



February 2020

Straight Talk

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

**TECH
SESSION**

“Ceramic Pro” Ceramic Coatings

**Saturday,
Feb. 15**

AT APEX Automotive

4756 Frank Luke St, Suite A, Addison, Texas 75001

855-998-2739, Daniel Coyle

We've gotten many questions about our Ceramic Pro ceramic coatings, our PPF/Clear Bra work, detailing/paint correction and performance modifications. We've also seen many posts from group members asking about what they should do to their car(s) and where to go, but we hardly ever see anyone giving any quality technical or educational information on the above-mentioned products. As the experts, we'd like to help y'all with a very detailed educational and technical session to provide you the information that is typically absent from most replies.

We would love to have y'all down to APEX Automotive Performance's headquarters for an APEX Educational and Technical session. Our past sessions with other groups/clubs like the Porsche, Jaguar, Aston, etc. have been very well received and those who have attended left having learned a great deal about the above mentioned products and services.

We would like to invite you to our private hangar facilities inside Addison Airport on Saturday morning February 15th at 10am for a Corvette-only APEX Education and Technical Session. Coffee and donuts will be provided and we will give away three APEX Ceramic Pro Wheel Service Packs (each with a \$500 value).

The APEX Education and Technical session will go over proper car-wash techniques and methods, what professional detailing is all about, what our expert paint corrections are, how to shop for PPF/Clear Bra for your car and what an exceptional PPF/Clear Bra installation looks like, Ceramic Pro ceramic coatings (what they can and can't do, what they are for and not for and we will help you sort through all the misinformation about ceramic coatings circulating the internet), why you should choose ceramic window films and performance modifications from simple bolt-ons and basic tuning to custom turbo kits and stand alone ECU's.

This will not be a sales presentation or high pressure environment. We'd love for you to get to know us, our shop and most importantly our work. This APEX Education and Technical session is to help you make the best decisions for your automotive investments. If you choose to use us for these types of projects on your car(s), great. If not that's okay too.

Please RSVP on our Facebook Page (Education and Technical Session with APEX), if you'll be attending, so we know how much coffee and donuts to have ready. See y'all on the 15th of Feb. at 10am.

This session will be limited to the first 75-100 cars due to space for parking and inside the shop to keep it intimate and safe.



Save the Date!!!

Saturday, April 18th Tour John Neas' Corvette Collection

Details on Page 2

Save the Date!!!

Saturday, April 18th

Tour John Neas' Corvette Collection

SACC Red River Chapter member, John Neas is a Corvette collector in Tulsa. He has invited us to tour his whole collection of fantastic cars. Verl Randolph has arranged for us to meet at Schlotsky's, 2343 E. 71st St., Tulsa, OK, (918) 496-4663 at noon, Saturday, April 18. Then we will go to Neas' collection nearby, where the tour begins at 1:30 pm. If you want to stay overnight, we'll be at the DoubleTree, 6110 S Yale Ave, Tulsa, SW corner of South 61st St and S. Yale Ave., (918) 495-1000

Among his many cars, John Neas has four racers that are noteworthy for their place in the annals of Corvette road racing. One is the 1956 Sebring Corvette that he bought in 1994. Ed Cole, general manager of Chevrolet, turned to sports car racing in an effort to improve sagging sales by promoting the Corvette's performance capabilities. This car, the ninth built, was purchased by Chevrolet engineering on Feb. 1, 1956, and modified for the 12 Hours of Sebring in Florida. It received a larger fuel tank, heavy duty springs, Halibrand magnesium wheels, Bendix finned brake drums with cerametallic linings, special intakes scoops for the rear brakes, a plexiglass windscreen and a cover over the passenger seat.

John thinks this is the only 1956 factory production car in the race. The other Corvettes had 1955 frames with prototype or production bodies. After Sebring, Chevrolet used the car as a test vehicle. It was raced in 1956 at Road America near Elkhart Lake, WI, and at Cumberland, MD. The car also set a record in the Haven Hill Climb near Detroit.

Neas owns one of six 1956 Corvette SR-1s built to satisfy Sebring's race requirements as a production car. Only two are known to exist today. Neas' car is Aztec Copper. It was equipped with eleven special racing options such as heavy duty suspension, cerametallic brakes, Duntov camshaft, Halibrand magnesium wheels and Firestone Super Sport 170 tires. This car won 25 consecutive drag races in 1957 and was driven to a speed record of 126.93 miles per hour at El Mirage Dry Lake in California by Bruce Geisler.

There is also a 1957 Corvette equipped with RPO684 (racing brakes and suspension). It was the national runner-up in B Production category of the Sports Car Club of America.

Neas' fourth racer is a metallic blue 1956 SR-2 with a finned headrest, originally owned by Bob McLean, head of experimental styling and responsible for the first Corvette, the 1959 Stingray and several special show cars. With GM Styling Shop Order 90179, it was configured with an extended nose, louvered hood, special dash with Stewart Warner rally gauges, special headlight rims, SR-2 seats and 1958-style taillights.

We will also see many Duntov Corvettes, a Heavy Duty Brake 58, a 90 ZR1 and a 69 Corvette that John bought new plus several other



This car was the first 1957 to be equipped with racing brakes and suspension. It was runner-up to the national champion in the B Production class of the Sports Car Club of America.



It is thought that this is the only 1956 factory Corvette at the 12 Hours of Sebring. It was campaigned by Max Goldman.



This is one of two existing 1956 SR-1 Corvettes. It was built with racing components to satisfy production requirements for the 12 Hours of Sebring.



This 1956 SR-2 is unusual because it has an extended nose, headrest with fin and louvers in the hood.

non-Corvettes that are of interest. Such as a 1962 Biscayne 409, 4 speed that he drag raced in 62 & 63, the 1966 NHRA Top Street Eliminator, five Historic Top Fuel Dragsters and more.

President's Message

John Neas is opening his Corvette collection for us to visit on April 18. John has been a Solid Axle Corvette Club member for many, many years and is a legend in early Corvette racing.

I want to give you all the advance notice possible so you can get it on your calendar. This is an extraordinary opportunity and I hope all who possibly can will go with us to Tulsa to see this wonderful Corvette collection. Thanks to Red River Chapter Vice President, Verl Randolph, for making all the arrangements for our group.

With the tour starting at 1:30 pm, there's time to drive up to Tulsa from Dallas and even drive back if necessary. Diane & I will probably stay over at least one night at the DoubleTree. We will make a plan to caravan with anyone who wants to drive together. Please don't feel like you have to drive your C1, but you can...

John Spencer put on great a Solid Axle Tech Session on Windshield Replacement. A lot of our members and a few guests showed up and made it a fun day. Robert Cotner even drove down from Blanchard, OK.

Speaking of Oklahoma... member, Butch Abbott from Tuttle, OK recently had five heart by passes. Praying for a speedy recovery for him. Hope his recovery goes as well as mine has.

"Save the Wave",

Bill Preston

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

OUT AND ABOUT SEARCHING FOR OLD VETTES & THEIR OWNERS

1st on the 1st Corvette Show
Spring Creek BBQ, McKinney, TX
January 1, 2020



Charlie & Gloria Marks' Fawn Beige 1961



Bill & Diane Preston's Black/White 1957

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

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

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



Windshield Tech Session

Photos by Denise Iverson and Jack Hollada

John & Loudene Spencer hosted our Windshield Installation Tech Session on Saturday, January 25. They furnished coffee and donuts and opened their home and garage to our members and guests. Many thanks to them both for all the preparation they did to put on this neat event.

Pictured above are: Tom Jackson, Tom Hubbert, John Spencer, Don Eckhart, Paul Wolter, Robert Cotner, SACC Central Region Rep. Jack Hollada, Bill Preston, Tom Entrekin, Rocky Rainbolt, Lee Brumit, Gale & Richard Gore, Jim Pagana, Dennis Conte, Kenneth Harding, Terry Sealock and John McIlvoy. Not pictured are Loudene Spencer, Walter Adams, Don Sebert, Diego Silva and Denise Iverson.

John had prepared the 1958 by removing all the windshield bolts holding the frame to the body ahead of time. The end bolts on a 58-62 are fairly easy to get to by pulling back the padded dash. The 56 and 57 are more difficult to access and you have to get to them thru the interior light opening. One bolt is obstructed by the windshield wiper transmission assembly on a 58-62. Sometimes you may have to remove the wiper transmission assembly from under the dash. Try to avoid doing this.

After we took the windshield off and put it on the padded work table, we moved the 58 out of the garage to give more space for our group. John marked the center point of the windshield and frame parts before taking it apart.

Step by step, John took the frame apart and took out the windshield glass, explaining each step as he went. He emphasized that the length of the screws in the top of the frame is critical, because they can crack the windshield, if

they are too long. Gentle pressure is required to keep from breaking the windshield through all the steps.

He cleaned up the parts with steel wool and chrome polish before re-assembling. He showed the correct way to put the rubber gasket on the windshield. It can easily be put on backwards.

If the T-bolts that hold the frame to the body of the car are damaged or missing they must be replaced with #12/24 thread bolt with a carriage head that can only be purchased from a Corvette supplier.

Put the top and bottom channels back on the windshield, matching the center point marked before

WINDSHIELD--Continued on page 5



John Spencer, Bill Preston and Denise Iverson

WINDSHIELD--Continued from page 4

disassembl. ingThen start putting on the side posts one at a time. Begin by putting the top end in first and gradually working toward the bottom. Loosly put top and bottom screws in the first side post, then install the second post. The nut plates in the top and bottom channels to attach the post must be held in place with putty before attaching bolts. Repeat process with the other side post. Then tighten all the screws on both sides.

We set the windshield assembly back on the 58. John was left with the agonizing job of putting the bolts back under the dash, after we went home. We adjourned to eat the submarine sandwiches Loudene had picked up for lunch, which were paid for by the Chapter.

Many random C-1 concerns were discussed all morning among the members. Gail Gore asked where to have a windshield done. It was suggested she just call some of our guys to come help do it. We can also recommend DMS Corvette Shop in Garland, TX as a reliable installer.

Dennis Conte had brought his newly restored 1961. He showed everyone the Vintage Air Conditioning that several members helped install last summer. He praised the way it cooled on his drive to Detroit for the SACC Convention.

WINDSHIELD--Continued on page 6



Robert Cotner, Rich Gore, Don Sebert, Kenneth Harding, Jack Hollada, Walter Adams, Diego Silva and Lee Brumit



Diego Silva, Bill Preston, Lee Brumit, Dennis Conte and John Spencer.



Don Eckhart and John Spencer lift off the windshield Robert Cotner is in the background.



Kenneth Harding, Paul Wolter and Walter Adams push Spencer's 1958 out of the garage after removing the windshield.



Jack Hollada, John McIlvoy and Walter Adams examine a repaired and re-chromed windshield side post.

If you would like a 40-pg PDF of the **1956-62 Corvette Windshield Frame Glass Removal and Installation Guide** from the Corvette Forum, recommended by John Spencer, e-mail Diane Preston at cdiane1957@aol.com



John McIlvoy tells Don Sebert and Walter Adams about his Fuel-Injected Black/Silver 1957 as Tom Entrekin and Jack Hollada enjoy the Vette view.



Paul Wolter and Rich Gore with the 58 after the windshield removal.



Spencer's driveway was a beautiful sight with Entrekin's, Wolpert's and Spencer's late models along side all the Solid Axles.



Tom Entrekin and Paul Wolter check out Dennis Conte's Jewel Blue/White 1961.



Spencer's 58, Conte's 61, McIlvoy's 57, Eckhart's 58, and Spencer's 54. Did Terry Sealock sneak in a Fuel-Injected Turquoise/White 1957 Nomad???



Tom Hubbert, Rocky Rainbolt, Tom Entrekin, Robert Cotner, Rich Gore and Jack Hollada.



John Spencer, John McIlvoy, Robert Cotner, Bill Preston, Gail & Rich Gore.



Bill Preston and Don Eckhart.

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: To prevent front wheel bearing early damage what is the dimension of offset that I should be looking for? Would it be zero and how are these measurements described?

Answer from Larry Pearson, SoCal Chapter Advisor:

The offset you need is zero, and for the front wheels only. This is true for all cars unless the front hub is designed to handle an offset with the original front wheels. Offset does not pose a problem with the rear wheel bearings because the rear axle bearing already is offset inward from the axle flange and the offset loads are absorbed by the rear wheel bearing and the differential side bearing, which can easily handle additional offsets.

If you are purchasing new wheels, the manufacturer tells you about any offset. Keep in mind that aftermarket wheels wider than 5.5 inches make steering very difficult unless you install an aftermarket power assisted steering system in your car. If you are buying used wheels and you don't know the manufacturer or the model number, you can measure it this way. First, measure the distance between the flanges where the tire mounts. Then divide this measurement by two. Then do your best to measure the distance between the back surface of the wheel that mounts to the wheel hub and the the inside surface of the wheel flange. You have to estimate this as best you can, because it can't be directly measured with a ruler, so you have to "eyeball" it. Put a straight edge across the back of the wheel and measure the distance from the back mounting surface to it. Then measure the distance from the inside of the wheel flange to the straight edge and subtract this from the other measurement. This should give you a pretty accurate measurement. You should be accurate to within one quarter of an inch. This measurement equals one-half of the distance between

the flanges for zero offset. Offsets of one-half inch or less should not pose a big maintenance problem. Greater than one-half inch will cause a maintenance problem with the small outer wheel bearing. Keep in mind, that if a wheel bearing fails and seizes up, it will cause damage to the spindle that the bearings ride on. Nobody makes a reproduction spindle that I know of, so you will have to find a used one. Any 1949-1954 Chevy sedan spindle should work.

The reason that I know this is that a good friend of mine has a 1972 Dodge Charger with aftermarket aluminum wheels that have an offset. The outer wheel bearings, which are tapered roller bearings, fail on a regular basis. He loves those aluminum wheels, so he puts up with the maintenance problem. He checks those outer wheel bearings on a very regular basis.

Question: My question is on my 1960 Corvette hardtop, the (3) required hold down bolts, are they chrome, stainless, or otherwise?

Answer from Michael Capozzio, Ohio Restorer:

The bolt and receiver nut are stainless steel.

Question: I have a 1959 that I am restoring as original and at present working on the steering. I am stumped on a simple item. The seal around the hole in the inner fire wall. Most suppliers offer two types of seals, a soft and a hard. Does this car take both or one or the other?

Answer from: Bill Huffman, Michigan Chapter Pres:

The steering column outer plate & steering column outer seal are forward of the firewall. The steering column inner seal and steering column inner grommet are in the cabin behind the firewall. All four parts plus the attaching screws are required to seal around the steering column. Look on page 28 of Paragon Reproductions C-1 catalog for picture of the assembly.

Question: I'm looking at a 1961 Corvette with 1,459 original miles, white with silver coves and red interior. This is my first attempt at buying a Vette of this year and I'm not sure what is good and bad. The car was repainted, but was never sanded out. All numbers match. The rubber on the door seals look new but the glue job was sloppy. The dealer said all bushings were replaced, but there isn't any documentation of this. The interior is very good except for a seam on the drivers seat coming apart. Some of the chrome has pits but looks like it was chromed over the pits. There is some slop in the steering wheel. I'm just not sure, if it's more than an inch. There was surface rust on the jack and handle in the trunk, so I'm not sure if the trunk leaked or just moisture. The convertible top is new but it doesn't seal tight against the trunk. I'm not sure what they fit like when they were new. All that being said its a 283, 4-bbl and they want \$57,200 for it. I'm not a mechanic, but can do some things, so I realize a professional may be needed. Do you think this is a good deal and what is critical to look for? This

Continued on page 8

car was never titled and had 1 owner.

Answer from Chip Werstein, SoCal Chapter Advisor:

All I can say is WOW! 1,400 miles and never titled. There must be a great story behind this car, but I see some red flags here.

* Being sold by a dealer. Is this a reputable Corvette dealer?

* Is there any documentation on the one owner and where this car spent it's life?

* Why were the bushings replacedwhat bushings. The a arm bushings could not possibly be worn out in 1,400 miles.

* Why was a low miles car repainted and re-chromed?

* The original door, trunk and deck lid weatherstrips were attached with yellow glue, which was applied in a very sloppy manner. Over the years it would have turned brown.

* An almost new car should have very little steering play. It is adjustable.

*The poor top fit is most likely top frame adjustment or poorly installed top.

* Before spending the money, I would have it inspected by an early Corvette specialist.

I wish I could offer more help but it's difficult to assess any car without seeing it.

Question: When installing new drag link innards and tightening screw plugs on each end are these plugs fully tightened when you can slide cotter pin through holes while aligned with slot in plug? The person who took it apart didn't pay attention when he disassembled drag link. I don't think that the plugs will tighten to the point cotter pin could be installed over face of plug regardless of slot position.

Answer from Bill Huffman, Michigan Chapter Pres.:

The best exploded view of the C-1 drag link assembly that I have found to answer your question is on page 29 of the Paragon Reproduction C-1 parts catalog.

The short spring and spacer are installed in the short end of the link that connects to the third arm. The two longer springs and spacers are installed in the longer end that connects to the steering gear pitman arm.

Make sure that the four bearing surface cups are fully seated to the third arm or pitman arm studs so there is full contact between the bearing surfaces an the studs spherical surfaces. Mis-alignment of one of the bearing surfaces may account for why your rebuild won't assemble properly.

Question: All power systems in car are fed by a #12 gage wire with starter exception. Without any current protection on this conductor how often have these wires burned up? Does anyone know what the total current draw can reach with all systems operating?

Answer from Larry Pearson, SoCal Chapter Advisor:

This red #12 gauge wire ends up going to the fuse block or the ignition switch and almost everything off of these are fused. Four exceptions are the windshield wiper motor the power top motor, the power window motors, and the head-

light switch. All of these have internal or external circuit breakers. I have never heard of this red 12 gauge wire burning up.

The total current draw depends on how many electrical appliances are in operation at once. The small instrument panel bulbs are 2 1/2 watts each. The fused appliances probably operate at less than 1/2 of the fuse rating. Add it up. The generator can produce 35 amps, and this was designed to handle all the expected loads, plus charging the battery. The voltage regulator limits the maximum output of the generator to 35 amps. If the total load exceeds 35 amps, then the battery will provide the additional current, and the ammeter will show a discharge. I have never seen this happen under normal driving conditions except at idle, when the generator is taken out of the circuit by the voltage regulator, because it cannot provide 12 volts or more at idle speed. The alternator, which replaced the generator in 1963, can provide enough output at idle.

Question: I am looking to purchase a 1962 Corvette with a severely rusted frame. I am planning to replace the frame with a stock frame, but what other year C1 frames could be used without a great deal of alteration?

Answer from Larry Pearson, SoCal Chapter Advisor:

Make sure that the center line of whatever aftermarket wheel you choose is directly over the large wheel bearing. If the center line is offset, in or out, the small outer wheel bearing will take on more of a load than it was designed for and it will fail. This is true weather you are using the original ball bearings or after market tapered roller wheel bearings. The ball bearings are more prone to failure than tapered roller bearings, so if you must have an offset, switch over to the aftermarket roller bearings, and check the small outer bearing frequently for signs of failure. I suggest at least every 10,000 miles.

Answer from Doug Prince, SoCal Chapter Advisor:

In all due respect I would highly recommend that you DO NOT purchase this 1962 Corvette unless you are absolutely stealing it. If the frame is that rusted out then so will all of the front and rear suspension parts as well as the rear leaf springs and sway bars. You will have to do a basically complete "body off" restoration which is extremely time consuming and very expensive, if you have to sublet all the work out. Buying a C1 or any Corvette in this condition is asking for a lot of trouble.

Question: I have a 56 corvette with a Muncie transmission incorrect for the year. I had the powerglide that came with the car rebuild. Turns out it is a passenger car powerglide with the Corvette tail housing. My question is do I have to use cooling lines or can I run it without the cooling lines to look correct because I know the Corvette power glides were air cooled. I appreciate your input.

Answer from Max Brockhouse, SACC Pres. Emeritus:

No, your power glide would be air cooled.

CORVETTE EXPO
Enid

CORVETTES
OF ENID



28th Annual Show
April 4, 2020

*Fairgrounds – Chisholm Trail
Coliseum*



April 30 - May 2, 2020
Thursday, Friday, Saturday
Gates Open at 7 a.m.

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

General Admission is FREE

Parking Fee: \$5.00 per vehicle

Sorry, no in or out privileges

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

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

CAR CORRAL



Saturday
April 4th
11 am - 4 pm

Location: The Heights Baptist Church
201 West Renner Rd., Richardson, TX
(South West corner of Renner Rd. & 75)

Registration: 10:00-1:00

Cost: \$30 per car entry or 30 canned food items.
Spectators are free

Proceeds Benefiting: Network Food Bank
of Richardson

Sponsored by: Hagerty Insurance

57 Large Trophies in 24 Classes:

Pre-50's, 50's, 60's, 70's, 80's, 90's & Newer, Camaro, Mustang, Open, Corvette 1953-1982, Corvette 1984 & Newer, Exotic, Convertible, Pre-70's Import, 70's & Newer Import, Muscle Car Pre-80s, Muscle car 80s & newer, Truck Pre-70's, Truck 70's & Newer, Military, Mopar, Street Rod, 4-Wheel Drive

Saturday,
April
18

11:00 AM-
4:00 PM



Keller Town Hall
1100 Bear Creek Pkwy, Keller, TX



America's Favorite Car Show

March 13 - 15, 2020
Texas Motor Speedway
Fort Worth, TX

SOUTHWEST OKLAHOMA CORVETTE CLUB

CORVETTE Kickoff Classic

MARCH 20-22, 2020

KICKOFF THE 2020
CORVETTE SHOW SEASON
WITH US!

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



2019 Grand Champion
Darren & Tami Heavner
Owners

Event Registration Opens
January 1, 2020

<https://swocc2020.eventbrite.com>

1 NIGHT - \$119 - Includes 2 Apache Grill breakfast coupons
Book 1 Night Now at <https://tinyurl.com/swocc1nite2020>
2 NIGHTS - \$209 - Includes 4 Apache Grill breakfast coupons
Book 2-3 Nights Now at <https://tinyurl.com/swocc2nite2020>
2 nights increases to \$238 after March 6

FRIDAY - Poker Run! Welcome Party Free Show! Corvette Light Show! Easton Corbin Concert!
SATURDAY - "The Big Show!" Vendors! Gaming Seminar! Silent Auction! Awards Banquet!
SUNDAY - Holy City Sunday Service! "Corvettes in the Park" in Historic Medicine Park!



June 4, 5 & 6, 2020
Jefferson, Texas

www.facebook.com/

BigCypressCorvetteWeekend

E-MAIL:

ghost95vette@hotmail.com

Central Arkansas Hot Springs



CORVETTE
22nd ANNUAL WEEKEND

April 16, 17, 18, 2020

**HOT SPRINGS CONVENTION CENTER
HOT SPRINGS NATIONAL PARK**

The host hotel: **The Hotel Hot Springs**
(formerly The Austin Hotel) (501) 623-6600.

Hampton Inn 501-525-7000

Comfort Inn Suites 501-624-3800

Courtyard by Marriott 501-651-4366

Embassy Suites 501-624-9200

Mention "Hot Springs Corvette Weekend"

Full Info at: www.centralarkcc.com

2020 SOLID AXLE CORVETTE CLUB NATIONAL CONVENTION

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

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

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

The convention schedule is as follows:

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

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

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

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

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

2020 SACC National Convention Registration Form

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Total enclosed \$ _____

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

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

Year _____ Vin # _____ License tag # _____ State _____

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

Insurance Company _____ Policy # _____ Expires _____

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

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

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

Share this application with other C-1 Owners

Solid Axle Corvette Club Membership Renewal/Application

Renewing Member Number _____ New Member

Applicant Name _____

Co-Applicant Name _____

Mailing Address _____

City _____ State _____

Zip _____ Country _____

Phone #1 _____ Home ___ Cell ___ Work ___

Phone #2 _____ Home ___ Cell ___ Work ___

E-Mail _____

Solid Axle VIN # 1 _____ Yr ___ Color _____

Solid Axle VIN # 2 _____ Yr ___ Color _____

Solid Axle VIN # 3 _____ Yr ___ Color _____

Solid Axle VIN # 4 _____ Yr ___ Color _____

Solid Axle VIN # 5 _____ Yr ___ Color _____



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

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

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

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

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

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

SACC Annual dues are: \$45.00 one year

Red River Chapter dues are: 15.00 per year

\$60.00 total

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

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

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

**Check out the SACC website at
<http://www.solid-axle.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.
