



September 2019

Straight Talk

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

Come to the Red River Chapter SACC Meeting & Garage Tour!

**Saturday
November 16
2:00 pm**

Red River Annual Chapter Meeting
will be held at Lee & Jo Ann Brumit's garage
Map on page 2

**We will get to see all 14 of their Corvettes
plus their other cool collectible cars!**



Read about Jo Ann & Lee Brumit's
Panama Yellow 1958 on Page 3



Renewal Notice--Dues Are Due December 1st

**National and Chapter Memberships
Expire December 31, 2019**
(unless you've paid for multiple years)

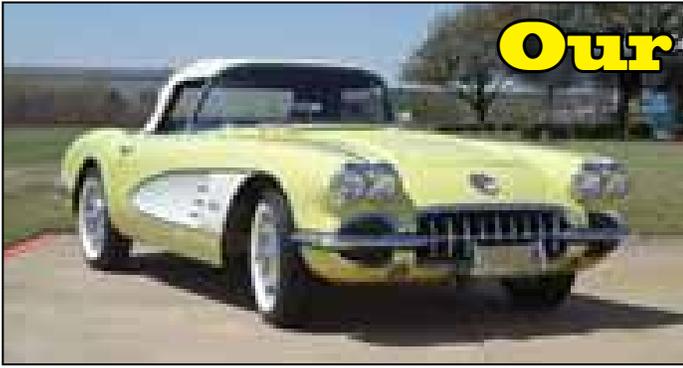
*Red River Chapter collects chapter dues of \$15
plus National SACC dues of \$45 = \$60*

We then forward all National dues and have record that all our members are also National members. Please pay by December 1, so we can forward your National dues before they send you a notice.

If you have paid your own National dues, please let us know, so we can record it.

Send dues to: Mary Jean Entekin, Treasurer
611 Fallbrook Dr., Flower Mound, TX 75028





Our Members' Cars

1958 Panama Yellow Corvette

by Jo Ann Brumit

Our '58 Corvette, the "Yellow Vette" as she is lovingly called, is the cornerstone of our collection. My Dad had a '58 Red Corvette Convertible. I have such special memories of him taking me and my high school girlfriends riding on the beach. Three giddy girls, a Dad and a Red Vette! Lee, also a prior Corvette owner, has always been a car guy drawn to the "big block" 60's.

In 2011, Lee received an invite to attend an auto auction in West Palm. At the time, we didn't own a Corvette, didn't know NCRS, just loved great cars. So

off we went to our first auction. It was amazing! Tent after tent of cars and four days to take it all in.

Day one we discovered her, she sat just waiting for us, a Panama Yellow 1958 Corvette. But after reading her specs, Lee knew a challenge was ahead, budget vs value. Besides, we were newbies at purchasing collector cars! And she didn't cross the platform until Day Four. Lee was skillful and successful, and we had my 1958 Corvette!

She is a very rare, only 190 of the 9,168 Corvettes built in 1958 were painted Panama Yellow. This may be the rarest of them all, as she is radio and heater delete! Powered by 283/245 HP engine; 2/4 carbs; 4-speed transmission. She had undergone a three-year total frame-off, nut and bolt restoration at a cost in excess of \$100,000.

Since 2011, "Yellow Vette" now shares her home with 13 Corvettes. Thanks to Lee's drive for perfection, five of them ('63, '65, '67 '69, '95) have achieved NCRS Top Flight Awards and the 1969 Corvette just achieved Bloomington Gold in June 2019.

For map and directions

Contact:

Diane Preston

cdiane1957@aol.com

or call 405-615-3856

Plenty of Parking-Drive your C1 if it's nice, Drive your street car if it's not!

President's Message

I am really excited about the Annual Red River Chapter meeting scheduled for Saturday, November 16 at 2 PM. Lee and Jo Ann Brumit have graciously agreed to host the meeting at the warehouse where they house all their collector cars. Map is included in this newsletter on page 2.

We'll get to see all 14 of their Corvettes and some other interesting cars too. Don Eckhart and Denise Iverson will have slides to show and will also tell us about their trip to the National SACC Convention in Detroit in August with Dennis Conte and Don Brittin. They had a lot more "experiences" than they've shared in the story on page 13 of this newsletter. They're going to try to convince you that you'll love going with us next year to Corvettes at Carlisle for the 2020 Convention.

We previously have held the annual meeting during the Sulphur Springs, Texas, show every October. Lots of you couldn't make that trip. Frequently all the C-1 owners who were there couldn't break free from judging and cleaning to come to our meetings. So I hope more of you can make it to the meeting on November 16. It's probably easier for the Oklahoma members to get to Dallas, too.

Our treasurer, Mary Jean Entrekin, will be at this meeting to collect your National dues and your Chapter dues. If you're paying both, it is \$60. She will send all of our National dues in together. If you've already paid your 2020 National dues, just let her know that.

Looking forward to seeing a big turn out of Solid Axle owners and their Vettes at this event. If it's raining... just drive anything.

"Save the Wave",
Bill Preston
President, SACC, Red River Chapter

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
Mary Jean Entrekin – Secy/Treas
Diane Preston – Editor cell 405-615-3856

New Members

Scott & Beth
Gleason
Tulsa, OK
1959 Blue/White



OUT AND ABOUT SEARCHING FOR OLD VETTES & THEIR OWNERS



Darren Heavner's 1960 Velocity Yellow/White Restomod and Kelly and Jennifer Nicoletto's Blue/White 1959 displayed at the grand opening of The Lost Cajun restaurant in Keller, TX.

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

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

Chapter Mailing Address:

Bill Preston, 1124 Lopo Rd., Flower Mound, TX 75028

Dues: Chapter and National membership year is Jan. 1 to Dec. 31. Chapter dues are \$15.00 and national are \$45.00 calendar annually. (No matter when you join)

Please return a chapter application / renewal form, available on our web site, with a check for chapter **and** national dues (\$60.00) to: Mary Jean Entrekin, 611 Fallbrook Dr., Flower Mound, TX 75028 Make payable to SACC.

Our Year at a Glance

Our Red River Chapter Solid Axle year began with our **Annual Meeting at the Sulphur Springs Corvette Show**, held on the downtown square, October 26-27, 2018. There were eleven Solid Axle Corvettes entered in the show and a total of 22 of our members participating (some entering later model Vettes).

Solid Axles taking home Top 50 trophies were: John & Loudeen Spencer's Red 1954, Bill & Diane Preston's Black/White 1957, Mary Davis' Black/Silver 1959, Dennis Conte's Jewel Blue 1961, Jerry & Carol Barnes' Red/White 1957, and Tim Wardlaw's White 1962.

We're looking forward to having lots of Early Models at Sulphur Springs again Oct. 25-26, 2019. See details on page 11.

The 2018 Red River Chapter meeting was held at Alliance Bank on the square during the show as in previous years. Founding President, Tom Lainson, resigned after leading our chapter for five years. Bill Preston accepted the office of President.



Founding President, Tom Lainson



The last event of Tom's tenure was a great **Tech Session** (above) put on by David Mullins at DMS Corvettes in Garland, TX on Nov. 3, 2018. He went over some key C1 issues and answered any questions we had. Eighteen members and guests attended.

January 24, 2019, we provided ten **Solid Axles for a retrospective of the "Route 66"** television show being presented at the Grand Theater in Lewisville, TX. Lewisville had been the location of the filming of an episode in January 1962. Tom and Marcia Martin brought



their Fawn Beige 1962 (above) which was exactly like the Vette used in that episode. We had 25 people displaying their Vettes, attending dinner and/or the Route 66 program.

February 23 we had a **Tech Session on Rebuilding a Carter WCFB Carburetor** held at the Preston's home in Flower Mound, TX. Ed Giolma, who's been rebuilding old carbs for years, went through the entire process and demonstrated key issues on a donated carb. There were 18 people there. (below)



April 6 was the **Corvette Expo in Enid, OK**, a great indoor show. There were six Solid Axles displayed by Max and Wendy Jantzen of Ringwood, OK, Noal Sinn of Stillwater, OK, Bill and Diane Preston of Flower Mound, TX, Ed Harrison of Tulsa, OK, David and Kathy Eck of Enid, OK, and Dennis and Erlene Morehart of Enid, OK. Noal Sinn put on a **Tech Session on rebuilding and adjusting a distributor** for a



Noal Sinn giving the Tech Session in Enid, OK



carbureted 1962 Vette. The group also discussed other C1 issues. There were 16 people attending including members Butch Abbott of Tuttle, OK and Tom and Jan Richards of Enid, OK.

Edmond, Oklahoma's Route 66 Corvette Round Up was May 31-June 1. Solid Axles in the Concours judging were (above) Joe and Donna McIninch of Guthrie, OK, Mike Sauder of Fair Oaks Ranch, TX, Charles and Linda Beat of Guthrie, OK, and Phyllis Meinders of Arcadia, OK. In the Show n Shine were Butch Abbott of Tuttle, OK, Bill and Diane Preston of Flower Mound, TX, and Jerel and Melissa Driscoll of Van Buren, AR.

We made a few contacts at the **Lone Star Corvette Classic** on May 17-19, but terrible weather limited the Solid Axles in the Saturday show to four. But our racing member, Bruce Jarrett, was out there on Friday winning a trophy at the Autocross in his blue/white 1961 in the sun. (below)



We had an awesome **Solid Axle Only Corvette Show** on June 22 at Huffines Chevrolet in Lewisville, TX. There were 22 Solid Axles on display. See page 6 for the whole story.

Three Red River Solid Axles were DRIVEN to the **National SACC Convention in Detroit** in August. See age 13 for that incredible story.

Red River Chapter is finishing the year with 30 memberships. Most of these include an actively involved spouse. We hope to see lots of members at the **Annual Club Business Meeting** being held in combination with a visit to Lee and Jo Ann Brumit's automobile collection on Saturday, November 16 in Garland, TX at 2 PM. See details on page 1.

OUT AND ABOUT SEARCHING FOR OLD VETTES & THEIR OWNERS



A really cool shot of Alan & Glenda Brown's Red 1962 displayed at Pop's Route 66 Soda Ranch, 660 W. Highway 66, Arcadia, OK during their show on July 14. Arcadia is a must-see Route 66 site with the famous Round Barn, Pop's, and lots of original buildings. It's located on the northeastern edge of the OKC metroplex.



Solid Axle Corvette Show

*“Can we have a Solid Axle Corvette Show here?”
Al Macdonald said to Fred Whitfield at Huffines
Chevrolet, Lewisville, TX.*

Wow! Fred took that idea and ran with it. He wanted to spotlight our charity, Patriot Paws Service Dogs, and raise money for them. So, Huffines put up a new Chevrolet Colorado Pickup, and we could sell raffle tickets for chances to win it in a Corn Hole throwing contest. Then he hired Prairie House Catering to be there to furnish hot dogs and hamburgers for everyone’s lunch. To make things more festive he brought in WFAA Channel 8’s DJ LC, the Dapper MC, to play tunes and entertain.

Bill Preston called his extensive list of Solid Axle Corvette owners to make sure there was a great display of old fiberglass to match the event that Fred had planned. Corvette Legends of Texas members were asked to help with the raffle sales and Patriot Paws sent trainers, ambassadors and dogs.

Patriot Paws volunteers at the show were: Joyce Anderson, Suzanne Henry, Sylvia Yetts with dog: Bessie, Tammie Zaleski with dog: Mason, and Fran Farrelly with dog: Cruiser. The total collected for Patriot Paws was \$1,820. SACC members Denise Iverson and Tom Entekin were also selling raffle tickets.

The stars of the show, of course, were the 1953-62 Corvettes! There were 22 of them, which wowed everyone! We had at least one of every year except

1953 and 1955:

- John & Loudeene Spencer’s 6-cylinder Red 1954
- Gary & Jennifer Sieb’s Black/Silver 1956
- Don & Harriet Sebert’s Black/Silver 1956
- John McIlvoy’s Black/Silver Fuel-Injected 1957
- Nick Bernier’s Red/White 1957
- J.C. & Erika Cherry’s Red/White 1957
- Bill & Diane Preston’s Black/White Fuel-Injected 1957
- Yavuz Colasan’s Red/White 1958
- Don Eckhart’s Red/White Fuel-Injected 1958
- Mary Davis’ Black/Silver 1959
- Keith & Karen Bessell’s Red/White 1959
- Rocky & Chris Rainbolt’s Black/Silver 1959
- John & Margaret Cantrell’s Red/White 1960
- Al & Barb Macdonald’s Red/White 1960
- Charley & Gloria Marks’ Fawn Beige 1961
- Matt & Darlene Tidwell’s White/Silver 1961
- Ron & Pat Cople’s Red 1962
- Tim & Nella Wardlaw’s White 1962
- Nate & Charlyne Lanford’s Black 1962
- Tom & Marcia Martin’s Fawn Beige 1962
- Ron & Norma Storm’s White 1962 Survivor
- Tom & Kathy Hubbert’s Red 1962

The highlight of the day was the raffle drawing for three people to have one chance to throw a bean bag 75 feet into a Corn Hole to try to win the Chevrolet Colorado Pickup. First ticket drawn belonged to Barb Macdonald and third ticket belonged to John McIlvoy. Preston Watkins (Bill Preston’s grandson) threw for

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Patriot Paws workers, Suzanne Henry, Joyce Anderson, and Sylvia Yetts with dog: Bessie,

Barb Macdonald and came very close to the target 75 feet away. The next two people got their bean bag about half way to the target... No one won the pickup. We heard that several people had practiced making the 75' throw at home to warm up for the possibility of being drawn.

There were more ticket drawings for prizes that Huffines provided, like C-1 Corvette models, gift certificates and cell phone holders. Huffines gave a Favorite Car Prize to John Spencer's 1954. SHOW-Continued on page 8



John Spencer receives Huffines' Favorite Award from DJ LC and Fred Whitfield of Huffines for his Red '54 (below).



Rocky & Chris Rainbolt's Black/Silver 1959



Don & Harriet Sebert's Black/Silver 1956



Gary & Jennifer Sieb's Black/Silver 1956



Tim & Nella Wardlaw's White 1962



Ron & Norma Storm's White 1962



Matt & Darlene Tidwell's White/Silver 1961



Nick Bernier's Red/White 1957



Keith & Karen Bessel's Red/White 1959



John & Margaret Cantrell's Red/White 1960



J.C. & Erika Cherry's Red/White 1957



Yavuz & Defne Colasan's Red/White 1958



Ron & Pat Cople's Red 1962



Mary Davis' Black/Silver 1959



Don Eckhart's Red/White 1958



Tom & Kathy Hubbert's Red 1962



Nate & Charlyne Lanford's Black 1962



Al & Barb Macdonald's Red/White 1960



Charley & Gloria Mark's Fawn Beige 1961



Tom & Marcia Martin's Fawn Beige 1962



John McIlvoy's Black/Silver 1957



Bill & Diane Preston's Black/White 1957

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: What do the pros think about silicon vs conventional after 100% brake system change out. Master cylinder, wheel cylinders, drums, shoes and actual hydraulic lines?

Answer from Bill Huffman, Michigan Chapter Pres.:

Speaking for myself only, every older Corvette brake system I have had to rebuild, wheel & master cylinders were full of rusty sludge and steel lines were rusty/rusted through. All have been replaced with new or rebuilt cylinders or calipers, SS brake lines and silicone based fluid.

Having owned the same cars for many years (one since 1968), other than pads or shoes, I have had no brake issues since switching to the silicone based fluid. The only downside is that DOT 3 fluid is more readily available. I keep two bottles in the garage.

Answer from Larry Pearson, SoCal Chap Tech Advisor:

I have been using DOT 5 Silicone brake fluid in all my cars since I first became aware of it in 1975 and I think it is wonderful. I have had no problems with it in these cars I own: 1949 Plymouth, 1951 Oldsmobile, 1955 Cadillac, 1956 Chevrolet Bel Air, 1960 Corvette, 1962 Corvette (2), 1968 Caprice, 1972 Chevrolet C 20 Pickup, 1975 Chevrolet Monza, 1984 Oldsmobile, 1992 Camaro. All US military vehicles use Silicone brake fluid, because they don't want brake failure. DOT 5 is compatible with all rubber components that use DOT 3.

There are some issues with it, however. First, it is hard to find and is very expensive. However, since it lasts forever, it is very inexpensive in the long run. Second, it is extremely difficult to remove from surfaces you plan to paint. Since it is not a petroleum based product, petroleum-based solvents will not remove it. I, quite frankly, don't know what solvent will remove it from surfaces to be painted. California's EPA has banned all known solvents that remove silicone. You have to sand or grind it off, and even this might not work.

If you spill it on concrete, it turns white when the concrete gets wet, and this never seems to go away. When the concrete is dry, it is not visible.

Silicone brake fluid absorbs air in the form of micro-bubbles, when it is agitated in the presence of air. These micro-bubbles will congeal into large bubbles and will dissipate when the fluid is allowed to sit undisturbed for at least one day. If you shake the container the fluid becomes milky with millions of micro-bubbles. For this reason, you cannot pressure bleed a brake system with Silicone brake fluid, and it probably cannot be used with ABS brake systems because the brake fluid gets violently pulsed when ABS is activated. Silicone brake fluid cannot be used in hydraulic power window and top systems that use brake fluid. This is because the pump agitates the brake fluid in the presence of air, causing millions of air bubbles to form in the reservoir, causing the reservoir to overflow with bubble-filled silicone fluid. I had this happen with a 1948 Buick hydraulic power top system, which I tried to convert to silicone. If you have to use DOT 3, use DOT 4 instead. They are supposed to be compatible and DOT 4 is supposed to resist absorbing water.

If you have your silicone-equipped vehicle serviced in a shop, they always will add DOT 3 brake fluid to top off your reservoir, no matter what you tell the mechanic or any signage you use. Most mechanics do not know what DOT 5 fluid is, and they definitely do not stock it. The DOT 3 fluid goes to the bottom of the reservoir and does not mix with the DOT 5, so you might not be aware that this was done. Most DOT 3 fluids can co-exist with silicone fluid, but some versions of DOT 3 will turn to "jello" when mixed with silicone. All DOT 3 does not have the same chemistry. If you have a garage service your silicone equipped car, take a plastic tie wrap and secure the reservoir top so the mechanic cannot get into it.

Because of the agitation problem with DOT 5, bleeding a newly overhauled brake system must be done very slowly. Plan on spending two days doing it. Remember, though, that if you do it right, the result is, literally, forever. Start out by carefully and slowly pouring DOT 5 into the master cylinder reservoir to fill it. Let it sit overnight. This will allow the DOT 5 to slowly fill the master cylinder bore. You need a helper to finish the bleeding. Make sure all bleeder screws and brake line fittings are tight. Use a clear plastic hose on all bleeder screws and feed it into a small glass bottle. The clear plastic hose will allow you to see when the brake fluid starts coming out and is clear of bubbles. Have your helper go to the right rear brake bleeder screw and open it. Very slowly push the brake pedal down to the floor and hold it there. Have the helper close his bleeder screw. Then slowly lift the brake pedal all the way up. Do not pump the pedal the usual three times and then have the helper open the bleeder screw. This will cause the DOT 5 fluid to be "blasted" through the air-filled lines, and will cause the fluid to be "aired" with millions of micro air bubbles, and you will never get a hard pedal. Repeat this process until you see

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clear, bubble-free, DOT 5 coming out of the wheel cylinder or caliper. Then take a hard rubber hammer and rap the cylinder or caliper several times to dislodge any bubbles stuck inside. Then do the routine again until there are no bubbles. Make sure that the master cylinder reservoir remains full throughout the bleeding process. Pour the DOT 5 fluid into the reservoir very slowly to avoid aeration. Move to the left rear, the right front, and last the left front wheels and repeat this procedure. When you are done with the left front wheel, you should have a hard pedal. Push the brake pedal down hard and hold it there and see if it slowly moves down to the floor. If so, you have a leak somewhere, and you have to fix it. DOT 3 and 5 fluids are liquids and do not compress. If when you are done the pedal is somewhat soft, you have air in the system. Let the car sit for 24 hours, and then repeat the above process until you get a hard pedal.

You can do the above procedure by yourself, but it is tedious. Cut a piece of 2x4 to length and wedge it between the brake pedal on the floor and the front seat cushion. With this you can work both ends by yourself. Be sure to push the pedal down and then raise it up slowly.

When I converted my brand new 1992 Camaro to DOT 5, I did not disassemble and clean out the brake system. I flushed it out with DOT 5 at each wheel until no more DOT 3 came out each bleed screw. I took a turkey baster and emptied the master cylinder before starting the bleeding process. Although there probably was some DOT 3 still in the system, it now has been 26 years and I have never had any sort of brake failure. The calipers and the master cylinder are all original.

If you are rebuilding your master and wheel cylinders or calipers, and the rubber cups are not cracked or worn, I reuse them. Rebuilding kits are hard to get. Today's repair kits are made in China and I do not trust anything they make. In my experience, some of their rubber parts are bad right out of the box. Never use anything but alcohol as a solvent to clean brake parts. Petroleum based solvents and lubricants will destroy brake system rubber parts. Use brake fluid as an assembly lubricant. If you use a brake hone to clean up the brake system bores, do not attempt to polish the bores with fine sandpaper. They may leak if you do this. The finish should be left coarse. This advice came from a man who has a business rebuilding and re-sleeveing calipers, wheel cylinders and master cylinders.

Answer from Chip Werstein, SoCal Chapter Tech Advisor: I am a big fan of DOT 5 and use it in all my vintage cars. However when bleeding a C-1 system I always start at the left rear wheel because it is furthest from the master cylinder... then rt rear, rt front and finally left front. Bleeding is challenging and time consuming especially the pumping the pedal method. Years ago I had a friend who would loan me his power bleeder loaded with DOT 5 which had the right top for the C1 master. That's the easy and fast way to do it. He's long gone and I started gravity bleeding. I have a lift and I get the car 6' in the air. I use a long clear plastic tube

and drain it into a clear bottle. I usually go around the car 4-5 times until all the bubbles completely disappear, always making sure the master is full. Normally it takes me two days to get a good pedal.

Question: Is there anything showing how to install the chrome clips and chrome molding that go on the deck lid? Do the clips get installed to the deck first and the chrome slides over the clips or do the clips go on the chrome and then attach to the deck lid?

Answer from Chip Werstein, SoCal Chapter Advisor:

The clips are installed in the stainless moldings first and then the assembly is mounted to the convertible deck lid. There is a good illustration in the 1961 assembly manual in section E sheet 4.

Question: I have a 1960 Corvette with dual 4-barrel carbs and an automatic transmission. Did this model have a transmission oil cooler in the radiator? My radiator is not set up and I do not have any lines

Answer: Due to the horsepower to weight ratio of early Corvettes, they did not use a transmission cooler so the transmission itself has two brass plugs installed blocking the passages where lines would connect.

Question: I have owned my 1962 Corvette (# matching) for almost 9 years and I'm going to have the second gear synchronizer replaced. I dropped the rear driveshaft from the differential, but the front slip yoke isn't budging. I sprayed penetrating oil on it but hasn't come loose yet. Does anyone have any ideas? I don't want to damage my T10.

Answer from Doug Prince, SoCal Chapter Advisor:

For some reason, GM decided in model year 1962, to add a 1/4 inch spacer between the transmission mount and the tail shaft. I surmise that GM wanted to cut down on the drive shaft angle for some reason, but you must install this special spacer if you want to add a Muncie 4-speed transmission. All 62 C1s had this special spacer. I worked on a 56 C1 years ago and I pulled the motor and transmission and could not get the drive shaft splines/yoke splines to line up, when I went to reinstall the drive shaft in the transmission. 56 C1s had a metal protection plate in the transmission tunnel and this was my problem in getting the yoke and output shaft splines to line up. Lowering the transmission a little bit solved the problem and everything went together and worked just fine. Try lowering the transmission at the transmission mount. Maybe it will allow the yoke to come out easily... give it a try before beating on the transmission drive shaft because you will have to remove the transmission mount to remove the transmission in the first place.

Answer from Chip Werstein, SoCal Chapter Advisor:

Usually the reason for the driveshaft not easily sliding off the trans output shaft is that the splines on either the output shaft or yoke are twisted. In the past I have had to pry or carefully hammer the yoke out of the trans. Once apart, determine which parts are damaged and replace as necessary.

Now It's A REALLY COOL '61

photos by Don Eckhart



Dennis Conte's newly restored Jewel Blue and White 1961 got an air conditioner in preparation for his drive to Detroit in August to the Solid Axle Convention and Woodward Dream Cruise.

Bill Preston, Don Eckhart, Len Woodruff, Rocky Rainbolt, Nick Bernier, Preston Watkins (Bill's grandson) and Dennis' neighbors, George and Lennie, started Friday night June 28. They worked Saturday morning and early afternoon, ALL DAY Sunday and again Monday evening.

They put in a DeWitt aluminum radiator with electric fan and shroud. Put in an alternator with tach drive to replace the stock generator to handle the extra electrical load. Put two-groove pulleys on the water pump and crank shaft to handle the A/C compressor and had to relocate the overflow tank. The Vintage Air unit was supposed to be a direct fit for a 1961 Corvette replacing the heater, but required some surgery on the radiator support and bracing behind the passenger kick panel.

They got it ready for freon. Then David Mullins at DMS Corvettes finished up the job in time for Dennis and George to leave for the Detroit Convention on August 9. The air conditioner worked GREAT! It was especially appreciated on the drive home from Detroit to Dallas when the temperatures outside were miserably hot. See page 13 for full Convention trip details.



Rocky Rainbolt



Bill Preston working on the A/C compressor



Nick Bernier, Dennis Conte and Len Woodruff

This is a GREAT Show and Lots of Fun!

Solid Axle Corvette Club will be there in force again!

Be There With Us!!



Friday Evening - Oct 25th

Welcome Reception

5:00 pm to 6:30 pm

This year at the newly remodeled and renovated hotel

**Clarion Pointe Hotel
of Sulphur Springs**

Pleased to be the host hotel for the
Sulphur Springs Corvette Show
October 25&26

Local Owners, Charles & Sharon Helm are
Proud members of the SSCC

Clarion Pointe will be hosting a Reception on
Friday Evening October 25*

Featuring complimentary Beer & Wine,
Hors d'oeuvres and
** DOOR PRIZES**

**6:30 pm - Dine around town with friends
at your choice of SS restaurants**

Look for updates on Facebook:

www.facebook.com/sulphurspringscorvetteclub/

And our Website: www.ssvetteclub.com

Hotels

Clarion Point (Host)
903-885-6851

LaQuinta Inn 903-885-8181
Hampton Inn 903-439-4646

Rooms are limited - Call soon!
Some have special rates. Ask
for Corvette Show

Show Co-Chairmen

Steve Judkins
fndrxr@aol.com
409-718-1471
Mike Hart
mhart366@gmail.com
972-743-4741

Saturday - Oct 26th

Corvettes on the Plaza

Where: Downtown Sulphur Springs
Rain or Shine

Features: Judged Corvette Show
No pre-registration
Gates open at 7 am / Reg at 7:30
On-site registration \$40
Open parking

Judging: Begins as soon as registration
card is placed on dash.
Trained SSCC teams will judge
No class judging
TOP 50 Awards
NOTE: SSCC Corvettes will be
displayed on North side of
Plaza & NOT judged in TOP 50
A detailed Judging Form will be
used on each car judged, focusing
on cleanliness, preparation, and
overall appearance.

Awards: 1:30 pm for TOP 50 with SSCC
awards to follow.

Cash Prizes: Drawings of \$500 & 4 at \$250 each
Also 50/50 Drawing

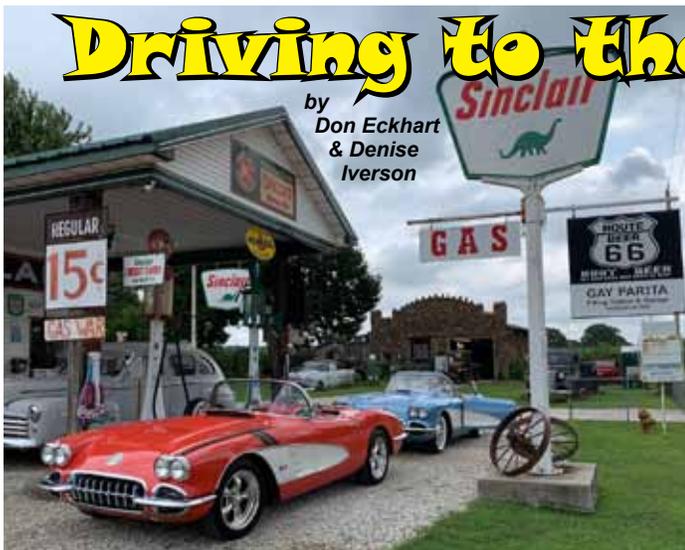
** You must be present to win drawings

** All cars must remain parked until awards are given

Solid Axle Members
will try to stay at the
Clarion Point Hotel
**Make your
reservations
NOW!**

Driving to the

by
Don Eckhart
& Denise
Iverson



The annual Solid Axle Corvette Club National Convention was hosted in August this year by the Michigan SACC Chapter. Don Eckhart & Denise Iverson led a caravan of three cars from the Red River Chapter on the 3,500 mile round-trip journey to Detroit and back. Don and Denise, driving their Red & White '58 Roadster set off from Little Elm, TX on August 9 along with Dennis Conte and George "Hydration Manager" Reilly in Dennis' newly air-conditioned and recently restored '61 Blue Corvette. (George earned the title Hydration Manager for his valiant efforts to provide water by day and liquor by night.) After a stop at Buc-ee's in Melissa for non-ethanol fuel, we were on the road. We had five days to make our way to Detroit with only a few planned activities, a desire to stay off the major roadways and a spirit for adventure!

Our late morning departure from Texas gave Dennis and George the chance to stress test the new air conditioner right out of the chute. They were all smiles every time they climbed out of the car into that late summer heat, very pleased with how well it was working! We hit some rain near Tushka, OK. Don & Denise powered through without getting wet until we

caught a break in the rain to stop and put up the soft top, knowing we would hit heavier rain as we continued north. Dennis lost his driver's side windshield wiper blade. He promptly ordered a replacement later that night from Corvette Central for delivery to the convention hotel. Meanwhile... RainX to the rescue!

We stopped for lunch at a 50's diner, the Boom-A-Rang Café, in McAlester, then picked up Route 66 just north of Big Cabin at Vinita. We took advantage of some vintage sights for photo opps, including the Rainbow Bridge outside of Baxter Springs before following the Mother Road into Joplin for the night. A young lady was having her senior photo shoot at the Rainbow Bridge, and this became the first of several times over the course of the trip that Dennis' car (along with the others) would become the subject of professional photographs.

The next morning we chose a leisurely start, cleaning the cars, fueling up, and filling up on a good breakfast before jumping back on Route 66 toward Springfield, MO for the 9th Annual Birthplace of Route 66 Festival. Along the way, we stopped at the Gay Parita/Sinclair station, which is a privately-owned memorial of Route 66 and antique collectibles. We enjoyed looking around the property and visiting with the proprietor, as well as taking classic photos of

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the cars with the signature Route 66 emblem on the roadway. The Route 66 Festival draws 50,000 attendees, featuring car and motorcycle shows, a parade, live music and Route 66 exhibits. We had a fantastic lunch at a New York deli right on the square, then enjoyed spending the afternoon looking at the cars on display. We drove on, stopping to see the Hubble Telescope replica on the courthouse lawn in Marshfield, MO, a tribute to Edwin Hubble who was born in the town in 1889. Our destination for the night was the historic Munger Moss Motel in Lebanon, MO, where we met up with Don Brittin from Granbury, TX driving his '62 Honduras Maroon Corvette. The Munger Moss, with its iconic neon sign (and the site of the second professional photo shoot of our cars), was built in 1946 and has been open to travelers along Route 66 ever since. The current owner, Ramona Lehman, is a tough lady with a warm heart who gets nostalgic sharing stories of the motel's history.

Day 3 was our first day traveling as a trio, with no specific destination in mind for the night. Despite some rain now and then, we took in more of the unique attractions along Route 66: the world's largest rocking chair at the Fanning 66 Outpost, the Route 66 tribute murals in Cuba, MO, the Stonehenge replica on the University of Missouri campus in Rola, MO, vintage gas stations, the St. Louis arch and the Chain of Rocks Bridge linking Missouri and Illinois across



the Mississippi River. A stop at the welcome center as we entered Illinois proved invaluable as the traveler's assistant heard us talking about staying in Springfield, IL for the night and guided us to stop in Litchfield instead. The Illinois State Fair was well underway in Springfield which would certainly mean all the hotels would be full. He called ahead and made us reservations at his favorite hotel in Litchfield, then recommended the fantastic Ariston Café for dinner, a registered historic Route 66 landmark.

Our target destination for Day 4 was Kalamazoo, MI, with the intent of being close to the famed Gilmore Museum, which we planned to visit the following day. The highlight of this day, and definitely one of the top highlights of the entire trip, was a visit to the Brittin family homestead in Illinois. Don Brittin's grandfather owned an impressive stretch of land along the old Route 66 Highway. Don has fond memories of spending time on the farm with his grandfather and we eagerly listened as he recounted stories. He recalled the layout of the farm, which is now a residential development. The original house still stands, and Don met the current owners. We also talked to the neighbor across the street who has lived in the

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area his entire life and witnessed the property being developed. To punctuate the visit, Don posed with his beloved car beneath the street sign for “Brittin Place,” named in honor of his grandfather. The final stop before retiring for the evening was a visit to Corvette Central in Sawyer, MI, where we arrived too late for a tour, but early enough to make some purchases.

The Gilmore Museum lived up to its reputation and was the perfect attraction prior to the start of the convention. We spent six hours at the museum, and though we were all tired and ready to leave, we all agreed we could have spent another day there seeing all the items on display. The C1s continued to draw interest, earning us another professional photo opportunity in front of the old Shell station (with functional double-ding cord, announcing new car arrivals), and front row parking at the old diner. We had a beautiful three-hour drive to Livonia, where we checked in for the convention just in time for the welcome reception and barbeque. We had a great time reconnecting with SACC friends from across the country, including our friends from Southern California who made the drive—one in a White '62 Corvette and the other in a C5 (due to an undiagnosed overheating issue with his C1 days before the trip making it too much of a risk for a drive across the Mohave Desert).

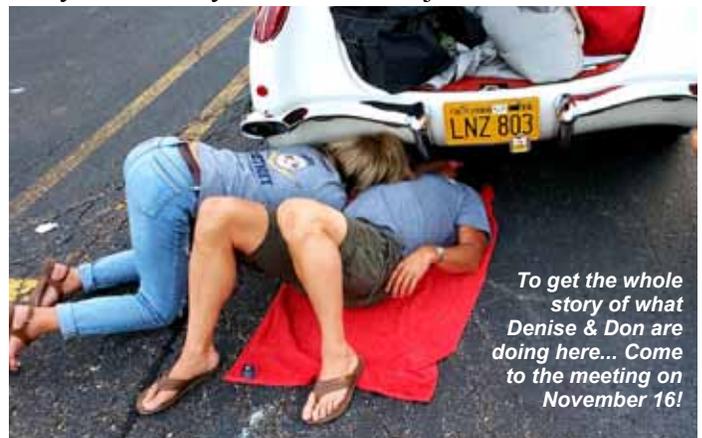
The Michigan Chapter went all out and put on a spectacular convention over the course of the following three days. The Tech Times included: discussion on 4-speed transmissions, C1 safety enhancements by the owner of Corvette Central, C1 cooling by DeWitts, and C1 valuation and insurance by Hagerty. Field trips included: Lingenfelter car collection, Pratt & Larson behind the scenes tour of their manufacturing facility and an up close and personal look at new C8, American Heritage Museum car collection, Ren-Cen for shopping and dinner, Detroit River Cruise, and Ford Museum with the Rouge Factory tour (making F-150s). The convention was capped with NCRS accommodations at the infamous Woodward Dream Cruise—boasting 40,000 vehicles, spread across 15



Don Brittin, Don Eckhart, Denise Iverson, Dennis Conte & George Reilly miles, running from 10 a.m. to midnight...a Tim-the Tool-Man Taylor event. We enjoyed special Corvette parking, front row seats for the cruise with a commemorative NCRS camping chair (one per vehicle), great hospitality with food and drink, and private muffler and tailpipe port-a-potties.

After the Dream Cruise, we all ventured separate routes home. Dennis and George headed directly back to Dallas, covering all the miles in just two days. Don Britten went north around Lake Michigan and over to St. Paul, MN then south until he arrived home after five days on the road. Don & Denise went north along the west coast of Lake Huron to Mackinac Island, staying in St. Ignace and ferrying to the island on two occasions taking in the sights by bicycle. They also went around the north side of Lake Michigan (the Upper Peninsula, aka the UP) and down through Wisconsin toward the Mississippi River. They followed the Great River Road for a while, then cut over to central Iowa to visit family for a couple days before arriving in Dallas a day later than the rest of the travel crew.

We have miles of memories and the photos to prove it. The cars ran great (only two minor issues—the oldest of the C1's outperforming the crowd) and the companionship was a gift. We have all signed on again for next year's trip to Carlisle, PA, where the SACC convention will piggyback on the spectacular Corvettes at Carlisle event. Make your reservations today and mark your calendar to join us!



To get the whole story of what Denise & Don are doing here... Come to the meeting on November 16!



August 26-29, 2020

These are the corrected dates!

SACC's 2020 National Convention will coincide with the Corvettes at Carlisle event, August 26-29, 2020. Not only will they occur simultaneously, but Convention activities will tie in with Corvettes at Carlisle. As SACC Convention attendees and Corvettes at Carlisle registrants, we will receive special considerations and positioning while attending Corvettes at Carlisle events.

Wednesday, August 26--Business meetings are and welcome reception that evening.

Thursday, August 27--Morning caravan to York, PA to tour the **Harley Davidson assembly plant**. Afternoon reserved for parts hunting at the "Fairgrounds". That evening we return to the Allenberry Resort for a reception and our **Annual Banquet** (yes, next year it will be at the beginning of the convention rather than at the end). Bill Miller and Lance Miler will be our guests of honor and we will have a special guest speaker.

Friday, August 28--We will host **Tech Sessions** at the "Fairgrounds" in the morning, and that evening attend the **Chip Miller Amyloidosis Foundation Charity Dinner**.

Saturday, August 29--Free time at the "Fairgrounds" and our **C1s will be the lead cars** in the annual Corvette parade in downtown Carlisle. Then we will caravan back to the Allenberry Resort, where we will have a **Cruise-In & Cook Out**. Shuttle service will be provided between the Allenberry Resort and the "Fairgrounds" for spouses who may not want to spend the entire day at the event. Saturday afternoon there will be an **alternate schedule for spouses** including a luncheon and matinee performance at the Allenberry Playhouse.

The agenda and registration form will be in the winter edition of the "On Solid Ground" magazine and is on the Solid Axle Corvette Club web site (www.solidaxle.org)

Allenberry Resort Rooms are going fast

The good news is as of August 30, we sold out of our initial 30-unit room block! The bad news is we have sold out of our 30-unit room block!

SACC President Brad Bean was able to get another 10 rooms added to our convention room block, so we now have 40 rooms. But they are going quickly, so if you have not yet done so, please book your room immediately! Unless you have a Carlisle, PA, area hotel where you stay every year, the next closest hotels with rooms available that week, are 20 miles away in Mechanicsburg, PA.

When you call the Allenberry Resort: (717) 258-3211, press #1 for reservations and ask for the SACC room block for your dates, between **August 25 & 29, 2020**.

While they last, your choice will be:

Pine Lodge: \$219.00

Meadow Lodge: \$179.00 (2 queens)

Meadow Lodge: \$192.00 (1 king bed)

Once our room block is booked, **if they have any other rooms available**, it will be at their established rate and there is nothing we can do to pull any strings. So again, if you plan to attend, please call immediately to make your reservations.

MEMBERSHIP APPLICATION
SOLID AXLE CORVETTE CLUB
RED RIVER CHAPTER



Chapter and National membership year is
January 1 to December 31
Chapter website

CHAPTER DUES ARE \$15.00 calendar annually. (No matter when you join)
National Dues are \$45.00 and coincide with chapter dues.
Please return this chapter application/renewal form with a check for chapter and national dues (\$60.)
to: Mary Jeanne Entekin, Treasurer, 611 Fallbrook Dr., Flower Mound, TX 75028
Make payable to SACC in U.S. Funds. Please include National Membership form also

If you are renewing, please **indicate only changes** in space below.
We will never share your personal information with anyone other than SACC members.
If you DO NOT WANT your info shared with SACC members please check here. _____.

If you are also joining national now they will send your membership number to you.
If you are now a national member, please insert your member number here _____

Chapter members must also be members of the National Solid-Axle Corvette Club.

Applicant Name _____
Co-Applicant _____
Mailing Address

City _____ **State** _____ **ZipCode** _____

Home Phone _____

Work Phone _____

Cell Phone _____

E-mail Address _____

Would you like to serve in the chapter? Officer, Coordinator, Writer, Event Volunteer, etc.

What events would you like to see our chapter host? (Shows, driving tours, tech clinics etc.

How far would you prefer to travel for a regional function? _____

How far would you prefer to travel for a local function? _____

Do you prefer overnight or single day events? _____

Year(s) of Corvette(s) owned. Vin #'s optional _____

Please indicate original, modified, race car, unusual options etc.

Owning a Solid-Axle Corvette or any Corvette is not required for membership.

Fill out applications for both the National SACC and the Red River Chapter and mail both dues \$60. (\$45 National + \$15 Red River Chapter) to: Mary Jeanne Entekin, Treasurer, 611 Fallbrook Dr., Flower Mound, TX 75028



SOLID AXLE CORVETTE CLUB MEMBERSHIP APPLICATION

Renewing Member Number _____ New Member _____

Applicant Name _____

Co-Applicant Name _____

Mailing Address _____

City _____ State _____

ZIP _____ Country _____

Phone #1 _____ Home _____ Cell _____ Work _____

Phone #2 _____ Home _____ Cell _____ Work _____

Email _____

Solid Axle Serial #1 _____

Solid Axle Serial #2 _____

Solid Axle Serial #3 _____

Solid Axle Serial #4 _____

Solid Axle Serial #5 _____

Annual dues are: U.S.: \$45.00 one year
Canada: \$54.00 one year
All Others: \$65.00 one year

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

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

For information: phone: 916-991-7040; fax: 916-991-7044; email: badenhoop.lucy@bigfoot.com
Check out the SACC website at <http://www.solidaxle.org/>

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

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

If you do not want to participate in the road side assistance program initial here: _____

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