



October 2020

Straight Talk

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

C-1 Solid Axle Cruise-In



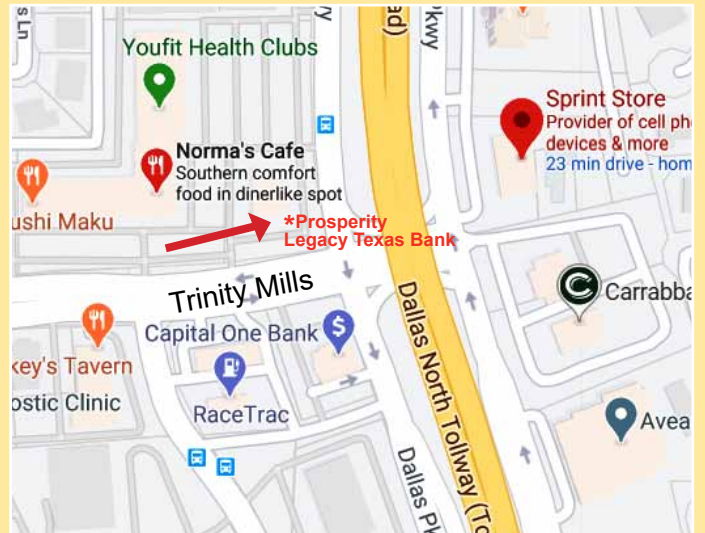
Saturday,
Oct 24th
1pm-3pm
Norma's Cafe

17721 Dallas Pkwy, Dallas

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

Wear your mask.

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

It has been a frustrating year to try to maintain any connection among our Solid Axle membership. Hopefully the Virus will subside soon and we can get back to life as we knew it.

We will have a Drive-In meeting again at Norma's Cafe, so we can at least get the Vettes out for a little drive before winter sets in. **Wear your mask** and enjoy the fall Texas weather.

Bring a check or cash for your dues. It will be a good time to pay your 2021 SACC dues so you'll continue to get the National Quarterly Newsletter "On Solid Ground" next year.

Since we haven't been able to have any events and almost no expenses this year, I propose we waive our Chapter Dues which are normally \$15. **So just bring**



a check or cash for \$45 for the 2021 National Dues. Please fill out the membership renewal form in the back of this newsletter to include with your payment.

We will re-schedule John Spencer's "Installing Front Disc Brake Tech Session" as soon as it seems safe to meet in closer quarters.

The 2021 Convention has been rescheduled to happen during Corvettes at Carlisle which is August 25-28, 2021. The activities will be pretty much as the 2020 Convention was scheduled. Specific details will be announced by National in the Winter edition newsletter.

Be sure to make your Allenberry Resort reservations as soon as they are available. It is a small resort and will fill quickly due to the Carlisle event. You can always cancel, if you decide not to attend.

"Save the Wave",

Bill Preston

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

Our Members' Cars



**Red & White
1958**
**Steve & Lee Ann Parker
Azle, Texas**



We purchased this 1958 Corvette in early 2018 from Alex Alley in Weatherford, Texas. He purchased it in 1999. The car was restored in 1986. So paint, interior and drivetrain were done then. It was restored with a 290hp 283 FI. It has a 4-speed and a 4:11 axle.

Alex admitted that the car was somewhat unreliable due to the FI unit. After I got it, I removed the FI unit and put on an original 1958 intake and Carter carburetor and the car is 100% reliable. The FI unit, air cleaner and distributor are sitting on my shelf. We installed several items to support our desire to drive the

car including new tires, new black canvas top and fixed other driveability issues.

It is two top car. It has been featured in Corvette Milestone Magazine, Corvette and Chevy Trader and Parker County Today magazine. It has held up well for a 1986 restoration and still looks good. We enjoy driving it and watching other people's reaction to it.

(More pix on page 4)



Steve & Lee Ann Parker's 1958



Patriot PAWS Fund-Raising Calendar

Available October 24 at the SACC Meeting

(Save the mailing cost by picking them up at a meeting)

Pate Swap Meet and the other Fall automotive events have been cancelled, where Legends Corvette Club planned to distribute these Corvette calendars. But we're going to go ahead and raise as much money as we can for Patriot PAWS Service Dogs.

Please promote the Calendar to family, friends and Corvette enthusiasts.

1 Calendar
\$20 donation
 + \$5 mailing fee

12 Calendars
\$200 donation
 + \$15 mailing fee

20 Calendars
\$325 donation
 + \$15 mailing fee



To order:

Send Patriot PAWS donation to:
 Bill Preston, 1124 Lopo Rd.,
 Flower Mound, TX 75028

Make tax deductible checks payable to:
Patriot PAWS Service Dogs
 a 501(c)(3) charity



Advertisers and Corvette owners who donated to have their cars on the calendar have covered all of the printing costs, so all donations go directly to Patriot PAWS.

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., #101, Garland, Texas 75042. Make payable to SACC.

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 feel like I know what I am doing in this 59 restoration. But instead of telling you how hard I have tried to determine, if I have a early 59 or a late 59. Could you please tell me if there is an easy way to know?

VIN = J595107364

Answer from: Chip Werstein, SoCal Chapter Advisor:

This car # 7364 was built May 8, 1959. Total 59 Corvette production was 9670 which means your car was in the last 25% of the cars built for that model year. This makes it a late car rather than early. I believe there may have been some small differences between early and late 59's like carpet style and speaker grill, but I don't have good data on that subject. I would suggest contacting the NCRS 59 team leader for additional accurate info.

Question: I ordered a new fuel pump from paragon and the fittings are 180 degrees opposite my original pump. Are there different configurations for other fuel supply systems? I have 1 4bbl. My car is a 61 and engine is a 64 327 but fuel line on frame is in original location I believe.

Answer from: Larry Pearson, SoCal Chapter Advisor:

I still have the original pump from my first 1962, and it is configured exactly like the service replacement pump you received from Paragon. The original AC catalog number was 4656, and that number is stamped on the edge of the mounting flange at the 2 o'clock position. The top is marked "AC" in the original mold, and the aluminum bottom cover is marked "AC" in large letters. The original brass inlet fitting is a hex shaped 45 degrees, not the 90 degree fitting you show. This fitting is available as a reproduction. The outlet fitting is a brass 90 degree fitting facing upward, not the straight fitting you show. The original all steel fuel line to the carburetor had a "dog leg" shape to it

to connect it to the 90 degree fitting. You should be able to obtain a reproduction of this line from the suppliers. Your car originally came with a Carter WCFB carburetor with the inlet in front left side. If you are using some other type carburetor, like Holly, the original style steel line won't work. An AFB Carter carburetor requires a different shaped fuel line from the pump. The original AFB carburetors used on the 300 and 340 hp engines had a glass bowl fuel filter feeding into a threaded inlet on the carburetor, so the gas line from the fuel pump was very different. The WCFB carburetors had a flared fitting for the inlet and there was a bronze filter behind the inlet fitting inside the carburetor.

If you want to modify the new pump to be configured like your old pump, it is easy to do. Just remove the 10 screws that hold the bottom casting to the top casting and re-orient the bottom until it matches your old unit. The cover screws are evenly spaced, so you can do this. When replacing the screws, you must compress the the actuator arm in a vice until the rubber diaphragm is completely level with the mounting surface before installing the mounting screws. Tighten all the screws completely in a cross sequence before removing the pump from the vice.

Answer from: Chip Werstein, SoCal Chapter Advisor: Dave, Paragon sells a reproduction 4656 pump that is spot on. It is made here in Los Angeles. They re-cast the original parts and even stamp 4656 on the flange. I have purchased several over the years and never had a problem.

Question: Can you please confirm that an original C1 lug wrench has a "0" on it, and fits a 7/16-20 thread with an external measurement of 3/4"?

Also, do you have any idea where I can get a horizontal metal reinforcement piece that is riveted to the fiberglass to support the convertible top. This piece fits right behind the seats. Unfortunately, my ex-restoration person lost mine!

Answer from: Larry Pearson, SoCal Chapter Advisor: You don't say what year C1 you have. Are you restoring the car for NCRS judging or for a driver? If for NCRS, you need to obtain a copy of the judging guide for your year and follow what they say for the lug wrench. Otherwise, anything that fits your lug nuts and fits in the trunk will do. Go to an auto salvage yard for this. Or buy a 4-way combination lug wrench at your local auto parts store. You will also need a large screwdriver to remove the wheel covers. Corvette Central sells an "exact" reproduction of the lug wrench, but it is very expensive.

Question: The horizontal steel reinforcement piece for the convertible top is not "behind the seats". It is inside the gas tank area, and it should still be there. Why would anyone remove it? This reinforcement was there when the body was built, regardless of whether the car originally came with a convertible top. If it really is "gone", call Corvette

Central or Paragon to see if you can get a used replacement. This is not a high demand item.

If you are talking about the left and right vertical reinforcement plates, they are behind the seats and could have been removed and lost. They were only there if the car came with a convertible top and were painted the body color. I don't think they are reproduced, so you will have to find used replacements. Try the above two sources if you need these.

Question: I am looking to restore the trunk area of my 1961 Corvette. My car is Ermine White (believed to be the original color from all forensic inspection) with white coves and red interior and I enjoy driving her regularly. The car is in 95% of stock condition following what, I was told, was a cosmetic restoration in the 1980s and still holding up well. At that time, the former owner chose to have the inside of the trunk and convertible top compartment painted black. I would like to gradually restore the car to original condition and would appreciate any information that you can share.

I have the following questions: Paint Color: Am I correct that the interior of the trunk area and spare tire well are to be painted the same color as the exterior of the car?

Spare Tire Well: My car happened to come with one Firestone Bias Ply White Wall Tire that does not fit into the well without the plywood top (I do have the original top) sitting into the depression of the rim of the well. (The four driving tires have been changed to radials). I suspect that the bias ply tire is not an original relic, but rather a later reproduction that appears too fat for the height of the well. My question is, did the original tires fit into the well such that the original plywood cover fits neatly into the rim of the well?

Jack, handle & tire iron: Alas, the car did not come with its original jack, handle and tire iron and after being frustrated in my search for originals at various venues, I would like to buy a quality reproduction jack, handle and tire iron and would like your recommendation on the right source for such parts.

Thanks again in advance as always for the advice. I truly appreciate being part of SACC.

Answer from: Larry Pearson, SoCal Chapter Advisor: If you plan to have your car judged by NCRS, you should obtain a copy of their Judging Guide and follow the details exactly. There are a lot of nit-picky things they want to see. So I will assume that you want a correct "driver" car. In answer to your questions:

1. The entire trunk area including the area behind the cardboard should be painted Ermine White. The entire convertible top area should be painted Ermine White, including behind the seats. I have one 60 and two 62's. The trunk cardboard and trunk mat should match the interior color.

2. All the wheels, including the spare, should be painted Ermine white. If you have the optional 5.5 inch

wheels, they should be painted black. Today's reproduction 6.70x15 bias ply tires are wider than 6.7 inches and won't fit in the tire well. The original 6.70x15 tires fit in the well perfectly. Both my 62's have original 6.70x15 spare tires, and they fit in the well perfectly. If you want your reproduction 6/70x15 tire to fit, let the air out and carry a portable electric tire pump in the car. What I did on my 60, I bought a 6.40x15 tire for the spare. It fits perfectly.

3. Corvette Central is my favorite source for reproduction items. However the reproduction scissor jack they sell is not considered to be safe to use, and it is very expensive. It just looks correct. This same jack is in my 60, and when I got the car, it was literally in pieces. One of my 62's had nothing. I bought a quality scissor jack from Pep Boys and modified the handle to fit in the slot in the trunk floor. I got a lug wrench at a salvage yard. This was 40 years ago.

Question: I just put on new rear shocks on my 62 Vette because I found the old ones were bad. The suspension was bottoming out hitting the bumper stops hard. After the shocks it's better, but still bottoms out when I hit a dip in the road. Is this normal for these cars or what do you suggest?

Answer From: Doug Prince, SoCal Chapter Advisor:

If your leaf springs are original, then I surmise that they are worn out and sagging. You will need to have them removed and taken to a reliable leaf spring rebuilder. Fellow contributor, Chip Werstein, can give you the original height specifications as these dimensions are very critical to get it right the first time. Replace all the rubber bushings and lubricate them in the shackles. Good luck with your project as many C1 owners have crossed this bridge before and it is not Rocket Science to make this repair. The hardest part is finding somebody in your area who knows what they are doing.

Question: I have a 1960 Corvette. VIN #00867S106796 should tag be on column or inside driver door?

Answer from: Chip Werstein, SoCal Chapter Advisor:

Your VIN tag should be spot welded to the steering column.

Answer from: Brad Bean, SACC Vice President:

Only early '60s had the VIN tag screwed to the door.

Your's is way past the date where they were moved to the steering column and welded. Therefore, yours should be welded to the steering column.

QUESTION: I have a 1956 corvette. My question is what kind of oil (and how much) do I put in the oil tube attached to the distributor and also I see oil caps on the generator. Does it need oil also? Thanks for you time.

Answer from: Chip Werstein, SoCal Chapter Advisor:

Both your generator and distributor should be lubricated with a couple drops of engine oil every 1000 miles. This is according to the Corvette shop manual ST 12, which every

C-1 owner should have. It is available from any Corvette parts supplier.

BUT if your distributor and/or generator has been rebuilt (which is quite likely after 60+ years) it will probably have sealed bearings which require no lubrication. If you were to oil sealed bearings I don't think it would cause any harm.

Question: I'm going to attempt to reseal the washer pump on my 1962 2x4 270 hp Vette. Having had enough experience, I do not want to attempt this without a exploded drawing of a Trico vacuum pump. The factory manuals Chevrolet and Corvette supplements do not touch on this procedure. The service kit I purchased from C.C. did not have this needed diagram. Would any of you be willing to share this information with the Corvette world and myself.

Answer from: Doug Prince, SoCal Chapter Advisor: Capital Auto Restoration used to rebuild and restore C1 washer pumps, 301-948-9481....very expensive but they are not easy to do....good luck with this project.

Answer from: Brad Bean, SACC Vice President: I applaud your desire to do this yourself. Frankly, I've always relied on professionals for windshield wiper related rebuilds. Specifically SACC member, Tom Maxwell, has rebuilt two windshield motors and one windshield washer pump for me. Unfortunately, Tom passed away a few years ago. I believe his son, who worked with Tom, now operates the business. The contact information I have is: Capitol Auto Restoration 301-948-9481.

Question: I bought a car pretty much in pieces. I'm wondering what the piece was on each end of the grill. Was it fiberglass or metal was it painted the car color or black? Also I am 6'4", Any ideas to get little more room?

Answer from Bill Huffman, Michigan Chapter Pres.: For the answer(s) to your first question, you need an 1960 Assembly Manual (Mid-America sells a good one), a C-1 parts catalog from Paragon Reproductions or Corvette Central to really see all the parts your car is missing.

On 1958-1962 Corvettes frontal area on either side of the grill opening is one fiberglass panel that extends from one wheel opening to the other. The intended function of the recessed areas on both sides is to provide an air inlet to cool the heavy duty racing brake (called "Big Brake") RPO. Each side has an upper & lower diecast & chromed eyebrow trim bezel above and below the bumper. Since Big Brakes are a rare option, most owners paint the recessed area black.

Your second question is tougher. Although some big guys own, drive & love them, the early Corvettes were designed for 5' 9" - 165lb people or very limber contortionists to be able to ingress/egress. Depending on your difficulty here are some options: 15 inch steering wheel vs stock 17 inch, remove some seat padding, replace steering column

with Ididit tilt column OR just drive it with the top down only.

Answer from: Larry Pearson, SoCal Chapter Advisor: The 1961 and 62 seats were completely redesigned and you get about two inches more room in both directions. If you know someone with a 61 or 62, try it out. My brother is 6'-4" and fits in my 62 fairly well and enjoys driving it. The problem is that the 61-62 seats mount to the floor completely differently than the pre-61 seats do. But you can make it work. Or buy a 61 or 62.

Another possibility is that your seats are re-upholstered and have too much stuffing. Both the bottom and back should be concave, not convex. Most upholstery shops way over-stuff the C-1 seats. If your seats are overstuffed, you may be able to gain as much as two inches in both directions.

Question: Please help me to clear some confusion I am having on my Trunk Mat. My question is, does the Trunk Mat go under the Trunk Liner or does it butt to it?

Answer from: Larry Pearson, SoCal Chapter Advisor: I have an unrestored 1960 with the original trunk mat. The mat butts up to the cardboard trunk liner. You have to be able to remove the trunk mat to access the spare tire. If it is under the cardboard liner you would have to remove the liner to remove the trunk mat to access the spare tire.

Question: I am going to have my 61 T-10 rebuilt and mechanic suggested changing out course spline tailshaft and yoke for fine. Is this a good idea? Not a hard driver, worth the \$?

Answer from: Doug Prince, SoCal Chapter Advisor: In my opinion it is not worth the money unless you were going to start drag racing with drag slicks.

Answer from: Larry Pearson, SoCal Chapter Advisor: The 57 through 62 Corvettes with the T-10 transmission all had a course spline output shaft and came with a long driveshaft yoke. The long yoke was necessary because the rear axle movement up and down with the short driveshaft used in these cars caused a lot of in and out movement of the yoke in the transmission output shaft. A short yoke, which the midyear Corvettes used, might disengage from the transmission tail shaft if the car encounters a large bump at speed. Even the long yoke can disengage from the transmission if the rear axle rebound straps are missing. The Muncie transmissions came with a fine spline and used a short yoke because there is no up and down movement of the differential with the Stingray Corvettes. It is my understanding that the late service replacement T-10's could be had with a fine spline output. Corvette Central sells a long yoke with a fine spline, so that Muncie transmissions can be installed in the C1 Corvette. Because of the long driveshaft used in sedans, a long yoke was not needed.

In response to your question, it makes absolutely no sense to change to a fine spline output shaft in your 1961

There was FINALLY a Car Show!!!

June 28th there was FINALLY a car show to go to!!! And the cars filled the whole big parking lot. We'd all missed the regular gatherings to see friends, meet new people and enjoy everyone's cool cars... even if they weren't Corvettes. Since many shows are held in parks and public lots, the city governments had not allowed our outside gatherings for months.

Triple F Automotive at I-35W & Golden Triangle Blvd. in Fort Worth opened their doors and welcomed in all the car show people. Triple F Automotive is a "full service" automotive sales, parts, service and restoration facility dedicated to the preservation of automotive history.



Triple F owner, Lee Finley and his beautiful, originally Fuel-Injected Black 1957 that he's owned for over 30 years. It's displayed inside Triple F with his collection.



Alan and Dottie Hofeling, Haslet, TX--
Red/White 1961 from Haslet, TX



Bill Preston's Black/White Fuel Injected 1957 won Triple F's Choice Award



Red 1962 on display at Triple F



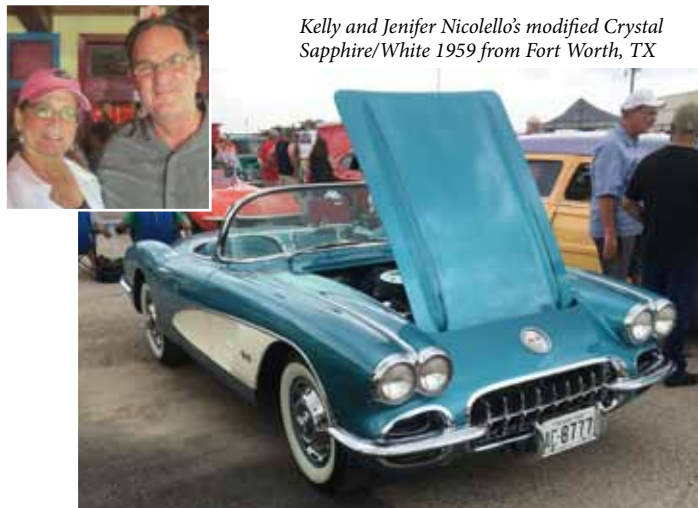
Marissa Paver's Red/White 1962



Andy Hill's Modified Maroon 1962



Kelly and Jenifer Nicoello's modified Crystal Sapphire/White 1959 from Fort Worth, TX



It isn't a show without Norm Bartee of Arlington, TX with his Blue/Silver 1959

Corvettes at Carlisle 2020



by Bob Cook--Reprinted from the Newsletter of the Mid-Atlantic Chapter of the Solid Axle Corvette Club, October 2020

As expected, this year's Corvettes at Carlisle was certainly different than past events due to COVID 19 and the changes that had to be made to ensure safety of attendees and employees (masks to enter the fairgrounds; touchless admission with season passes or on-line tickets; social distancing; face masks on employees; touchless event guide distribution; ticket stubs rather than hands stamped for re-entry).

I went up Friday and had a good day – until the rains came at about 3:00 pm. Of course, we had planned to attend the SACC national convention that was to be held in conjunction with Corvettes at Carlisle. We had a room reserved at the Allenberry Resort. But it was all canceled and I canceled our room, so I decided to just go up for Friday.

I originally wrote this article for Vette Vues Magazine, but have modified it for our MASACC newsletter. Several of the "normal" Carlisle events had to be canceled. Pennsylvania had a limit of 250 people who could be in a single location at one time.

Carlisle Events was challenged on this, when they held their first event under the current rules, which was Spring Carlisle postponed until June 17. However, after negotiations with the state, they got an agreement allowing them to hold their various events. With 82 acres in the fairgrounds, the people are generally spread out, so that there is no place where 250 people will congregate. To assure this, grandstand events were canceled – no Ms. Carlisle, no burnout contest, no large seminars, etc. Indoor seminars were can-

celed except for Paul Koerner (TheCorvetteMecchanic.com) who presented his Corvette Diagnostic Services in a drive-through format. (He always does a great job of diagnosing issues with the various series of Corvettes.)

As I mentioned in my President's Message, the corner immediately next to Gate 3 was, as always, reserved for SACC cars. But the number of cars around the tent was significantly down from previous years. There were some pretty nice cars though – so I would say the quality was there, just not the quantity. There were also a number of C1's spread around the fairgrounds.

The GM Corvette folks did not attend, but Lance Miller hosted an online interview with Corvette Chief Engineer Tadge Juechter and Product Manager Harlan Charles. The interview was held live through the Carlisle Events app and YouTube. It could be viewed by anyone who had the app from wherever they were. It is still available through the Corvette Events Facebook page.

Although GM did not bring any C8's, Kerbeck Chevrolet from Atlantic City, NJ and Lawrence Chevrolet from Mechanicsburg, PA both had a variety of new Corvettes of different colors. I didn't ask if they were available to buy, but I guess at least some were since one of the members of my local Corvette Club, Corvette Club of Northern Delaware, bought a beautiful coupe from Kerbeck at the event.

The NCRS Gallery was canceled, as was the downtown parade. But the York County Corvette Club held their NCCC judged show and the 50-year anniversary cars (1970



As soon as you enter the fairgrounds through Gate 3, you see the Solid Axle Corvette Club area--with a lot of C1's. The tent would normally be filled with SACC members selling clothing and memberships.

were housed in two tents on the Fun Field.

The autocross was held again this year, put on by Cumberland Valley Corvette Club – under sunny Saturday skies (on a track set-up down by the turnpike). Lingenfelter Performance again this year sponsored the autocross with cash prizes of \$1,000 total. There were two competition categories – street and competition. Registration was only \$20 – a lot of fun for not a lot of money, and maybe a big prize, if you were good enough.

An annual display entitled Chip's Choice is always held inside Building T, started by Chip Miller before he passed away and continued by his son Lance. A theme is chosen for each year and appropriate cars are invited. This year's theme was "Benchmark – The Best of Bloomington Gold". A Benchmark car is unrestored and has received both a Bloomington Gold award in the originality judging done at a Bloomington Gold show and a Survivor award.

Bloomington Gold's Guy Larsen and Bill Locke picked the 10 cars in the display. There was one C1, and there were three C2's, five C3's, and one C4. All were beautiful cars and I'm sure were happy to be inside the building during the several rain periods. The event included giving away a beautiful red C8 Corvette in a Sweepstakes with proceeds to benefit the Chip Miller Amyloidosis Foundation. (Chip Miller, one of the founders of Carlisle Events, died of this disease in 2004.)

The Corvette was won by Richard Kisthardt of Tucson, AZ. However, Richard elected to take the \$75,000 lump sum payout. (Wonder what happened to that beautiful red C8.) The traditional Chip Miller Foundation Dinner was canceled, so two live auctions at the main stage were held to benefit the charity. I didn't watch the auctions, but it sounded like they were getting good prices for the donated items. At 12:00 noon on Saturday Lance held an "Engine Rev Tribute" to honor lost loved ones – including Lance's Dad Chip Miller. Everyone was asked to rev their engines for 15 seconds followed by a moment of silence.

Since my friend Bob Gold and I put on the Corvette auction at Corvettes at Carlisle from 1994 through 1999, Chip Miller included me in the list of celebrities who each



Bob Cook's Celebrity Pick, 1954 owned by Adam Ford, of Pittsburgh, PA.

year pick one car of their choice - a celebrity pick whose owner then gets a trophy at a presentation at the end of the event. My pick, of course, was a C1. MASACC member Larry Spilman helped me pick out a deserving car. We chose Adam Ford's 1954 Corvette shown in the photo above. Adam is a MASACC member, but being from the Pittsburgh area, and cannot attend many of our events. Adam's father bought the 54 Corvette for him, when he was 13 years old. He and his father did a restoration on the car so that when Adam turned 16, he had a car to drive. About 15 years ago, Adam and his son did a second restoration of the car to the condition we see it today.

A new event was added this year – Rolling Exhaust Contest. Fourteen people signed up. The cars drove down a small hill and up a small hill between gates 6 and 7, and 5 judges chose the winners. The 14 were cut to 6 and then the top 3 were chosen on the field with the winner announced after all the "runs" – Robert Golden in a 2017 convertible. The judges made up their own criteria, but mentioned that they liked a mellow tone and not just a lot of loud noise.

Of course, there are always Corvettes for sale in the car corral. It's always fun to see what is for sale and to dream of owning those that you fancy. But this year the number of cars was down, probably due to both the pandemic and to the rain that came on both Friday and Saturday.

The "Fun Field" makes up a lot of the area west of the grand stands and is available for attendee parking, if you



The Chip's Choice display this year was "Benchmark--The Best of Bloomington Gold". Ten unrestored, but beautifully maintained Corvettes were featured in the display. This is John Keane's 61, all original which is all original and in beautiful condition.



The Corvette Corral of "For Sale" cars had a number of really beautiful cars, but not as many as previous years. Here was a beautifully restored 1960.

reserve a ticket and drive a Corvette. This year it was not totally packed but the main area in front of the Grandstands was pretty full. Some areas are reserved for Club parking and Corvette organization parking (such as Solid Axle Corvette Club, National Corvette Restorers Society, etc.).

As I mentioned above, it was a fun show to attend. I would guess that some of this year's events will be continued into the next several years (such as the Rolling Exhaust Contest). But next year's show should be back with all of the special events. There are plans to have the SACC national convention with the Carlisle event in 2021. I plan to be at Carlisle next year! And hopefully, no virus and no masks!



1962 Corvette Convertible - \$64,900

This gem has been completely restored. Its original fawn beige color is the same as that of a Corvette featured in the '60s TV series "Route 66". A new 350 engine and Hurst shifter were installed during the restoration. Included with the car is its matching hardtop. The car has been driven about 3,200 miles since it was restored, won many local car show awards, and has always been garaged. The car is fun to drive and is guaranteed to turn heads and elicit conversation. We have documentation of the restoration process, which is readily available for inspection. If interested, call 972-539-7871 or email tmmartin2@verizon.net

C1 CORVETTE HARDTOP FOR SALE

Narrow front trim piece making it stock for a 1956 or the first few 1957s. It will fit any 1956-60 Corvette. Missing a couple of small trim pieces that are readily available. It's certainly not perfect, but something to work with. More photos available.

\$2,000 Cash buys it. Located in Fort Worth, Texas.

MICHAEL T JONES (floridasky@bellsouth.net) or 954-594-2492



Share this application with other C-1 Owners

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

New members please send photos of all your C-1 Corvettes and a face shot of you (and your spouse, 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 2021. \$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.)~~ ^{\$45} 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.
