewel Blue 1961, which turned out to be one I had seen that summer in New Jersey. It was not in good shape.

I happened to see a White one that was an original car and it was the last car to go through the auction. I was fortunate to buy the car at a great price.

Also as luck would have it, Terry Malone from Corvette World was there too, and he had room on his trailer for my car to be brought back to Dallas. He made me a good deal on the shipping.

He was not so lucky at the auction, because he bought the Jewel Blue car that I'd rejected. He told me he did not look at it closely and felt he'd made a mistake, but had a woman in Dallas who wanted a Jewel Blue Corvette.

My car was in excellent condition and always ran great

until a few years ago. There was an oil leak coming from the canister inside the block. With the help of local club members, we decided to remove the manifold and clean out the canister. As it turned out a small loose screw fell in the block and caused one of cylinder heads to scratch and I had to have the engine rebuilt. On the recommendation of a friend, I took it to a shop in North Richland Hills. The shop he brought it to did not do a good job and the engine did not run well at all. Also, when they put back the engine and hooked up the heat risers, they put one back wrong and I had to have it corrected. Since the part was on backward, I took it to Pronto Muffler and they had to use a torch to get it off. This led to my carburetor catching fire and burned the underside of the hood.



CONTE--Continued on page 4



All of this led me to have the engine rebuilt again and doing a complete restoration.

I had the car restored in 2018. I was in a position to get this done, so I had DMS Corvettes take it apart and had it painted at Best in Show.

The car was all white and had back interior. I always wanted the Jewel Blue color and I decided to change the color to Jewel Blue in and out.

The restoration went very well. I could not believe how great a job both places did on the restoration. I love the

color. It gets a lot of compliments everywhere I go.

In August 2019, I had planned to drive it to the Solid Axle Corvette Convention in Detroit and thought it would be good to get air conditioning put in the car. With the help from several members of the club, we installed a Vintage Air unit prior to the trip. It performed very well the entire trip.

The car made the trip to Detroit just fine. It was a great event and I had a lot of fun there and at the Woodward Avenue Dream Cruise.



George Reilly and Dennis Conte at the 2019 Solid Axle Convention in Detroit

TECHNICAL HELP FROM THE SOLID AXLE CORVETTE CLUB

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

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

Question: I have a 1960 Corvette with the auto transmis-
sion. Does anyone know where I can buy a new or used
neutral switch assembly? Do I need all the assembly? Or
is there a conversion aftermarket kit out there? I had the
transmission completely rebuilt but missing these parts.

Answer from: Bill Huffman, Michigan Chapter Pres:
Look for Corvette Central P/N 591055.

Question: Please let me know the dimensions on a 1960
original front sway bar from center of eye to center of eye.
Mine is a 13/16 bar and measures 34 1/2" wanting to know
if that is correct.

Answer from: Michael Capozzio, Ohio Restorer: You
have the correct sway bar.

Question: Where can I find instructions for removing and
reinstalling the radiator in my 1957 Corvette?

Answer from: Michael Capozzio, Ohio Restorer: The
ST-12 service manual is a great source for for this but
owning a '57 myself and doing C1 restoration for a living I
can give you the quick breakdown.

Drain radiator (of course). Remove top hose. Remove
fan belt (to aid in removal of upper fan shroud). Removal
of hood is not necessary but helps. You can simply remove
the hood support and use a stick or similar item to prop
open further than normal. Remove the bolts holding fan
shroud to support. Remove shroud. Lower radiator hose
clamp is tricky. It may or may not be necessary to unbolt
and move the lower fan shroud shielding out of the way to
get to the lower hose clamp.

Remove the two front hood alignment blocks that are
just above radiator tank. Now, there should be (not always
as they are often not replaced) two lower radiator bolts that

are accessible in the wheel house area behind the front tire.
Once they are removed radiator should be able to be slid
straight up. Best to have two people doing this to evenly
lift it.

Reinstall in reverse order. If the two lower bolts were
missing replace them. They really are often missing. This
is always a great time to replace thermostat too. At least
a 180 degree. No 160. System needs the pressure build to
properly cool. Hope this helps.

Question: I own a 61 with a 283/230 hp V-8 build date
November 1960. I have owned the car for about 2 years
and it is in very good driver condition with much of its
original equipment in place. The drive train is numbers
matching.

The radiator has developed a small intermittent leak
from the top of the tank where the "lollypop" dome joins
the discharge tube. I am looking for advice on the best way
to address this before I take the car to a local radiator shop
for a repair. I was wondering if the breach can be cleaned
and soldered and if so, what is the proper way to do this?
Or, could I use an epoxy repair to caulk the leak at least
temporarily? If so, what do you recommend?

I have a black aluminum Harrison radiator with the
correct stock number in the car that appears to be period
correct from the design but when I checked, the date stamp
on the plate dates the radiator January of 62 (62A). So, it
appears to be a replacement installed some time ago, per-
haps early on in the life of the car. Also, I understand from
my research that early 61's used the same model radiator
but it was left unpainted. Can anyone verify this for me,
since if I need to eventually replace the radiator, I would
want to do so with one that is correct for my build date.

Answer from: Larry Pearson, SoCal Technical Advisor:
You don't say if this car is to be NCRS judged or if it is
just a "driver". If it is to be judged, then acquire a copy of
the NCRS judging guide and follow what it says.

Is the leaking radiator a Harrison aluminum radiator?
If so, a radiator shop can't fix it with solder, because alu-
minum can't be soldered like copper and brass can. Radia-
tor shops typically use epoxy cement to repair aluminum
radiators, so you can do this yourself. A leak in this area is
common and you can repair it with JB Weld.

Carefully clean all paint, moisture, and corrosion from
the repair spot before applying the JB Weld. It is best to do
this with the radiator out of the car so it can be tipped to
get the JB Weld to stay in the proper location. Heating JB
Weld speeds up the curing process, because it is difficult to
keep it from sagging before it cures. My late 1962 still has
the original 62B radiator in it and I repaired it in this area
over 40 years ago, and it is still holding up. But I seldom
drive it.

Be advised that when these Harrison aluminum radia-
tors are taken out of service and dry out, severe internal
corrosion can take place. Many restorers keep these alumi-

Continued on page 6

num radiators filled with coolant while restoring their cars to prevent this corrosion problem. Or try filling the radiator with nitrogen gas to prevent this oxidation. Most premium tire shops use nitrogen gas to fill new tires.

The earliest 1961 base engine cars used the 1960 copper radiator. Harrison aluminum radiators were an option on the 1960 Corvettes. The early Harrison aluminum radiators came in bright aluminum or black anodized aluminum (not painted). Some of these early radiators had aluminum top tanks on them. Harrison aluminum radiators cool much better than any copper radiator can that fits in the same space. This is essential for 62 and later Corvettes with the 327 engines.

Always use full strength green antifreeze filled to a 50-50 dilution with distilled water from the grocery store. Don't use pre-mix antifreeze, because you don't know what kind of water they diluted it with. Tap water can have minerals in it that can damage your aluminum radiator. De-ionized water is available commercially. It is used to clean corrosion from metal containers. Some radiator shops use it to clean copper radiators and gas tanks. If you use it to dilute your antifreeze, it will immediately dissolve your aluminum radiator.

Complete, correct and dated reproduction radiators can be purchased from a company named DeWitt. They know what configuration your car needs and can build an exact reproduction of it. But this doesn't come cheap. Plan to spend at least \$1,000 for one of their radiators. Go online to find them.

Question: I am a recent member of SACC and am looking for somebody in the central part of California to install a new top in my 1957 Corvette. I have heard that there is somebody that will even do house calls. Anybody know of this?

Answer from: Chip Werstein, SoCal Chapter President: Adam Parker from Phoenix is probably the best there is for C-1 convertible tops 480-251-6352. Not sure he's doing it any more, but if he got a group in California who needed tops he would come over for a week and install the tops at your house. Check with him. He's done several tops for me and many for SoCal SACC members. Also Sully's in Fresno 559-291-8680, but I have never used them.

Question: I have a 1957 Corvette in Venetian Red with a Beige interior. I was wondering what is the correct color of the trunk matt, red or black?

Answer from: Michael Capozzio, Ohio Restorer: Normally the 56-57 trunk mat is red for red colored interior and black for beige colored interior.

Question: I have a '59 Vette and the fuel gauge pegs to the right when the key is in the start position. I have confirmed that the ground is connected to the back of the gauge;

where do I go from here? Is my sending unit toast?

Answer from: Michael Capozzio, Ohio Restorer: The back of the fuel gauge has 2 wires. The pink is 12 volts power. The brown is ground with variable resistance coming from the sending unit. Disconnect the brown from the fuel gauge and see if it goes to "E" with key on. Also, using a multimeter set to ohms check the resistance of the brown wire. It should go from basically 0 ohms empty tank to about 30 ohms full tank. Always best to pull sending unit from tank and check resistance as you move float. If you decide to replace sending unit be careful as cheaper units do not have correct resistance to make gauge read properly. Best solution is to rebuild original sending unit. If it checks out okay and you decide to rebuild gauge, there are several reputable rebuilders out there.

Question: Was getting ready for parade and stopped at bank. Car now won't shift into any of the 4 gears but I can force it into reverse but even then it won't move. I'm hoping it's just a linkage problem and not the transmission itself. It's a 283 four speed. Any suggestions are greatly appreciated.

Answer from: Chip Werstein, SoCal Chapter Advisor: I had a similar situation with one of my cars. Turns out the transmission had locked itself in 2 gears. I put the shifter in neutral and got under the car to check the position of the 3 levers on the trans. Reverse and 1-2 levers were in neutral. 3-4 lever was slightly engaged in 3rd. I moved it a very small distance and it clicked into neutral. Problem solved but I don't know what caused it in the first place.

Answer from: Michael Capozzio, Ohio Restorer: Try manually putting shift arms in transmission into neutral. If it's stuck in gear it will go into reverse but will bind and not move. If the arms won't go into reverse it may have a broken shift fork.

Question: I need to make a strong repair to the chrome door post on a '62. Previous owner was using the post as a handle to close the door and has resulted in a weak post attachment. What is the best way to reattach the post so that it will become an integral part of the door again. We won't be using the post as a handle, but there is considerable mechanical advantage acting on the attachment point.

Answer from: Chip Werstein, SoCal Chapter Advisor: Corvette Central offers door post repair. The tabs are broken because the windshield was not shimmed properly at the rear of the post.

Question: I'm prepping my car for the NCRS National meet in Las Vegas in July. I got a call from the National Judging Chairman concerning the state of my VIN tag on the steering column. Apparently it was determined from photos taken at previous Regional meets (all Top Flight results) that the tag is not a factory applied tag. I was told this is a common issue with '62s because the spot weld

TECHNICAL--Continued from page 6

is not that secure. I was asked to check the frame stamp to verify and to obtain a California state issued VIN Tag to bring with me to the meet. While all documentation indicate the correct and matching VIN # apparently I need this document.

Has anyone had this problem and does anyone know the quickest way to get it resolved. Unfortunately the meet is only 6 weeks away and DMV isn't usually work in an expedited mode.

Answer from: Bruce Fuhrman, SACC Secretary:

I had a similar situation with the DMV on my '54 when I changed to YOM plates. They needed to verify the VIN on the frame did agree with the door VIN #. They were not able to crawl under the car to verify the VIN # on the frame so, they referred me to the CHP. I called the local (Ventura) CHP office and made an appointment to have them verify and they set it up in less than 2 weeks.

Hint- Locate and clean the frame VIN # (I believe it is on the frame in '62?) before you take it to the CHP. They will give you the proper paperwork for the DMV which you can use to show to the NCRS.



New Date **October 1-3, 2020**
Thursday, Friday, Saturday
Gates Open at 7 a.m.

Texas Motor Speedway - Fort Worth, Texas
I-35 West and State Highway 114

General Admission is FREE

Parking Fee: \$5.00 per vehicle

Sorry, no in or out privileges

Vendor spaces are available at 1-713-649-0922

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

CAR CORRAL

SOUTHWEST OKLAHOMA CORVETTE CLUB

CORVETTE Kickoff Classic

MARCH 20-22, 2020

KICKOFF CORVETTE '20 SEASON

2019 Participants helped SWOCC provide \$9,000 to local charities in 2019! The Lawton Food Bank & Lawton/Ft Sill Boys & Girls Club receive the majority of our fundraising dollars. YOU make the difference!

APACHE CASINO HOTEL
2315 E Gore Blvd.
Lawton, OK 73509
(855) 353-3333
Book 1 Night Now at <https://tinyurl.com/swocc1nite2020>
Book 2-3 Nights Now at <https://tinyurl.com/swocc2nite2020>
2 nights increases to \$238 after March 6

APACHE

LAWTON FT SILL BOYS & GIRLS CLUB

2019 Grand Champion Darren & Tami Heavner Owners

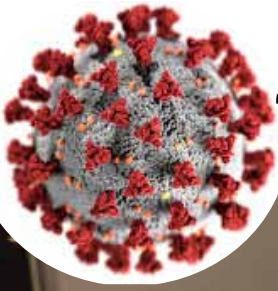
80+ AWARDS!
Friday Top 25 Show!
Saturday Show-N-Shine Top 25 Show AND Judged Show with 12 Judged Classes with 30+ Awards!

NEW DATE!

JULY 10-12, 2020

"The best we've ever been to!"
"You raised the bar for Vette shows!"
"Well organized with lots of fun activities!"

What Did You Do During the COVID-19 Shut Down?



327 Corvette Engine Rebuild

by Paul Wolter

During the “Shelter in Place” I have been getting a lot of projects done around the house like changing the noisy and leaking pool pump motor, mowing the lawn, washing the SUVs and working on the Corvettes.

One of the projects that I have been working on in March at our son Scott’s Race Shop is rebuilding the 327 340HP engine for our ‘62 Corvette. I had the block bored .020, installed new pistons, rings, rebuilt the water pump, set up the dual point distributor, rebuilt the (incorrect) carburetor, installed a new solid lifter camshaft, solid lifters, bearings, etc.

I watched Scott port one of the double hump heads and then I ported the other head to improve flow and obtain some horsepower gain. I mistakenly did not wear safety glasses and ended up getting small steel filings in both eyes. I was able to successfully flush out only one eye. After several days of eye irritation and unable to flush out the foreign metal. I went to the optometrist who removed the metal shaving, charged me \$100, wrote a prescription, which cost me \$40, and made a follow-up appointment costing another \$45. So that was a \$200 mistake for not wearing safety glasses, which I almost always wear, when



Painted Engine with Correct Canister Oil Filter.

REBUILD--Continued on page 9

grinding on something or painting. Now I put on safety glasses while mowing the lawn and doing other projects that might have something flying around in the air.

All that remains to be done prior to installing the engine is do a test to check for proper oil pressure and oil flow to the rocker arms, lifters, etc. and install some other minor items on the engine.

The Valve Covers have "Off-Set Holes" and are just sitting on the engine for the photo. Does anyone have or know someone that has a set with correct holes and no mold casting mark that I could purchase?



This carburetor is correct for a 409 Chevy engine. I need a 3269S carburetor to be correct for this 340 HP engine. Know anyone who has one to trade or sell?

If you are working on your Solid Axle Corvette, let us know. Send in a few pictures and a little bit about what you're doing for the Newsletter.

62 Corvette Soft Top Frame

One of the other projects that I've been working on while "sheltering in place" has been installing the soft top frame that I restored several years ago. Got the soft top frame bolted into the Corvette and correctly aligned to mate with the windshield. I also found the new white canvas soft top I purchased for the Corvette in 2005! I have replaced the soft top canvas on our yellow '86 Corvette Pace Car, but the solid axle '62 Corvette soft top installation is much more complicated and tedious, so I will likely have it professionally installed.



Soft top with rear bow and front bow weatherstrip installed on the Corvette. Green Masking tape temporarily secures weatherstrip rear bow to protect deck lid finish.

Paul Wolter, 817-478-6096, PWOL1962@sbcglobal.net

13th Annual NCCO Toys for Tots All Corvette Show

June 13, 2020 NEW LOCATION

Register 8 am - 11am Awards at 2 pm

Pre-Register before June 6 - \$35 Day of Show - \$40

Online registration ncco2020evenbrite.com



Judged show Classes;

**1st, 2nd, and 3rd C1-C8, C6 & C7 Wide,
Custom, President's Pick - Best of Show**

Bryan Monroe Memorial Award

People's Choice - Best Paint -Best Interior

Best Engine - Club Participation

Rudy's BBQ will be selling their great BBQ

Embassy Suites
2501 Conference Dr.
Norman, OK 73069
Contact:
405-365-8040
Ask for Hotel group TFT

2020 SOLID AXLE CORVETTE CLUB NATIONAL CONVENTION

AUGUST 26 - 29 - Boiling Springs, Carlisle & Gettysburg, PA

This year's SACC National Convention will be held in conjunction with Corvettes at Carlisle. If you've never attended a SACC convention or a Corvettes at Carlisle event, this is your year as we have scheduled the events so they coincide with one another. Normally each event would be busy within itself. However, we have arranged the convention schedule to allow our members to attend both the SACC National Convention and Corvettes at Carlisle, without the pressure of having to select one over the other or being rushed from one to another.

Our host hotel is the Allenberry Resort in the picturesque village of Boiling Springs, PA. Situated along the Appalachian Trail, this 19th century stone farm and trout fishing retreat was recently renovated and updated to a state of the art facility, while retaining its country charm. The resort is located about 5 miles southeast of Carlisle, but a world away from the traffic and congestion that accompanies a "mega" event like Corvettes at Carlisle. We have reserved parking for our CIs as well as a separate area for trailers. The address is 1559 Boiling Springs Road, Boiling Springs, PA 17602. www.allenberry.com Due to early interest, we have already increased our reserved room block. Once these sell out, there is no guarantee members will be able to stay at the host hotel and may have to seek accommodations in Mechanicsville, Harrisburg or Gettysburg, as the Carlisle area sells out a year in advance for this weekend. For reservations call the Allenberry (717) 258-3211, ask for "reservations" & say you are with the Solid Axle Corvette Club. Rooms in the Stone Lodge are \$219, while Pine Lodge rooms are \$172 to \$192 per night. Space is limited and will go to the first callers. Any un-booked rooms from our block, will be released on July 25th.

The convention schedule is as follows:

Tuesday, 8/25	Early arrivals.
Wednesday, 8/26	Board Meeting, Annual Business Meeting & Reception Dinner at Allenberry Resort.
Thursday, 8/27	Continental Breakfast at Allenberry followed by a full day private guided bus tour of the Gettysburg Civil War Battlefield. Returning to the Allenberry Resort for evening cocktails and Annual Banquet.
Friday, 8/28,	Caravan to the Carlisle Fairgrounds, Continental Breakfast & Tech Sessions at Corvettes at Carlisle. Tickets are available for the annual Chip Miller Amyloidosis Foundation Charity Dinner Friday evening, which is encouraged, but strictly voluntary. Or, you may choose other local dining options.
Saturday, 8/29	Caravan to Carlisle Fairgrounds, Continental Breakfast at Corvettes at Carlisle. We will offer an alternate local event for those not wishing to partake of a second full day at the Fairgrounds. Saturday evening we will return to the Allenberry Resort & park in "theater style", for a Cook-Out and Drive -In movie. You may bring folding chairs, if you'd rather not sit in your car, but when was the last time you got to watch a movie with your best girl in a C1 Corvette?
Sunday, 8/30	Although the convention officially ends Saturday evening, some may choose to return to the Carlisle Fairgrounds on Sunday, to soak up more ambiance or to claim "Celebrity Choice Awards" at the awards ceremony. If you register as a "Fun Field" participant, Sunday admission is included.

**Shuttle service will run between the Allenberry and Gate #3 at the Carlisle Fairgrounds on both Friday and Saturday afternoons.*

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

Chip Miller was a founding partner of Carlisle Events, parent company of Corvettes at Carlisle. He was a long time member and friend of SACC as well as a leader in the Corvette community. We lost Chip, way too soon, after contracting Amyloidosis, in March of 2004. Later that year, friends and family founded the Chip Miller Amyloidosis Foundation to raise awareness and help find a cure for this progressive disease. As part of the foundation's fund raising efforts, Corvettes at Carlisle hosts a charity dinner and auction on the Friday night of the event. No fancy candle light tables, filet mignon, or tuxedos, but you will enjoy good food & drink and an enjoyable evening with other Corvette enthusiasts, while raising funds to fight a terrible disease and honor of a great man and good friend! Tickets are \$65 each. To purchase in advance call Jodi Morrison at (717) 243-7855, (press 5, and then extension 113), or by access CarlisleEvents.com, clicking on Corvettes at Carlisle & scroll down to the third item.

This should be a fun and enjoyable event, as we combine the two largest SACC events of the calendar year into one. We hope you will block these days on your calendar, complete & submit the registration form and make your hotel reservations to join us!

2020 SACC National Convention Registration Form

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

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

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

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

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

Convention registration, before 6/30/20. *Registration includes SACC member & one family member/guest.* \$ 100.00

Please add \$50 for each additional family member/guest. persons @ 50.00 each. \$ _____

Please add \$25 for registrations submitted after July 1, 2020..... \$ _____

Wednesday, 8/26 Reception Dinner at Allenberry Resort persons @ \$25.00 each. \$ _____

Thursday, continental breakfast at Allenberry Resort..... persons \$ *Included*

Thursday, 8/27 Gettysburg tour, (includes: bus, tour guide, lunch & Cyclorama)..... persons @ 75.00 each. \$ _____

Thursday, 8/27 Awards Banquet & Reception..... persons @ \$50.00 each. \$ _____

Friday, 8/28, Caravan, continental breakfast & tech sessions at Corvettes at Carlisle. _____ persons \$ *Included*

Friday, 8/28, Chip Miller Amyloidosis Foundation Charity Dinner. *Call Jodi at Carlisle Events: 717 243-7855 (press 5) then ext. 113*

Saturday, 8/29 Caravan, continental breakfast at Corvettes at Carlisle..... persons \$ *Included*

Saturday, 8/29 Alternate event (for those not wishing to attend the events at the fairgrounds) _____ persons *TBA*

Saturday, 8/29 Cook out and "drive-in" movie..... persons @ \$25.00 each. \$ _____

T-Shirts..... SM MD LG XLG XXLG..... @ \$25.00 each. \$ _____

Convention T-shirts may be ordered, if unable to attend. If so, please add \$5.00 for shipping & handling. \$ _____

Total enclosed \$ _____

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

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

Year _____ Vin # _____ License tag # _____ State _____

Exterior color(s) _____ Interior color _____ Trailer: Yes _____ No _____

Insurance Company _____ Policy # _____ Expires _____

Signature _____ Date _____ Please mail completed form with check (payable to SACC) to:

Jack & Cheryl Jarvis - SACC
3305 Pennsylvania Avenue
Charleston, WV 25302

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

Share this application with other C-1 Owners

Solid Axle Corvette Club Membership Renewal/Application

Renewing Member Number _____ New Member

Applicant Name _____

Co-Applicant Name _____

Mailing Address _____

City _____ State _____

Zip _____ Country _____

Phone #1 _____ Home ___ Cell ___ Work ___

Phone #2 _____ Home ___ Cell ___ Work ___

E-Mail _____

Solid Axle VIN # 1 _____ Yr ___ Color _____

Solid Axle VIN # 2 _____ Yr ___ Color _____

Solid Axle VIN # 3 _____ Yr ___ Color _____

Solid Axle VIN # 4 _____ Yr ___ Color _____

Solid Axle VIN # 5 _____ Yr ___ Color _____



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

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

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

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

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

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

SACC Annual dues are: \$45.00 one year

Red River Chapter dues are: 15.00 per year

\$60.00 total

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

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

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

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

Red River Chapter Member Interests:

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

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

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

Do you prefer overnight or single day events? _____

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