



Straight Talk

“Route 66” TV Episode Filmed in Lewisville, TX **Solid Axle Event!**

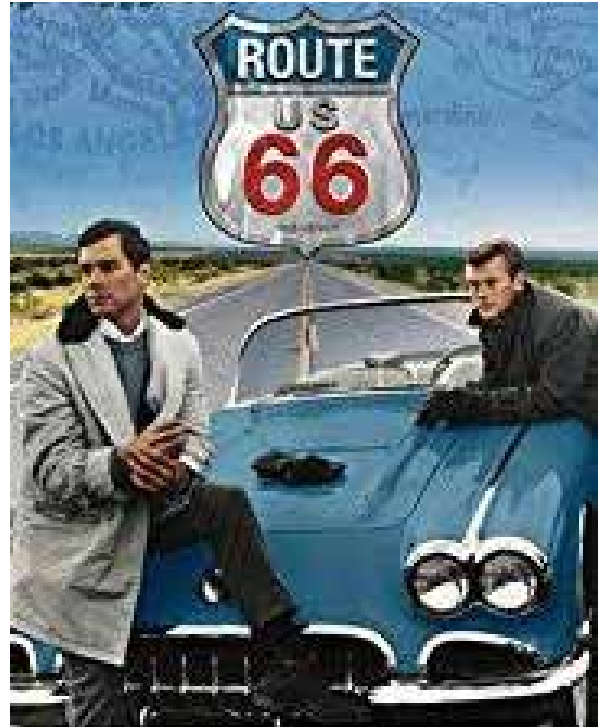
Join us Thursday, January 24, at the
MCL Grand Theater, 100 S. Charles St., Lewisville, TX

Bring your C-1 Corvette for a special display in front of the theater to honor the famous Corvettes, which were the stars of “Route 66”. The program starts in the theater at 7pm, but your car needs to move into position from 4:30-5pm. They are closing off Charles St. in front of the MCL Grand on the East side to park our Vettes. Then we can dine across the street at Prohibition Chicken restaurant before the show. The theater event is free to attend but you need to sign up for a free General Admission ticket at mclgrand.tix.com. Come, even if you can't bring your C-1. We hope for good weather... it could happen.

Did you know Lewisville TX is on famed highway Route 66?

Actually, it isn't. But that didn't stop a production crew from making a stop in Lewisville in January 1962 to tape an episode of the legendary “Route 66” television program. Renamed “Kilkenny, Texas” for the episode, Lewisville served as the backdrop for stars Martin Milner, George Maharis, Tuesday Weld, Cloris Leachman, and Burt Reynolds as they filmed scenes across many of the city's iconic sites.

Local historian Robin Cole-Jett will speak briefly about some of the historical landmarks featured in the episode and shares “then and now” photos for attendees to explore. Attendees will also view the premiere of a short video featuring stories from residents who remember the big event. The evening culminates with a screening



of the full episode of “Love Is a Skinny Kid.”

For 20 years, Robin Cole-Jett has been documenting the storied history of the Red River Valley of the Old Southwest, looking for ghost towns, teaching history at North Central Texas College, conducting tours of Bonnie & Clyde's Dallas, and designing museum exhibits. Robin has four books out and is working on her fifth. Originally from the bright lights of Paris (Texas), since 1997 she's called Lewisville her home.

In the half century since the television series “Route 66” went off the air, the road that the series took its title from, has been officially decommissioned. Many of the stars, guest stars, and even cameos from the series have gone on to successful film careers; and the American landscape--not to mention the Chevrolet Corvette that featured so prominently in the series--has dramatically changed.

“Route 66” aired over four seasons, 1960-1964. It followed two young men played by Martin Milner and George Maharis (the latter replaced in the second half of the show's run by Glenn Corbett) as they drove throughout the country in a brand-new Corvette helping people they met along the way. Some fans of

ROUTE 66--Continued on page 7



Our Members' Cars



Tom & Cathy
Hubbert
Plano, TX

Tom & Cathy Hubbert's 1962 340-hp Corvette

I had been casually looking for a C-1 Corvette for several years as I was working toward retirement in 2013, after 30 years with the same company. In late 2012, I learned that my employer was going to end the retirement program I was participating in and replace it with a less costly plan. As a gesture of fairness, the company offered a Voluntary Early Retirement Plan (VERP) to those of us that had 20+ years of service. Part of the VERP was a cash payout along with some enhancements to the years of service to be used in calculating the retirement pension amount. Since I was planning on retiring in 2013 anyway, I accepted VERP offer and set my retirement date for March 31, 2012.

I had always wanted to own a C-1 Corvette since my high school days in the mid-sixties. I had been working as a mechanic's helper in those days and loved cars, particularly fast cars. Once I knew I would be retiring, and with a bit of "found money," Cathy and I started looking seriously for a car of my dreams. It started with a 1958 Corvette, but the more I researched and looked around, I became more interested in the '62 model with the C-2 rear body styling and a 340hp 327 engine.

I had refined what I wanted to a numbers matching car with both tops

and no damage history; all at a price that seemed "reasonable." We spent about six months searching on ClassicCars.com and contacting sellers to try to blueprint the market. Finally in August of 2014 Cathy found a Corvette in Phoenix, AZ that sounded like what I was looking for.

I made arrangements with the seller to look at the car and flew out to take a look. It was a red/red 340-hp car with both tops that looked to be in good shape with no signs of damage. The owner was a 72-year man and his wife who are actively engaged in drag racing their stock MoPar Hemi. He had owned the Vette for 10 years and bought it just to drive for pleasure. He bought it from a broker in Rancho Santa Fe, CA. The broker was selling it on behalf of an unnamed collector, so I do not have any history prior to the person I bought it from. We agreed on a price and I bought it on the spot.

HUBBERT--Continued on page 3



MEMBER'S STORIES-Please send Diane Preston a story about you and your C-1 Corvette for our newsletter.

New Members

Walter Adams, Dallas, TX
1959 White/Red



Lee & Joann Brumit, Dallas, TX
1958 Yellow/White, 61 & 62



Don Shaded, Dallas, TX
1961 Yellow/White



Matt & Darlene Tidwell,
Plano, TX, 1961 White/Silver



Don Eckhart & Denise Iverson
Little Elm, TX, 58 Red/White FI



President's Message

Planning Events for 2019

We are embarking on a fresh new year and planning events for Red River SACC members.

Our first event will be the January 24 "Route 66" TV Show program detailed on the front page.

Tech Sessions were the most requested activity by our membership. Saturday, Feb. 23, we will have a Tech Session on rebuilding a Carter WCFB Carburetor and how to prevent the "left turn" flooding that these carburetors are famous for.

Ed Giolma will take one apart, explain the cleaning process, put a new kit in it and answer questions. We will begin at 10 AM and finish up with lunch. Please join us at my garage, 1124 Lopo Rd., Flower Mound, TX. See page 4. You are welcome to drive your C-1, but don't feel obligated to do so.

I urge you to consider attending the 2019 National SACC Convention in Detroit, Aug. 13-16. These are always fun and enlightening. Book your hotel room now, if you're even thinking about going. You can always cancel later if you don't attend.

Talk to Don Eckhart about the tour he is planning for our drive to Detroit. Please consider going, even if you don't want to drive your C-1. Less than half of the attendees actually drive their Solid Axle. Some drive their late model or street car and some fly. Diane and I have attended by traveling all of these ways and enjoyed every Convention.

Til next time,

Bill Preston

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

HUBBERT--Continued from page2

After shipping it back to Plano, I had it thoroughly assessed by Carr Campbell and found that it was in pretty good shape, except for some wear items that had been neglected by the seller. I had to have the king pins replaced in the front end; the steering column rebuilt; a new clutch and pressure plate installed and the transmission removed, inspected, resealed and reinstalled.

Since those initial repairs, I have had a wiring harness replaced, front and rear brake repairs and just general minor issues addressed to restore proper operations and improve appearance. In October of 2018, I had David Mullins install new carpets and leather seat covers to improve appearance and comfort.

I have been very pleased with this car and look forward to driving and adding some more "creature comforts" in the future.

Solid Axle Tech Session

Saturday, February 23

starting
at 10:00 A.M.

Plus

Bill Preston's World-Famous
Beans & Cornbread for Lunch

Located at:

Bill & Diane Preston's Garage
1124 Lopo Road
Flower Mound, TX 75028
(405) 412-0502

Rebuilding a Carter WCFB Carburetor

*and how to prevent the "left turn" flooding
for which these carburetors are notorious.*

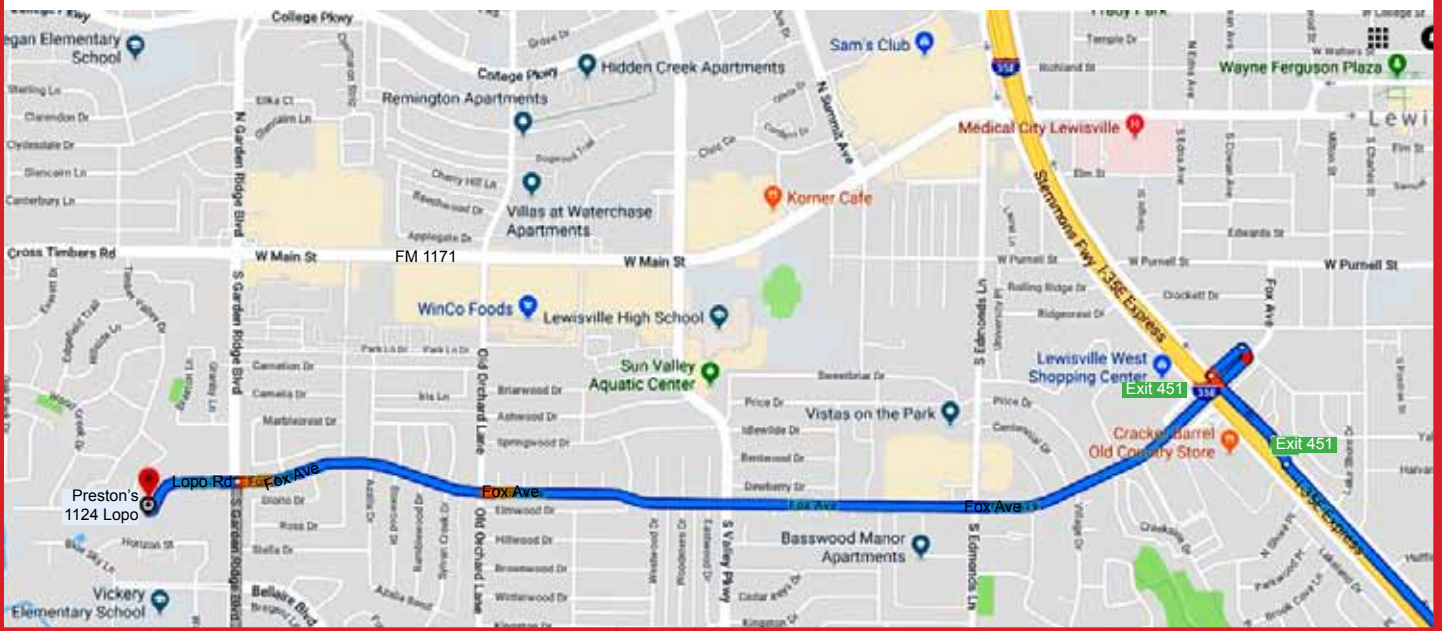
*Ed Giolma will take a carburetor apart,
explain the cleaning process, show us how
to put a new kit in it and answer questions.*

*Even if this is not the carburetor on your Vette,
come pick up some tips and enjoy hanging out
with C-1 owners and have lunch.*

***You are welcome to drive your C-1,
but don't feel obligated to do so.***

Directions to Preston's House:

I-35E to Exit 451 (Fox Ave.) in Lewisville, TX
then West on Fox 2.5 miles. Fox then becomes
Lopo Rd. after crossing Garden Ridge into
Flower Mound. Park in front of the house, or in
the cul-de-sac across the street or pull into the
parking pad behind the house.



Make Your Hotel Reservations Now!

Embassy Suites, 19525 Victor Pkwy., Livonia, MI

(734) 462-6000

Decide Later... *the Hotel WILL fill up*

Don Eckhart is going to lead our Red River Chapter caravan from DFW to Detroit for the Convention. As the summer nears, he will be putting together a schedule of our days on the road, where we will stop overnight and possible sight-seeing stops on the way up there and back.

Please consider going to the National Convention. You can drive your C-1, tow it, drive a newer Corvette, drive another car, or just fly up there. These Conventions are fun and offer a lot of information from other C-1 owners.

Contact Don and he will keep you up to date on our plans for the trip. Let him know your preferences on routes, places to stop and things to see along the way. We may even join up with other caravans along the way. *What a great way to see the USA!*

Call or e-mail Don at:

(541)740-8293

Don.Eckhart.halo@gmail.com



2019 SACC National Convention

Metro Detroit, Michigan Area -

August 13-16, 2019

Hosted by Michigan Chapter SACC



CONVENTION ACTIVITIES

Wednesday Cruises to:

Lingenfelter Collection-Impressive private collection of 150+ unique cars in a 40,000 sq. ft. space. Including this Duntov Mule. Lunch provided on site. *Collection not open to the public.*

Pratt & Miller-Tour fabrication and assembly divisions. Since 1999, Corvette Racing has won 100+ races worldwide and 24 hours of Le Mans eight times since 2001.

Thursday Bus Trip to:

GM Heritage Center-This 81,000 sq. ft. center showcases vehicles of the GM Heritage Collection, along with other artifacts. Display often changes, with 165+ vehicles on display at a time. Each illustrates a design technical or sales milestone or accomplishment in the history of GM or the automotive industry. GM reps will talk with us and answer questions. *Venue not open to the public.*

GM Renaissance Center (RenCen)-Landmark world headquarters of GM. See GM World vehicle display The "Borealis"--the tallest vertical art glass sculpture, the outdoor GM Plaza with a world map carved in granite and see the synchronized water fountain. Visit shops in the GM Wintergarden, RenCen, and GM Company Store to buy GM collectibles. Walk east along the Detroit River to Rivard Plaza to visit the Cullen Family Carousel.

Diamond Jack River Tour-Chartered two-hour evening narrated cruise, presenting highlights of the Detroit and Windsor, Ontario, Canada skylines and historical anecdotes about both cities. Restrooms & snack bar available on board. *(Capacity limited for this river tour)*



THINGS TO SEE ON YOUR OWN

The Henry Ford Museum-Unique educational experiences. Stories and lives from America's traditions of ingenuity, resourcefulness, and innovation. Put yourself in the place of movers and shakers who blazed the trail to where we stand today.

Greenfield Village-Experience a place where 80+ acres show 300 years of American stories. Step into the lab where Edison had his light bulb moment. The Bagley Ave. shed where Henry Ford built his first car. The workshop where the Wright brothers taught us to reach for the sky. The place where everything feels astonishingly real, because it is.

Ford Rouge Factory Tour-Inside look at making America's most iconic truck, the Ford F-150, and manufacturing's most progressive concepts. Experience the awe-inspiring scale of a real factory floor as you rev up your inner engineer.

Automotive Hall of Fame-Exhibit galleries with permanent and changing exhibits on auto's early days, global rise of the auto industry, the beauty of auto styling and how it has changed every part of our daily lives. ***These events are not pre-paid.***

www.thehenryford.org/visit/plan-your-visit
BONUS EVENT!!!

Saturday, July 17-Woodward Dream Cruise *(Optional event. Arrangements can be made with Michigan NCRS for parking, etc.)* Woodward Dream Cruise, world's largest one-day automotive event, draws 1.5 million people and 40,000 classic cars from around the globe.





2019 SACC National Convention Registration Form

Convention-Aug 13-16, Dream Cruise-Aug 17, 2019

I-275 @ 7 Mile, Livonia, MI



Name _____ Names of Family Member(s) _____
 Address _____ Names of Non-Member guests _____
 City _____ Home Phone: () _____
 State/Prov. _____ Zip _____ Cell Phone: () _____
 SACC Member # _____ E-Mail _____
 Chapter _____ Arrival/departure Dates _____

Non-SACC Member bringing a C-1 is welcome, however, a completed SACC / Michigan Chapter Member application (<https://www.solidaxlecorvettemi.com/membership-application>) & separate check for \$60.00 made out to MI SACC must accompany registration form. New SACC & Michigan Chapter memberships are valid for the balance of 2019 & Jan-Dec 2020.

Woodward Dream Cruise on Saturday, August 17, 2019 is hosted by Michigan Chapter NCRS not by SACC. Details to follow.

Convention Host Hotel: Embassy Suites, 19525 Victor Parkway, Livonia, Michigan, United States, 48152. Make hotel reservations by calling 734-462-6000, mention Solid Axle Corvette Club, Group Code: SCC to receive our rate of **\$134/night + tax**. Room rate available 9 Aug thru check-out 18 Aug 2019. **Capacity limited.** Hotel website for SACC is:
<http://embassysuites.hilton.com/en/es/groups/personalized/D/DTTLIES-SCC-20190809/index.jhtml>

Registers SACC member & spouse, if received by 30 June 2019	\$100.00
Registration received after July 1, 2019 - add late fee of \$25.00	\$ _____
Parking Security if registering a Corvette , Tue 5PM to Sat 10AM. # Corvettes _____ x \$50.00	\$ _____
Non-SACC guest(s) of SACC member fee _____ x \$100.00 ea	\$ _____
Tue 8/13, 6 PM Reception & BBQ # attending _____ x Free	

Free shopping shuttle available for ladies during Wed & Thur AM tech sessions. # attending _____

Wed 8/14, Morning Tech Session. Cruise to Lingenfelter and lunch, cruise to Pratt & Miller. # attending _____ x \$30.00 ea (includes donation to Lingenfelter charity and lunch). Dinner on your own.	\$ _____
--	----------

Thur 8/15, Morning Tech Session. Lunch on your own. # attending _____	
Thur 8/15, 12 Noon-returning approximately 10:30 PM. Bus trip to GM Heritage Center, GM Renaissance Center/GM headquarters, Detroit River cruise. Dinner on your own at Renaissance Center. # attending _____ x \$65.00 ea.	\$ _____

Fri 8/16, Cruise to The Henry Ford, Greenfield Village, Ford Rouge Plant Tour & Automotive Hall of Fame.
 Tickets for all three Ford venues available in Museum lobby.
 Automotive Hall of Fame tickets available across the street from Henry Ford Museum. Lunch on your own at museum or village.

Fri 8/16, 6 PM Reception & Banquet # attending _____ x \$60.00 ea	\$ _____
Screen printed Convention T-Shirts, ___SM, ___M, ___LG, ___XL, ___XXL @ \$25.00 ea	\$ _____
Men's Embroidered Polo Shirts, ___SM, ___M, ___LG, ___XL, ___XXL @ \$35.00 ea	\$ _____
Ladies's Embroidered Polo Shirts, ___SM, ___M, ___LG, ___XL, ___XXL @ \$35.00 ea	\$ _____
Embroidered Sweat Shirts, ___SM, ___M, ___LG, ___XL, ___XXL @ \$55.00 ea	\$ _____
TOTAL ENCLOSED	\$ _____

**Register early. Capacity limited at hotel and other venues.
 No refunds will be made on cancellations after 7/30/2019.**

Hold Harmless Agreement: I agree to insure my vehicle(s) and property against loss, damage and liability, and to provide proof of such insurance. I agree to 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 or as a consequence of this convention wherever located.

Year _____ VIN # _____ License Tag# _____ State _____
 Exterior Color _____ Interior Color _____, Trailer: Yes _____, No _____
 Insurance Company _____ Policy # _____ Expires _____
 Signature _____ Date _____

Please send completed convention registration form and check payable to MISACC to: Paul Lemieux- MI SACC
 403 Loris Lane
 Oxford, MI 48371
New members joining MISACC to attend this convention, send completed membership application & separate check for \$60 payable to MISACC to Paul.

Questions??? Contact Bill Huffman at swh73@comcast.net or Cell (517) 745-8913
 Or Tom Gamache at tsgama22@comcast.net or Cell (734) 812-6541

the show credit it for popularizing the Corvette, even though the car was already on the market seven years when the show started.

For trivia buffs, the production of the original show used Corvettes of varying colors, from Horizon Blue for the first season to Fawn Beige for the second and Saddle Tan for the last two; each season used a Corvette from that model year, thanks to Chevrolet's product placement agreement with the show.



ROUTE 66 FILMED IN LEWISVILLE, TX City Renamed For Time In The Television Spotlight

Lewisville was renamed Kilkenny, Texas, for the program (located somewhere near Waco, based on images used in the program). Temporary signs were placed on businesses along Main and Church streets, a Kilkenny bus depot was located on Mill Street, and the Huffines family home on Main was converted into a hotel -- on film, anyway. The crew even used Lewisville residents as extras in many scenes.

"LOVE IS A SKINNY KID" Air Date: April 6, 1962
Writer: Stirling Silliphant Director: James Sheldon
Stars: Martin Milner (Tod Stiles);
George Maharis (Buz Murdock)
Guest Stars: Tuesday Weld (Miriam); Cloris Leachman
(Lydia); Burt Reynolds (Tommy)
Theme Song: Nelson Riddle

ABOUT THE TV SHOW:

Each week from 1960 through 1964, the "Route 66" television series came into the living rooms and dens of American homes. The series tracked the adventures of two young men from the east as they traveled down Route 66.

The show was one of the most brilliant dramas to emerge from the 60s, known for its catchy title song, intriguing characters and exciting writing. Martin Milner played the intellectual character of Tod Stiles who observed and analyzed the events occurring around him during his and his companion's travels. George Maharis played the character of Buz Murdock, a tough young man who had grown up in "Hell's kitchen" and

had to fight all his life to survive.

For over three years Tod and Buzz became involved in every situation imaginable, and traveled throughout the country (usually far from the real Route 66). The show was unlike any other because every episode was shot on location. Silliphant would pick interesting locations off the map usually where events were happening, like the cattle auction in Reno.

When a location was selected, a story was written around the two characters. A crew of 60 people trucked all the equipment and gear into towns where the show was going to be shot. The shoots became major events for those towns because, after the filming stopped and the crews left, the notoriety of being a show location remained.

The first episode of the show filmed in Texas was "Sheba," in El Paso. It aired on January 6, 1961. Tod and Buz didn't get back to the Lone Star State until early 1962, when they spent several weeks here.

That year's visit resulted in: "A Long Piece of Mischief," Mesquite, January 19; "1800 Days to Justice," Crandall, January 26; "Aren't You Surprised to See Me?," Dallas, February 16; "Even Stones Have Eyes," Austin-Kerrville, March 30; "Love is a Skinny Kid," Lewisville, April 6; and "Kiss the Maiden All Forlorn," Dallas, April 13.

A couple of the Dallas-area installments are prime examples of what made the show good—interesting characters and storylines coupled with 100 percent on-location footage. "Love is a Skinny Kid" captures Lewisville when it was still a small country town. "Kiss the Maiden All Forlorn," a tale loosely based on the story of convicted embezzler and expatriate Ben Jack Cage, shows Dallas as it appeared only 19 months before the assassination of President John F. Kennedy. There are skyline views and exterior and interior shots at the Dallas police department as well as footage of the old Dallas Times-Herald building, including views of the newsroom and wire service teletype machines that would go berserk on November 22, 1963, the day Kennedy was slain.

Having hit North and Central Texas, the cast and crew returned in early 1963 for five more Texas episodes: "Somehow It Gets to Be Tomorrow," Corpus Christi, February 15; "In the Closing of a Trunk," Corpus Christi, March 8; "The Cage Around Maria," Houston, March 15; "Fifty Miles from Home," Houston, March 22; and "Narcissus on an Old Red Fire Engine," Galveston, March 29.

Because Chevrolet was a sponsor of the series, the one thing that always remained constant was the type of car that was used. In the series Tod and Buzz drove around the country in a Corvette that was given to Tod by his late father. Chevrolet supplied two Corvettes to the set every six months. Because of the show's popu-

larity, the "Route 66" show sold more Corvettes than any other TV commercial, and established the Corvette as an American icon.

Midway through the third season George Maharis left the show due to illness. Glenn Corbett who played the character of Lincoln "Linc" Case, a Vietnam vet who had just been released from the Army, replaced George Maharis' character. This made "Route 66" one of the first television shows to make a controversial war a reoccurring element of a series.

However, the concept of two young men traveling the U.S. in search of adventure had been worn pretty thin. Within another year, "Route 66," like the highway, became a memory. The series, which lasted four seasons, shot a total of 116 episodes, 36 per year at 36 different locations. Before the "Route 66" show became history in 1964, the show compiled an incredible 20.1 average rating, making it one of the highest rated shows of that time.

AN INTERVIEW WITH GEORGE MAHARIS

George Maharis' career totals more than 70 film and television credits. But it's his "Route 66" role as Buz Murdock, a street-smart heartthrob from Hell's Kitchen, that earned him an Emmy nomination and his most enduring fame. Murdock and Tod Stiles (played by Martin Milner) drifted from town to town in a Chevrolet Corvette convertible, looking for adventure. The show aired on CBS from 1960 to 1964 and inspired at least two generations to travel the real "Route 66". One unique aspect about "Route 66" was the show was shot on location all over America.

"Nobody else ever did that, to my knowledge," Maharis said. "We worked six days a week, sometimes seven, because we were always behind schedule. You got up at 5 in the morning and you get back to your motel at 7 or 9 at night, sometimes even later.

"And when we'd move the company from one location to another, sometimes we'd lose two or three days of shooting."

Scripts often didn't arrive until the day before a shoot. Occasionally, production on a "Route 66" episode would begin with only half a script, with the remainder arriving later in the week. Directors and actors often were on the phone with producers in California, working out story problems as they arose.

Maharis admitted that such conditions were exhausting, but exhilarating. "It was kind of like a challenge, and I always did like challenges," he said. "I always did like things that seemed impossible to do. In those days, we did 32 to 35 shows a year. Now, they do 20 to 22, at most."

"It was very, very interesting," Maharis continued, "because no matter where you went, every town had its own personality. It was totally different from the other town you went to, even if it was only 50 to 60 miles away. That's not true anymore. You can go a thousand miles now, and everyone's wearing the same clothes, singing the same songs, eating the same food."

The original title of the show was "The Searchers," and it was going to be a half-hour. It was going to star him and Bobby Morris. But before "Route 66" began production, Morris died. The name of Morris' character was Linc. When Glenn Corbett replaced Maharis late in the "Route 66" run, his character's name was Linc.

Many viewers thought the color of the Corvette was red, even though "Route 66" was shot in black-and-white. Maharis said in part of the first season, the Corvette was light blue. "But ... the cameraman said, It reflects too much light. He had trouble lighting us against the sky because the light blue was reflecting too much light. So, toward the end of the year, they gave us

ROUTE 66--Continued on page 9



ROUTE 66--Continued from page 8
a brown one."

Maharis acquired a Corvette himself. Putting on his best poker face, he told "Route 66" sponsor Chevrolet that "we may have a little problem" because he had a Ford Thunderbird he would be driving to the set. Chevrolet quickly gave Maharis a Corvette. Of course, there was no problem, because "I didn't have a car" at the time, Maharis said.

Maharis confirmed that his Buz character was inspired by his own background, fleshed out by "Route 66" screenwriter Stirling Silliphant. "He wrote a lot of the character from the conversations we had. Marty ... came from more of upper-middle-class family. I came from more of a street background."

Between "Route 66" shoots, Maharis flew to New York City for a four-hour session to record his first album. Months later, while in the hospital recovering from hepatitis, he learned the album had been released while watching "American Bandstand" on television and seeing host Dick Clark announce Maharis' first single, "Teach Me Tonight."



A few tabloids reported that Maharis and Milner clashed on the set because of their contrasting personalities. Maharis said. "Not true. We got along very well. We're different; that's very true. But we never had any problem. You could see on the screen there was no problem. We were opposites in many ways, but there was respect for each other."

Maharis said his favorite episodes included "Birdcage on My Foot," where Buz admits he was a former drug addict. He also cited "A Thin White Line," in which Tod was given an LSD-like drug at a party.

One episode that stood out for Maharis was "Even Stones Have Eyes," where Buz is temporarily blinded in an accident. For that shoot, Maharis wore special contact lenses that reduced his vision.

"I had the contact lenses made because it's tough to fake blindness in such a short time," he explained. "We didn't have enough time (in the production schedule) to do it. So I figured the best thing to do was have a pair of lenses put into my eyes so you don't have to fake it. I went to (a doctor) and said, 'I want contact lenses that are opaque. I need to see something, but not a lot.'"

Maharis credited the show's quality to executive producer Herbert B. Leonard and Silliphant. "Stirling was a very talented writer," he said. "In many cases, if you had to cut a scene, it wasn't a problem because there was a lot of meat left."

As for why he left "Route 66", Maharis emphatically said it wasn't because of demands for more money, or that he was trying to break his contract so he could get into movies. It was, he said, because of hepatitis prob-



lems starting in 1962.

Maharis was hospitalized for a month and missed several episodes because of the disease. He returned to the set and its 12- to 15-hour days. A few weeks after a grueling scene, where he rescued a woman from a near-freezing creek, Maharis suffered a relapse.

"The doctor said, 'If you don't get out now, you're either going to be dead, or you're going to have permanent liver damage,'" Maharis recalled.

Maharis said he was unaware of "Route 66"'s impact on Mother Road tourism. But he was well aware of the real "Route 66", even though the show rarely took place on it.

"It's a great old road," he said. "It's too bad what (the interstates) did to it. But now they realize the impact that it's had, and they're trying to preserve it now. That's good; it's part of our history."

UPDATE: You can order all four seasons of "Route 66" on DVD from Shout! Factory:

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 Jeanne Entrekina – Secy/Treas
Diane Preston -- Editor cell 405-615-3856
cdiane1957@aol.com

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 Entrekina, 611 Fallbrook Dr., Flower Mound, TX 75028 Make payable to SACC.

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 Entrekin, 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 Entrekin, 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.