



October 2022

# Straight Talk

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

## SACC Membership Booth at NCRS

Lone Star Regional – October 20-22



Our new Central Region Rep, Don Brittin, is hosting a SACC booth to publicize our organization at the National Corvette Restorers Society's 2022 Lone Star Regional judging event on October 20-22, 2022. It will be at the Embassy Suites Dallas/

Frisco Hotel & Convention Center, 7600 John Q. Hammons Dr., Frisco, Texas. Map on page 2.

We hope you will drop in to visit with Don and enjoy looking over the fantastic Corvettes being judged this year. General admission is 9am-4pm Friday and 9am-3pm Saturday. You can also renew your SACC membership at our booth for 2023 while you're there.

Bill Preston's Black & White 1957 Fuel-Injected Corvette will be on display at our booth to help attract people to learn about the Solid Axle Corvette Club. It's not being judged, but a few years ago NCRS added two new Concours classes that would include Bill's modifications.

*NCRS--continued on page 2*

## It's time to renew your SACC dues.

National and Chapter Memberships

Expire December 31, 2022

*(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

**Solid Axle  
Paint Demo**

**Saturday,  
October 15**

**starting at Noon!**

Lunch provided by the club.

*Bill will be serving his famous  
Beans & Corn Bread at Noon!*

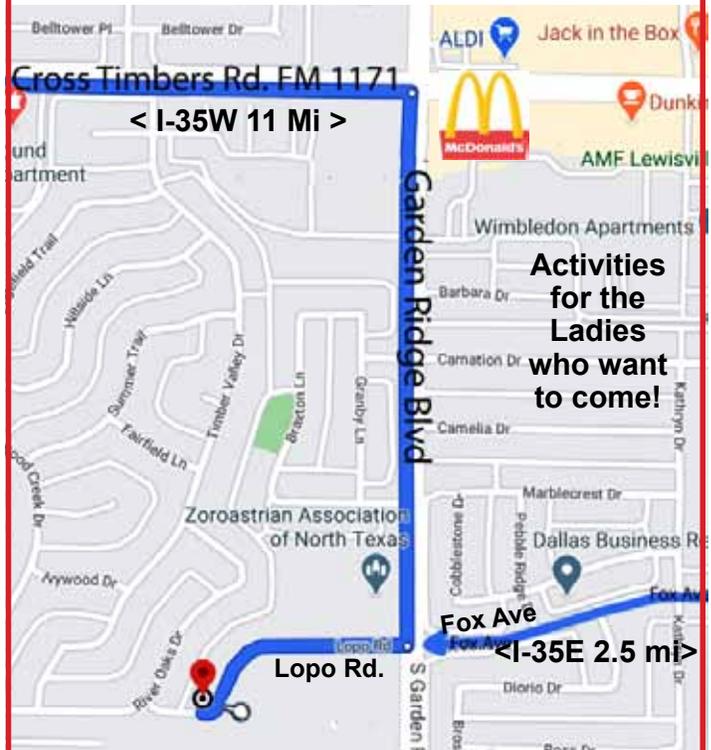
by  
Bill Preston

**Bill demonstrates using  
Base Coat/Clear Coat Paint  
to detail his '57 Valve Covers  
for the NCRS display**

**At: Bill & Diane Preston's  
1124 Lopo Road, Flower Mound, TX  
(405) 615-3856**

**From I-35E take Exit #451**-(Fox Ave. in Lewisville). Go west 2.5 mi. on Fox past Garden Ridge Blvd. (Fox then becomes Lopo Rd.) It's the last house on the right 1124 Lopo Rd. facing the cul-de-sac.

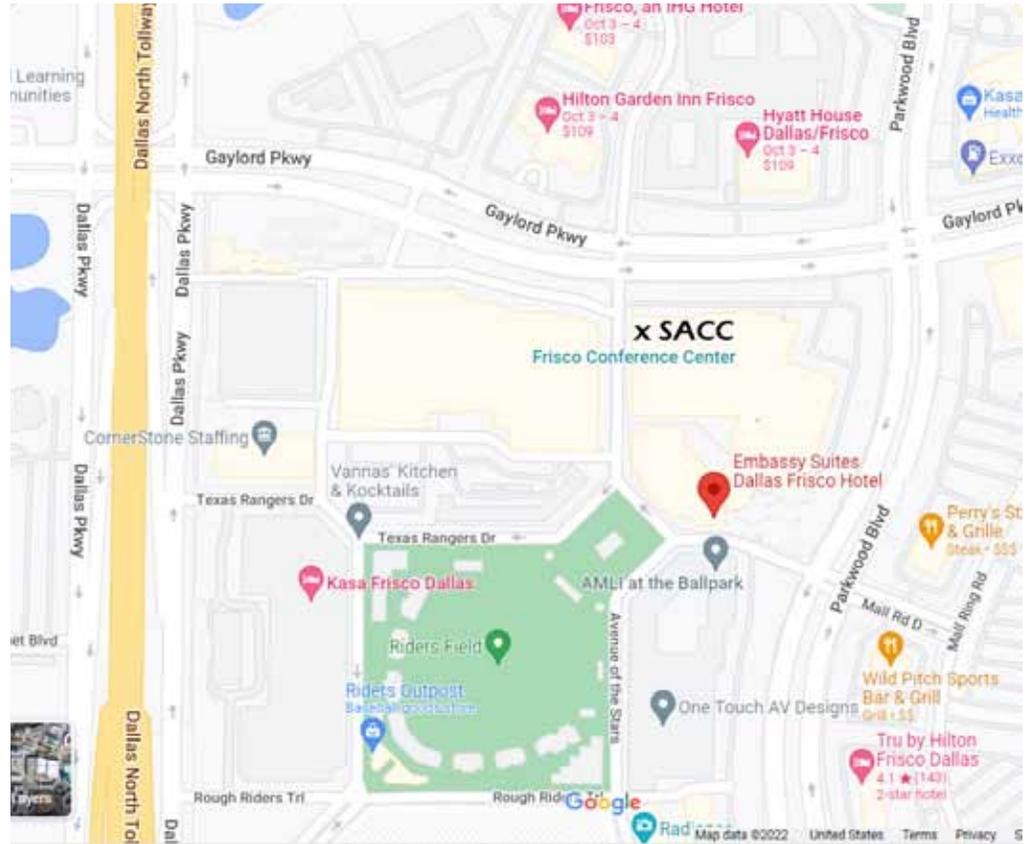
**From I-35W take Exit #74**-Go east on Cross Timbers Rd. (FM 1171) for 11 Miles to Garden Ridge Blvd. Turn right (South). Go to first stop sign and turn right onto Lopo Rd. (also known as Fox Ave.) It's the last house on the right 1124 Lopo Rd. facing the cul-de-sac.



**Activities  
for the  
Ladies  
who want  
to come!**

These categories are offered for both Stock appearing and Modified Corvettes built from 1953 to 1996.

A Stock Corvette is one with the doors, hood and trunk (ISE) closed, and excluding wheels & tires but including paint color or scheme, the car basically appears like a production Corvette. From outward appearance the car body appears to be stock or as it came from the factory. It can have show quality chrome and paint, a different motor than was originally in the car and different suspension. The key in this class is whether the car looks like it might be stock. Modified Corvettes includes all other Corvettes. These can have flared fenders, custom paint such as flames pin stripes or other custom touches. This modified class opens the field



for a wide variety of Corvettes that were not previously considered candidates for Flight judging. Concours judging is an exciting new concept within the NCRS and is an exciting new way to open the field for a new generation of Corvette fanatics who like to drive their old Corvettes.

## OUT AND ABOUT SEARCHING FOR OLD VETTES & THEIR OWNERS Stillwater Oklahoma Car Club Monthly Cars and Coffee



Noal & Katie Sinn's White 1962 of Stillwater, OK



Jim & Jere Bilodeau's Red & White 1960 of Stillwater, OK is named Feature Car of the Month.

# Meet Our New Central Region SACC Rep!

## DONALD BRITTIN



Don & Carolyn Brittin



My Corvette life first started in 1968. My first real job was at Texas Instruments in Dallas. A colleague in Field Tech was leaving for Vietnam and wanted me to buy his 1964 365hp roadster. We made a deal and he left the very next day on a six month assignment. This was a very quick car and had me hooked. Another TI engineer was a Corvette racer named Jim Hall (no, not the Chaparral guy) and he raced a C2 Coupe for Delmo Johnson Chevrolet in Dallas. He invited me on to his crew for the Daytona Speed Week. Large fun.

I moved to Silicon Valley and my next Corvette was a red 71. In 1984 I traded a saddle and \$4,000 to a friend for my 1962 that I still have. It was the start of a long, happy journey. It was left for dead after being stolen and street raced in Sacramento. The long remediation included removing the body and four layers of paint, body mods, engine and mechanical rebuild. It was completed in 2002 and is continuing still. I have driven it in every state west of the Mississippi.

My base 1960 was acquired in 2016 from a friend in Sacramento. He bought the car in 1961, got bumped by a Mustang in 1964, took the car home, removed the grill and bumpers to do the minor bodywork and never drove it again. It only had 16,000 miles on it. It required a complete

rejuvenation, but it has the original engine, original wiring and runs like a watch. It's a true pleasure to drive.

I have been active in NCRS since 1989, try to drive each car at least once a week, and genuinely love these cars and what they represent in our shared history.

My goal in SACC as the new Central Region Representative is to encourage more folks to be involved in these special cars and enjoy them the best way possible. Drive them! My wife Carolyn and I live in Davis, Oklahoma, and would especially like to encourage all the Oklahoma Solid Axle Corvette owners to become active in our Red River Chapter and plan some activities together here in Oklahoma.

Come say hello to me at the Solid Axle Corvette Club booth at the NCRS Texas Regional Meet at Embassy Suites in Frisco, Texas on October 20-22, 2022!

### ***Drive That Corvette!***

Donald Brittin [idrva62@gmail.com](mailto:idrva62@gmail.com) 580-369-0756

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

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**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 newsletter to you. Send all articles for publication to: Diane Preston, Editor – [cdiane1957@aol.com](mailto:cdiane1957@aol.com)

**Newsletter 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 suspended and national dues are \$45.00 annually. (No matter when you join)

Please return a chapter application / renewal form, available on our web site, or in this newsletter with a check for national dues (\$45.00) to: JoAnn Brumit, KARLEE KLASSTIC AUTOS, 3701 Marquis Dr., #101, Garland, Texas 75042. Make payable to SACC.

# Our Members' Cars



## Bought My Dream in 1985 Turquoise & White 1959

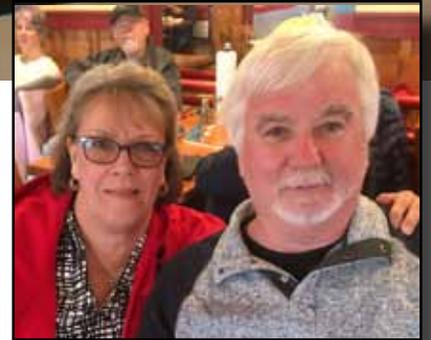
In 1984, a few years after graduating college, I'd saved enough money to purchase a '59 or '60 Corvette which had always been a dream for me. While living in Tulsa, I found a '59 Corvette for sale Stillwater, Oklahoma where I had gone to college. After negotiating the price, I drove with some friends to pick up the car on a Friday night after work.

After picking up the car and doing some serious celebrating at our favorite college hangouts, we started back to Tulsa well after midnight. The weather had turned gloomy and foggy, and several miles into the journey, I noticed the temperature gauge was dangerously high. I was only a few miles from a little town called Yale, OK, and stopped at a convenience store that had already closed for the evening, followed by my friends in their car.

In my exuberance to pick up the car, I had neglected to take any tools, not even a flashlight. I had, however, taken precautions before beginning the drive to Tulsa, and had checked all the fluid levels and the tire pressure.

As my friends and I gathered around the Corvette

Robert &  
Maggie Cotner  
Blanchard, OK



in the dimly lit parking lot, we pondered what to do next. Out of the gloom appeared a very disheveled, unkempt, and presumably homeless, man with a scraggly beard. I thought immediately that this encounter would cost me a dollar, as the man asked us what the problem was. I informed him that I had just purchased the car, and as I was heading home and noticed the temperature gauge indicating it was overheating. He instantly walked to the back of the car and looked at the trunk lid. In a mocking voice, I informed him that the engine was in the front. He responded that this model Corvette does not have a radiator overflow reservoir and at highway speeds, due to the aerodynamics of the car, any lost coolant would appear as a residue on the trunk lid. He asked if I had checked the radiator fluid levels before starting the drive, and I told him I had. He concluded that the gauge was malfunctioning and the car was ok to drive. I inquired how he knew this and his response was that

# The Great Ignition Debate: Points vs. Pertronix



It's become a debate for the ages. Ford versus Chevy. Coke versus Pepsi. And now, points versus Pertronix.

For nearly 70 years, just about every car had a points-based ignition system. This venerable design, invented by Charles F. Kettering, first appeared on the 1910 Cadillac, and was used on most cars through the mid-1970s.

The basic workings are familiar to any car buff. An ignition coil contains a pair of windings around a ferrous core. A set of contact points inside the distributor are open and closed by lobes on distributor shaft as the engine spins. When the points are open, current is sent through the coil's primary windings, creating an electric field. This sets up a magnetic field in the coil's ferrous core. When the rotating engine causes the lobes on the distributor shaft to open the points, that current is abruptly shut off, the magnetic field collapses, and that changing magnetic field creates a second much stronger electric field. This causes high-voltage current to flow through the secondary windings, out the coil, and to the center of the distributor cap, where it is carried to the spark plug that the rotor is in contact with. In addition to all that, inside the distributor are springs and weights that conspire to advance the spark—have it fire sooner—as engine RPM increases.



*Distributor innards showing points, condenser, and lobed shaft.*

It really is an ingenious and glorious electromechanical contrivance. It's so good that it's still with us, at least electrically—a stick coil in a modern car works by using exactly the same dual-winding principle.

But the mechanical part of Kettering's design does have a fundamental shortcoming. When the points open and close, the electric charge can cause an arc to jump between the point faces. A capacitor (the condenser) is employed to minimize the arcing, but it does not completely eliminate it. Over time, the arcing across the point faces causes them to pit and burn. This makes the point gap smaller, which in turn increases the "dwell" and decreases the amount of time that the coil has to charge up before generating the next spark. A similar problem occurs with the little nylon block that's attached to the points and rides on the distributor's cam lobes. Over time, the block wears down, which causes the points to not open as far.



*This point face clearly shows pitting.*

*DEBATE--continued on page 6*

For both of these reasons, it is the fate of all points to have their gap get smaller and smaller over time, and eventually reach the, um, point where they don't open far enough to allow the coil to charge for long enough to generate a decent spark. Eventually they close altogether. Or the little nylon block may catastrophically snap off. When either of these things happens, your vintage car dies. If you're lucky, it happens someplace where you can pull over, diagnose the problem, replace the points with a spare set you have in your glovebox, use a matchbook or feeler gauge to re-gap them, and be on your way, as happened to my wife and me in her '71 VW bus in Texarkana in 1982. She thought I was a god as I shook my head and said "It's always the bloody points."

There's another less catastrophic but important problem with the points closing up: It changes the ignition timing. For every degree that ignition dwell increases, the ignition timing retards by one or two degrees. Thus, the natural wearing of the point gap actually causes the timing itself to wear. If the car is just a tool-around cruiser, it's not a huge deal, but if you're vintage-racing the car, or even driving right-foot-down often on the street, the fact that a shrinking point gap retards the ignition timing is a reason to keep the ignition maintained.

And this raises a third problem. The tune-up of a vintage car usually includes replacement of the points and condenser. However, due to globalization, even if you buy the parts at the dealer, you really have no idea where they're coming from and what their quality is. I tuned up one of my BMW 2002tis using new points and a new condenser that came in BMW-logoed boxes purchased at the dealer, and the condenser went bad in five miles.

It's for these reasons that the ignition—particularly the points—is one of "The Big Seven" reasons that a vintage car may die. Fortunately, there is something you can do about it.

When points were superseded by electronic (also called "breakerless") ignition in the mid-1970s, a star wheel and pickup replaced the points in the distributor sent a reluctance signal to an electronic box that was mounted on the firewall. However, for decades, there have been a number of small aftermarket triggering systems that replace the points and condenser and reside completely inside the distributor. While there were optical systems where light from an LED was detected through a rotating slit, it's the magnetic Hall Effect-based systems that have come to dominate the aftermarket. Vendors include Hot-Spark, Mallory, and brand-X products that come and go on eBay, but one of the best-known ones is from Pertronix (or PerTronix, if you want to use their case capitalization). To be absolutely clear, I have no relationship with Pertronix. I single it out only because it's the one I've used myself.

The Pertronix "Ignitor" has a typical configuration of a modern Hall Effect triggering system. There are two pieces—a small triggering module that replaces the points

and condenser in the distributor via a small adapter plate, and a magnetic sleeve that slides over the lobes and sits under the rotor. There's one magnet inside the sleeve for each of the cylinders. The triggering module senses each magnet as it whizzes by, and fires the coil.



*A Pertronix installed in a BMW 2002tis.*

Installation is quite simple. Remove the condenser, thread the two wires through the hole it left, push the rubber grommet into place, press the magnetic sleeve down over the shaft, bolt the triggering module down where the points were, set it a fixed distance from the sleeve, connect the red wire to the power supplying the coil and the black wire to the coil's "-" terminal, reset the ignition timing, and you're done. It's easiest if you remove the distributor, as working the little rubber grommet into the hole previously occupied by the plug for the condenser sometimes requires a little dexterity, but if you do it with the dizzy in place, great.

Note that a triggering module such as the Pertronix Ignitor is a substitute for the points and condenser, but nothing more. It doesn't affect performance. It doesn't give you a "hotter spark" (despite the fact that one vendor is literally named "Hot-Spark") or fire the plugs multiple times in rapid succession. You would need a different product to do those things. And, after installing it, you still have an old distributor whose spark timing is advanced mechanically using springs and weights. If you have a European car, you can look at replacing your whole distributor with one from "123 Ignition." These distributors have not only electronic triggering, but also programmable electronic spark advance (no more weights and springs). This typically does give a performance improvement. Folks rave about them. However, the cost of a 123 distributor is about \$500, whereas a Pertronix or similar triggering module is typically \$70 or less. If your distributor is advancing correctly and you simply want to eliminate the vagaries of points, a triggering module is all you really need.



The 123 distributor provides both electronic triggering and electronic spark advance (no more weights and springs).

Some folks don't want to give up points. They want to keep them as part of the electromechanical décor of their vintage car, and I can totally respect that. A good friend of mine was that way, until he had the nylon block snap completely off a new OEM set of points on its first road trip. While he was going 80. His romance with points ended as abruptly as his forward momentum. Other folks are worried that a triggering module will affect the stock look of their engine compartment. It's pretty subtle—just a red and a black wire from the distributor to the coil. You don't see the Pertronix, just the red and black wires.

Regarding reliability, I can't speak for other triggering module brands, but I've had the Pertronix "Ignitor" unit in six cars, and I've never had one fail on the road. I did, however, blow two of them up during installation. Both were entirely my fault. One was due to my simply wiring it incorrectly. It failed immediately. The other was more subtle. Most vintage cars were originally equipped with a ballast

resistor in line with the coil. The resistor's purpose is to be bypassed during starting to provide a stronger spark. Sometimes a prior owner removed the resistor in an attempt to always provide a stronger spark. The Pertronix documentation explicitly states that the total resistance of the coil plus the ballast resistor must be at least 3 ohms. If it's less, the ignition will draw more current than the Pertronix is rated for, and fry it. I had one die that way after running for a few minutes in my garage. Lastly, Pertronix's documentation also states that if the ignition is left on for more than a short period of time without the engine running, it can pop the unit. This is good advice for any vintage ignition system, as coils are designed to be fired, not to have always-on current.

Some people express concern that if a triggering module dies, it can't be diagnosed, only replaced. That's not entirely true. Buried in Pertronix's documentation is a procedure to measure the module's voltage with a multimeter as you move the magnetic ring toward and away from it. And yes, I still keep a set of points and a condenser in the glovebox just in case. But that's not a lack of faith in the Pertronix; I did that when I used points too.

Lastly, Pertronix appears to be popular enough that it gets blamed for problems with other brands. On one of the forums I regularly peruse, I find people trashing Pertronix when what failed on them was actually some unbranded module bought on eBay.

So do your own research and make up your own mind. I love not worrying that my points will choose the approach to the Tappan Zee Bridge as the place they'll close up. And when I see someone else's vintage car by the side of the road with the hood up, I can still shake my head and say, "It's always the bloody points."

he had been a mechanic on a Chevrolet sponsored racing team in the mid '50s.

I turned to my friends to ask their thoughts, and when I turned back the stranger had disappeared back into the eerie fog. Since we had no access to or any method of adding water to the radiator, I decided to believe what the specter had told me, and we continued our journey home, uneventfully.

Later that morning I went out to the car, and in the daylight could see that the insulation on the wire from the temperature sensor had deteriorated. The wire was making contact with the engine block and causing the malfunctioning gauge. That old, disheveled, homeless man was right, and it didn't even cost me a dollar.



# KANSAS MAN WILL GET HIS SEIZED 1959 CORVETTE BACK FOLLOWING LENGTHY LEGAL BATTLE



After a five-year legal battle, this seized 1959 Corvette is finally coming home to its rightful owner. Richard Martinez, a Kansas native found himself embroiled in a major legal battle with the state after his recently-purchased 1959 Corvette was seized back in 2017, when he tried to register it. Turns out, the dealer that he purchased it from in Merrillville, Indiana removed the car's VIN plate during its restoration and reinstalled it using modern rivets instead of old-style units, which apparently violated state law. Thankfully, however, it appears that this story will finally have a happy ending after all.

Martinez will indeed get his beloved 1959 Corvette back, a full five years after it was seized and impounded by the Kansas Highway Patrol. The Johnson County Court ruled in Martinez's favor, citing HB 2595, which allows for classic cars to be registered in Kansas with proper bill of sale documentation, as well as SB 267, an appropriations bill that ensures the 1959 Corvette will be returned to Martinez. and also includes up to \$20,000 to ensure that the value of the vehicle is maintained.

"This is a major victory for property rights and against government overreach," said Kansas Justice Institute's Litigation Director Sam MacRoberts. "Mr. Martinez didn't do anything wrong, but the government spent years trying to destroy his car anyway."

This particular case was baffling from the start, as it was clear that this was a classic car that had been restored, not some attempt to alter the VIN on a stolen vehicle,

which is why the law exists in the first place. It states that any vehicle with identification numbers that have been "destroyed, removed, altered or defaced" must be seized and destroyed. In the case of this Corvette, its mis-riveted VIN plate wasn't the only reported violation, as its original engine is long gone, while the third VIN underneath the car was "inconsistent," according to the state.

Unfortunately, the Corvette has been sitting outside for the past several years and likely needs a bit of work now to get it back to its former glory, but we imagine that Martinez is just happy it's all over. With any luck, the money he's awarded will be enough to compensate for his troubles, not to mention some changes to this archaic law.

Because of the law's verbiage, Martinez did not have possession of the vehicle throughout the battle. Instead, it sat in various tow yards and a storage shed in Topeka, Kansas. As a result of its storage and moving, the Corvette suffered over \$28,000 in damage. Unfortunately, this once beautifully restored classic is likely to need another restoration.

Martinez took another hit, too. According to a Carscoops article, the legal battle cost him over \$30,000 throughout its duration in court. So, considering the car's original cost, the legal battle, and the estimated damages, Martinez is in this Corvette about \$108,000. Here's hoping he can get some of his financial losses recouped by the state. Unfortunately, that likely implies another legal battle.

# *What's behind the push to designate Route 66 a National Historic Trail?*

Route 66 and National Park Service Sites



Route 66 isn't really a road, per se. It was de-listed as a national highway nearly 40 years ago and today physically exists as a number of other roads, highways, and interstates since renamed, repaved, replaced, and repurposed. But it also exists metaphysically, as one might argue, not so much as a road but as a destination, as a muse for writers to wax poetic about the soul of the nation or for artists to capture broad expanses and quirky figures, and a reminder of how integral automobile travel has become to the American mindset. It has transcended its original function to become a symbol of a great many things, leading to the ongoing attempts to declare the Mother Road as the first National Historic Trail with automotive origins.

While the National Trails System Act of 1968 aimed to create a network of trails like the Appalachian Trail and Pacific Crest Trail "to provide for the ever-increasing outdoor recreation needs of an expanding population," it also provided for similar historic trails that would identify and protect historic routes of travel as well as the remnants and artifacts along those trails. It took another decade for Congress to designate the first four National Historic Trails - among them the Oregon Trail and the Iditarod - and 15 more have followed in the years since. The National Park

Service manages most of the National Historic Trails, but the Bureau of Land Management and the U.S. Forest Service administer or co-administer a handful of the trails.

Designation doesn't necessarily lead to federal improvements or restoration of the trails, but it does come with some material benefits. Consistent signage along the length of the trail is one such benefit, along with documentation of the trail's route in the Federal Register and other government publications. The Act establishing the National Historic Trails system does give Congress power to acquire land up to a quarter of a mile on either side of the trail to protect the integrity of the trail, though that power has rarely been used. More importantly, designation opens up trails to funding opportunities, either through a line item in the budget of the federal agency that administers the trail or by giving weight and standing to the volunteer organizations and non-profits that Congress recognizes for developing and maintaining the trails.

It's that last aspect that has spurred the current push to designate Route 66 a National Historic Trail. Parts of Route 66 existed long before the 20th century, but it was Cyrus Avery of Tulsa, Oklahoma, and several others who pushed for a Chicago-to-Los Angeles route that received its official

highway designation in April 1926. Though it connected those two major cities, Route 66 also brought the world to numerous small towns and rural communities and provided a thoroughfare for Dust Bowl migrants who made their way from drought-stricken rural communities to California during the Depression. After World War II and into the Sixties, Route 66 saw its heyday as cheap gas and prosperous times enabled widespread economic and physical mobility, leading to greater westward migration and cross-country vacations by automobile. The coming of the Interstate Highway System and various bypasses along Route 66, however, led to the decline of the mom-and-pop hotels, restaurants, gas stations, and curio shops that lined the highway, eventually pushing the American Association of State Highway and Transportation Officials to decommission Route 66 in June 1985.

In 1990, the National Park Service considered Route 66 for National Historic Trail designation and determined that it met the criteria. (Trails must be of national significance, they must be of historic significance, and they must have the potential for recreational use based on historic appreciation.) Congress declined to consider it as a National Historic Trail at the time and instead, nine years later, created the Route 66 Corridor Preservation Program, administered by the National Park Service. Originally designed to last for just 10 years, the program provided up to \$100,000 per year for cost-share grants aimed to preserve “significant and representative” sites along the 2,400-mile stretch of Route 66. Congress re-authorized the program for another 10 years in 2009. Over its lifetime, it ended up distributing \$2.266 million to 152 individual projects.

That all came to a halt in 2019. Congress chose not to extend the Route 66 Corridor Preservation Program, effectively killing it. The National Park Service has been able to keep the program going on a year-by-year basis since then, with the National Trust for Historic Preservation chipping in for some additional cost-share grants. But Route 66 preservationists knew the end of the program was coming, so they had already prepared a few strategies.

First, they established the Route 66 Road Ahead Partnership, a collaboration of people at the state and local levels from all along Route 66 with a number of goals regarding the highway, including the purposeful maintenance and preservation of “as much of the authentic roadway design, original buildings, landscapes, traditions, and experiences that together make up the idiosyncratic experience that is the essence of Route 66.” After that, they started working on getting federal recognition of Route 66’s importance, mainly by leveraging the highway’s upcoming centennial in 2026. The first such effort, the Route 66 Centennial Commission Act, would provide no direct funding for preservation projects, but it would establish a commission tasked with celebrating the highway’s centennial and, more importantly, would direct the Secretary of Transportation

and the governors of all eight states through which the highway passes to prepare a route-wide preservation plan. Initially introduced in 2017, the bill passed Congress and was signed into law in December 2020.

From there, Route 66 preservationists turned to designating it as a National Historic Trail with a bill introduced in February 2017. As Bill Thomas, the chairman of the Route 66 Road Ahead Partnership, pointed out at that time, Route 66 has once again returned to its original purpose, which was both in economic development and in connecting small towns and rural areas to the rest of the country. The potential of leveraging Route 66 for even more economic development exists and will be greatly assisted by its designation as a National Historic Trail. While the legislation has received backing from the National Park Service and a bipartisan group of representatives, it has yet to pass Congress, with a third attempt (H.R. 3600) currently winding its way through Congressional subcommittees. (A third effort, focused on recommissioning Route 66, has attracted some adherents, though many preservationists say that the plan is unworkable given current highway funding requirements.)

The National Trust for Historic Preservation aimed to goose the National Historic Trail bill along in 2018 by adding Route 66 to its annual list of the country’s Most Endangered Historic Places. The World Monuments Fund similarly added the road to its watch list in 2008 and Landmarks Illinois did so in 2017, in part to highlight the urgency of preserving the road. According to the National Park Service, Route 66 remains more than 85 percent intact, though little actually remains of the original 18-foot-wide poured concrete roadbed that hasn’t been paved over or widened. More recently, Exxon Mobil’s Mobil 1 brand last month launched its own effort to bolster the National Historic Trail legislation, Keep Route 66 Kickin’, which includes a petition and a series of events along Route 66 through October. To date, the petition has just 633 signatures out of an expected 66,000. Keep Route 66 Kickin’ [www.youtube.com](http://www.youtube.com)

Meanwhile, towns along Route 66 have increasingly been using Route 66-related signage, festivals, and other promotional opportunities to lure in road-trippers from around the world. Even some towns that never were on Route 66, such as Lockport, Illinois, have tried to glom onto the Route 66 marketing potential, as Route66News recently reported.

National Historic Trail designation would indeed cement Route 66’s status as a noteworthy American highway and prevent it from becoming just another forgotten road. However, given the efforts to preserve it and the dreamers, cruisers, tourists, nomads, and even the futurists who still ply its pavement, Route 66 likely will not pass from American road culture for some time regardless of how Congress acts.

# 20TH ANNUAL CORVETTE SHOW

[http://www.cowtownvettes.org/EventsN/2022/101522\\_CS\\_1.html](http://www.cowtownvettes.org/EventsN/2022/101522_CS_1.html)

**SATURDAY  
OCTOBER 15, 2022  
10AM - 2PM**

**RAIN DATE: OCT 22, 2022**

**COWTOWN**

FORT WORTH TEXAS

**VETTES**



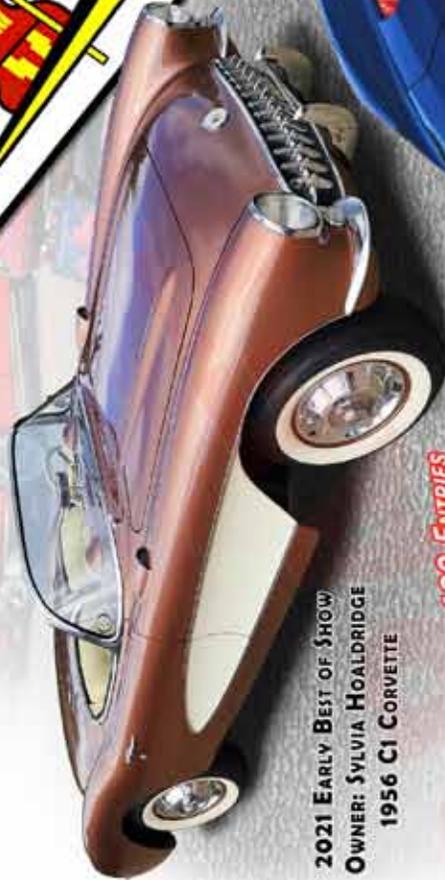
**SHOW LOCATION:  
4921 OVERTON RIDGE BLVD  
FORT WORTH, TX  
76132**

**PROCEEDS TO  
BENEFIT LOCAL  
CHARITIES  
INCLUDING THE  
50/50 RAFFLE**



*In Memory Of  
Larry Shindler*

**2021 EARLY BEST OF SHOW  
OWNER: SYLVIA HOALDRIDGE  
1956 C1 CORVETTE**



**THE FIRST 100 ENTRIES  
RECEIVE ONE FREE T-SHIRT**

**2021 LATE BEST OF SHOW  
OWNER: ROBERT DOWNEY  
VENKO 2017 C7 CONVERTIBLE**



**SETUP:  
9AM - 10AM  
CLASSES:  
VETTE GENERATIONS  
SPECIAL EDITIONS  
RACE / CUSTOM / MODIFIED  
SEVERAL "BEST OF AWARDS"  
PARTICIPANT'S CHOICE JUDGING  
AWARDS: 2:00PM**

**EARLY REGISTRATION <= OCT. 8  
\$35 SINGLE ENTRY  
\$60 DISCOUNTED - 2 ENTRIES\*  
LATE REGISTRATION > OCT. 8  
\$40 SINGLE ENTRY  
\$70 DISCOUNTED - 2 ENTRIES\*  
\* = SAME FAMILY**



FREE TO ATTEND

[www.StillwaterCarClub.org](http://www.StillwaterCarClub.org)

\$25 TO SHOW  
REGISTRATION →



27TH  
ANNUAL

# CAR SHOW

OCT  
1ST  
2022

10AM - 2PM

FOOD TRUCKS · MUSIC · PRIZES

**CIMARRON PLAZA**

1515 N BOOMER RD · STILLWATER · OK

**FEATURING**



**40'S & 50'S STREET RODS**

**CASH PRIZES**

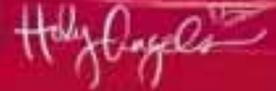
\$600 IN CASH DRAWINGS - 50/50 POT (benefits M.O.P.H.)  
\$100 TO LARGEST VISITING CLUB

**PROCEEDS BENEFIT**

MERIDIAN TECHNOLOGY STUDENT SCHOLARSHIPS  
MILITARY ORDER OF THE PURPLE HEART · CHAPTER 820 · PAYNE COUNTY

**AWARDS & TROPHIES**

PEOPLE'S TOP 20 · MAYOR'S CHOICE · PEOPLE'S CHOICE · M.O.P.H. AWARD  
\$50 TO PEOPLE'S FEATURE CAR CHOICE · WESTMORELAND AWARD



**Saturday, Oct 08, 2022**

**8:00 a.m.-4:00 p.m., Sam Pack's Museum**

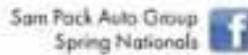
2070 Diplomat, Farmers Branch, Texas 75234

Registration Time | 8:00 a.m.-12:00 p.m.

Registration Fee | \$25.00

Show Time | 12:00-3:00 p.m.

Awards | 3:00 p.m.



\*This year, featuring the Dallas Area Classic Chevys Club and the North Texas Fiero Club

**Benefiting Holy Angels Residential Facility**

[holyangelsresidentialfacility.org](http://holyangelsresidentialfacility.org)

• AER will donate an engine to one show entrant.



Chickasha Swap Meet 50 years



**October 12-15, 2022**

**Chickasha Swap Meet 54th Annual Largest Auto Swap Meet in Oklahoma**

Wednesday, October 12, 2022, 1:00pm-6:00pm

[Add to Calendar](#)

**Additional Dates**

Thursday, October 13, 2022, 7:30am-6:00pm

Friday, October 14, 2022, 7:30am-6:00pm

Saturday, October 15, 2022, 7:30am-4:00pm

**Location**

[Chickasha Swap Meet](#)

712 East Choctaw Avenue

Chickasha, OK

[Directions](#)

**Price**

5.00 per day parking fee

**Description**

Swap Meet hours: WEEK OF THE SWAP MEET The Swap Meet grounds opens to the public at 1PM on Wednesday, it does not "close" until Saturday at 4PM. Registration trailer hours: (to purchase spaces) Wednesday 1PM-6PM Thursday 7:30AM-6PM Friday 7:30AM-6PM Saturday 7:30AM-4PM





On Line Registration at:  
[www.CentralArkansasCorvetteClub.com](http://www.CentralArkansasCorvetteClub.com)

Registration Types & Fees:  
 23rd Annual Corvette Weekend \$110.00  
 Fee as of 10/1/2022 \$119.00  
 Guest-No Fee

## 2022 Schedule of Events

**(Registration Required for ALL Events!!!)**

### Friday, October 21



- Registration ..... 7:30a.m. - 3:00p.m.  
(Hotel Hot Springs & Spa 2nd Floor)
- Poker/Scenic Road Tours ..... 7:30a.m. - 10:45a.m.  
(Sign Up Hotel Hot Springs & Spa 2nd Floor)
- Poker/Scenic Road Tours ..... 11:00a.m.  
(Staging to be announced)
- Vendors ..... 7:30a.m. - 5:00p.m.  
(Hotel Hot Springs Mezzanine)
- Seminars with Special Guests ..... 9:00a.m. - 2:00p.m.  
(Hotel Hot Springs Lounge/Restaurant)
- National Park Parade  
 Line Up (On Convention Center Blvd) ..... 3:30p.m.  
 Start on Convention Center Blvd ..... 4:00p.m. - 5:00p.m.
- Enjoy the many fine dining establishments of Hot Springs!
- Meet and Greet - Hotel Hot Springs Lobby 7:00p.m. - 9:00p.m.
- Fashion Show During the Meet and Greet 7:30p.m. - 8:30p.m.

### Saturday, October 22



- SHOW CAR STAGING ..... 6:00a.m. - 10:00a.m.  
(Behind Convention Center)
  - Registration ..... 7:00a.m. - 10:00a.m.  
(Convention Center)
  - Indoor Corvette Show ..... 8:00a.m. - 2:00p.m.  
(Convention Center)
- SPECTATORS ADMITTED FREE!!**
- Silent Auction & 50/50 Ticket Sales ..... 8:00a.m. - 1:00p.m.  
(Inside Hot Springs Convention Center)
  - Vendors ..... 8:00a.m. - 2:00p.m.  
(Inside Hot Springs Convention Center)
  - Catfish & Chicken & Homemade Fried Pies 11:30a.m. - 1:30p.m.
  - 50/50 Drawing ..... 1:45p.m.
  - Awards ..... 2:00p.m.

Joyce Johnson  
 501-772-0469 (p)

[LoveMyRedVette@sbcglobal.net](mailto:LoveMyRedVette@sbcglobal.net)  
[www.CentralArkansasCorvetteClub.com](http://www.CentralArkansasCorvetteClub.com)

Car show is not open to host cars or CACC members  
 Registration cancellations will be accepted until  
 Saturday, October 1, 2022 at 12:01 AM  
 Cancellation Policy: NO REFUNDS AFTER 10/01/22

# 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 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)*

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**Question:** There is NO bolt hole in crank's nose for installing tool. Please advise me to install new balancer.

**Answer from Larry Pearson, SoCal Chapter Advisor:** On the low horsepower (hydraulic lifter engines), the harmonic balancer is a press fit on the crankshaft nose. To install the replacement harmonic balancer, carefully orient it on the crankshaft keyway and hammer it on using a small sledge hammer and a block of soft metal, i.e. aluminum, to avoid damage to the front face of the new balancer. If the engine is in the car, there isn't a lot of room to swing the hammer. Whenever rebuilding a low horsepower engine it is advised to have the crankshaft drilled and tapped for a bolt to help in installing the balancer as well as keeping it from working its way off the crankshaft snout during use. Also, if this is a fresh engine, be sure to install the spacer on the crankshaft before installing the balancer. The spacer spaces the harmonic balancer out by the thickness of the front engine mount crossmember so the generator and water pump belt will be in alignment. Corvette Central illustrates the installation of this spacer in their catalog as part number 301120. They also sell a harmonic balancer bolt kit. I don't recall what the size of the bolt is.

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**Question:** My 62 has a wire coming out of the trunk latch. Did 62 have an option for electric trunk release?

**Answer from Doug Prince, SoCal Chapter Advisor:** Absolutely not. That type of trunk release is a more recent innovation.

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**Question:** I just completed the restoration of my 59 Corvette and have a question. The top is installed and fits the body great. The problem is putting it into the storage well. It hits on the rear corners and one side is so bad that the

well cover sits up a couple inches. I don't want to change the top frame adjustments which will make the frame not fit the side windows. So what should I do? I push and push the top down, tried folding the material every way possible and it still sits high in that corner.

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

The problem you are having is that the major reproduction top supplier (Al Knoch) is using a material that is much thicker (at least twice) than the original material, and that is why it is difficult to compress the folded top into the top compartment. I still have some scraps of the original material and it is, literally, paper thin. Al is in a bind on this. Think about it. If he were to accurately reproduce the original thin material, then the competition would compare their heavier material with it and advertise that Al's tops are made of inferior flimsy material, and Al would lose sales of tops. The only way you could get Al to change would be for NCRS to deduct originality points when judging the tops that are too thick. Al would love that because then everyone having their cars judged would have to buy a new top. He has done this many times in the past. His first tops had a sewn in rear window with no logo or date code, the wrong grain and the wrong binding grain. Gradually, one by one, he fixed these these things and sold a whole lot of tops in the process. I waited to buy mine until he fixed everything, because I knew what needed fixing. His current tops look completely correct. I have tried to get NCRS to fix their judging manuals many times and always got nowhere.

One last point with the reproduction issue, and that is that the original logo and date code were heat stamped into the rear window. The last tops I bought from Al, the logo and date stamp were cold stamped into the window. The rear window plastic has a "memory", and after a few years, the logo and \$50 date stamp completely disappears! He will do it right, if you insist when you order the top. It is virtually impossible to remove a top fabric, return it to him, and have him do the logo and date over, and then reinstall the top. I talked to him about this, and he understands.

Your only solution here is to push the top down as hard as you can and then slam the lid. It helps to do this on a hot day. Never fold the top down on a cold wintery day, no matter what it is made of (except 100% cloth tops). The staples will pull out of the tacking strips and the top or rear window may tear. The main interference is with the ends of the header, and there is no adjustment here. Do not fool with the top frame adjustments. Then nothing will fit when you raise the top.

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**Question:** How do I install seat cushions for a 1960 Corvette on their frame. I don't see any way to attach the seat and back cushions to the frame. The only clip I see on the frame is, I think, for the seat back cushion but that clip needs something else to hold the seat back cushion on. .

Are the cushions bolted on the frame, if so how? Would appreciate any advise, help, comments that would help me get over this hurdle in my restoration.

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

Let's start with the basics. The seat backs and bottom cushions are driver or passenger and are symmetrically opposite. To tell the difference, the outside upper edge of each back is trimmed at an angle to clear the deck lid and leave room for the trim tab. Each seat back frame has two integral wire loops that hook over the top of the seat frame. There are two tabs resistance welded to the bottom of the seat frame that hook over and retain the lower integral wire loops on the seat back. Once the back cushions are installed, the bottom cushions are nested into the seat frame with the upholstered side toward the door.

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

The seat back frames each have two heavy steel loops at the top that hook over the top of the seat frame. These should be bent as necessary to make a tight connection at the top of the frame to minimize rattles. The lower part of the seat backs have two flat steel tabs, each about one inch wide, that are bent up by you, the installer, to secure the bottom part of the seat backs to the seat frame. These steel tabs are made up of soft steel and can be bent up and down repeatedly without breaking. But on your car, if the tabs are broken off, try securing the bottom of the seat backs to the seat frame using plastic tie wraps, which can be cut off when you want to remove the seat backs.

The seat cushions are held in place by gravity. They are not bolted or tabbed to the seat frame. There is a left and a right seat cushion, however, and it is easy to get them reversed. The outside (facing the doors) of the bottom cushions each have an extension down that helps hide the seat frame from view.

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**Question:** I need to replace all radiator hoses and there is very little room to get at the lower radiator hose clamp at the radiator. Do I need to remove the fan shroud to get at it? If not what is the trick?

**Answer from Doug Prince, SoCal Technical Advisor:**

Although GM did provide an access notch in the lower two piece fan shroud it is practically impossible to loosen the lower hose and hose clamp with everything still in place. You will save yourself much time and effort by removing the upper and lower fan shrouds to accomplish this task.

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**Question:** I put a new dash pad in my 61 Corvette, but I did not take it apart. I need a diagram to help put lights in and speedo and gauges back together.

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

If you don't have it, you need to purchase a copy of Chevrolet publication ST-12, Corvette Servicing Guide. This is the only official Chevrolet shop manual for the 1953-1962 Corvettes. It should be easily obtainable from the major Corvette part suppliers. The chassis wiring diagram for the

1961-62 Corvettes is shown on page 12-14. The instrument lights are identified by the color of the wires going to the plug-in lamp sockets. The colors are as follows:

Dark Blue: Right turn signal lamp

Light Green: High beam indicator lamp

Light Blue: Left turn signal lamp

Tan: Hand brake warning lamp. This was sometimes an optional feature. The lamp bulb is a special flashing type.

Gray: all the same instrument panel lights. Two go to the speedometer housing; one goes to the oil pressure/ammeter gauge housing; one goes to the temperature/gasoline gauge housing; one goes to the clock in the center console; one goes to the tachometer.

Make certain that the main instrument panel ground wire is connected to the left rear upper rocker arm cover screw. It is a black with white trace 14-gauge wire. On C1 Corvettes the engine block, not the frame, is the ground source for all the electrical systems on the car. This wire must be there!!! Remember, the Corvette body is made of fiberglass and does not conduct electricity. All lights and electrical devices must get their ground return from the engine block, which is connected to the battery negative terminal via a starter mounting bolt. The Corvette electrical systems gets their power from a 12 Gauge red wire that connects to the center lug on the starter solenoid, which connects to the car battery positive terminal.

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**Question:** I have the emergency brake light on my 61 vette and it has stopped working. I have tried the wires and it appears to be something inside. Is there anyone that repairs these since no one makes them new?

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

Assuming all the wires and contacts are good, there are only three things that could not be working in your emergency brake light: the flasher, bulb or switch.

If the flasher is the problem, replace it with a regular turn signal flasher which would require rewiring where it connects to the wires. If it's the light itself, you can replace the bulb. If it's the switch on the emergency brake handle make sure it's making contact. If not, you should be able to "adjust" (bend) the spring to help it make better contact. (The switch is on the ground side of the circuit)

I had to work on my switch recently, cleaning it up and "adjusting" it. I don't know anyone who could rebuild the light as such.

---

**Question:** I have a '61 Corvette with the 315 FI engine. It starts and runs great, but when it gets hot it is really hard to get started again. Normally I have to let it sit for 20 to 30 minutes to cool off. Then it starts and runs great again. I changed the coil, thinking that the oil inside it was overheating but that hasn't cured it. Could it be the fuel? I keep hearing that I need to run leaded fuel.

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

Here are possible solutions we use for the problems caused

by using ethanol fuel in our Rochester Fuel Injector and even in carburetors .

1. We use 100LL aviation fuel available at our local small airport. It has no ethanol.
2. We also consult a website [www.pure-gas.com](http://www.pure-gas.com) or use their phone app to locate non ethanol gas when travelling. Some of this is lower octane and we have to add an octane booster. (there is no good gas available within 50 miles of us)
3. We bring home non-ethanol fuel in gas cans whenever we are in an area that has it. Non-ethanol fuel can be stored for longer period of time than ethanol fuel.
4. You can take the ethanol out of the fuel. In a clear container add 10% water to ethanol fuel, shake well, let it sit for a few minutes, ethanol will bind to the water and visibly settle to the bottom. Drain ethanol/water off, which leaves non-ethanol gas with a lower octane than the original ethanol fuel. Add octane booster. (You can read complete articles about this on line)
6. We also bought a big expensive 55 gal. barrel of good gas to have at home until we worked out these other solutions. Fortunately we haven't had to buy another one.
7. We have used a product called Sea Foam in each tank of gas used in our carbureted Chevy. Haven't done that with the FI.
8. Contact your legislator and explain to him/her that ethanol costs more to produce than gasoline, everyone gets lower gas mileage out of that stuff and using corn for fuel is causing the price of food to go up because there is more demand for the corn.

**Answer from Doug Prince SoCal Chapter Advisor:**

Welcome to the "Club". Gasohol is the culprit which is 10% ethanol. Ethanol substantially lowers the boiling point of fuel that you currently purchase at your favorite gas station. Rochester fuel injection units have very small copper fuel lines to each nozzle and copper is great conductor of heat. What is happening with your car is as the underhood temperature rises, the fuel in the spider begins to percolate causing the fuel injection to become overly rich thus stalling at stop signs and signal lights, very poor idling and extremely difficult to restart when hot. The fuel injection plenum becomes super rich from the percolated fuel in the spider which then fills the plenum with unburned fuel vapors. Fuel injected cars residing in Southern California and the West Coast in general all suffer this same problem. The only leaded gas that you can buy is racing fuel which is extremely expensive and short lived in your 16 gallon gas tank. There is an additive that I have recently become aware of that greatly reduces the percolation problem. It is manufactured by Torco Oil Company and is called Accelerator. Accelerator comes in 32 ounce cans and mixed 1 can to 10 gallons of 91 octane ethanol fuel raises the octane rating 10 full points to 101 and also helps with the percolation problem. We are seeing some encouraging results out here in Southern California where our summertime tempera-

tures readily exceed 100 degrees. One other "trick" is to immediately open your hood to let out the hot underhood temperatures that lead to percolation of your fuel injection system. Give this product a try and best of luck.

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**Question:** Could you please tell me if I still need the ballast resistor, if I replaced my dual point distributor with a Mallory electronic?

**Answer from Doug Prince, SoCal Chapter Advisor:** You do not need to run the factory ballast resistor, if you have gone to the Mallory electronic distributor, BUT be sure you are running 12 volts to it from the ignition switch.

---

**Question:** How big of a cheater slick can I put in a stock wheel well of a stock 1962 Corvette?

**Answer from Doug Prince, SoCal Chapter Advisor:** Seven inches if the wheel off set is zero.

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**Question:** I have a 61 Vette and just ordered a new light switch. In looking at my old switch the plastic piece that goes on the switch which holds all of the wires is broken and very damaged. I desperately need one of these and have not been able to find one anywhere. Do you have any suggestions on where I may find one of these?

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

If this was an issue on my car, I would contact Lectric Limited directly. [www.lectriclimited.com](http://www.lectriclimited.com). Ask them if just the plastic connector for the wiring harness they make is available. Lectric Limited makes the complete wiring harness that can be purchased from most Corvette parts vendors. Be very careful in removing the wire terminals from the connector. Each one has an integral retainer tab that, if broken or badly deformed, will make retention in the connector block difficult.

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**Question:** I'm trying to buy a 1960. Could a low VIN 100300 have the VIN on the door pillar or were they all on the steering column? Also, is there any way to trace back on these 12 digit VINs? Do you know if someone would have a picture of the VIN frame location or possibly some reference points.

**Answer from Chip Werstein, SoCal Chapter Advisor:**

1960 Corvette VIN tag was located on the driver door jam until approx serial # 3000. After that it was spot welded to the steering column in the engine compartment. Don't know what you mean by tracing back the VIN, but your car is the 300th 1960 built with a build date of 9-16-59. The VIN is stamped twice on the top of the drivers side outside frame rail in the area approximately below the seat cushion. Using sandpaper, light and mirror you may be able to read it. Good luck.

*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.  
\_\_\_\_\_