

The Solid Scoop



**A Newsletter for the Southern
Calif. Chapter of the Solid
Axle Corvette Club**

October 2013

Vol. 9 Number 3

“Look Us Over at” www.socalsacc.com



Solid Axle Corvette Club (SACC)
A National Organization dedicated to
keeping these Corvettes
"on the road".

Club Features:

- Membership Chapter Clubs across the U.S.
- National Quarterly Magazine
- Annual National Convention
- Web Site: www.solidaxle.org
(non-profit affiliation)

**Also visit the
SACC National
Web Site
www.solidaxle.org**

The Solid Scoop is a quarterly Newsletter published for the Southern California Chapter of the Solid Axle Corvette Club (SoCalSACC). The SoCalSACC Chapter is affiliated with the National Solid Axle Corvette Club (SACC). The SACC organization is a non-profit group with the intended purpose of bringing together owners and those interested in the early C-1 Corvettes (1953–1962) to help in appreciating these vehicles and "keep them on the road".

C-1 Ownership is not a requirement for membership.

MEMBERSHIP: A prerequisite to become a SoCal SACC Chapter member, a person must belong to the National SACC. Applications for membership are available in this Newsletter or our Chapter Web Site, www.socalsacc.com. Submitting an application along with the appropriate listed dues, is necessary for membership. The SoCal SACC Chapter will forward your National dues to assure your National membership. Once becoming a National member you will receive *On Solid Ground*, the National quarterly published magazine. Again, **MEMBERSHIP APPLICATIONS AVAILABLE: WWW.SOCALSACC.COM**

The Solid Scoop, is intended as a communication for Chapter members about chapter activities, technical articles, classified ads and past events to maintain in keeping our membership informed. The Editor and the Board of Directors of So Cal SACC have made every effort to ensure that the Solid Scoop contains no inaccuracies or errors, either in technical articles, tour information, listings regarding flyer and non-flyer events or in advertisements and is non-offensive and non-political and disclaim liability for any that may occur. Should you find any problem, please do not hesitate to contact the Editor. We will make every reasonable effort to rectify the situation.

Member submitted technical articles are encouraged. Many times these technical articles are based on personal experiences and preferences and as such are intended only as guidelines or helpful information for club members.

**Solid Axle Corvette Club
Southern California Chapter Board
2012 Club Officers**

CHAPTER VOTING BOARD OFFICES

President	Phil Roche	pdr44@aol.com
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1953 – 1955	Bruce Fuhrman	805-482-4396	bruce4info@aol.com
	Larry Wright	818-705-4884	glvette@aol.com
1956 – 1957	Chip Werstein	818-883-5766	chipsgarage@aol.com
1958 – 1960	Mike McCloskey	661-257-4330	clutchmccloskey@yahoo.com
1961 – 1962	Larry Pearson	818-848-2653	lpears1941@att.net
Fuel Injection	Doug Prince	818-348-6998	spankey496@socal.rr.com
Body & Paint	Dan Dempsey	818-846-2948	glassman@glassmandan.com
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net



The SoCal SACC Chapter Welcomes our Newest Members!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C1 Year</u>
217	Patrick Hickey	Beverly Hills	
218	Mark Montalban	Van Nuys	57
219	Joe LeMay	Redondo Beach	57

Calendar of Coming So Cal SACC Events:

2013 Planned Events (*indicates a Flyer has/will be issued)

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Coordinator</u>
November 9	*Fall Tech Session	Toyota Museum	Werstein

2014 Planned Events

Febuary	Chapter General Mtg.	94 th Aero Squadron,	Roche
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Scoop Features:

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NOTE: The Solid SCOOP Editor just received a Golden Quill Award from Old Cars Weekly for 2013.

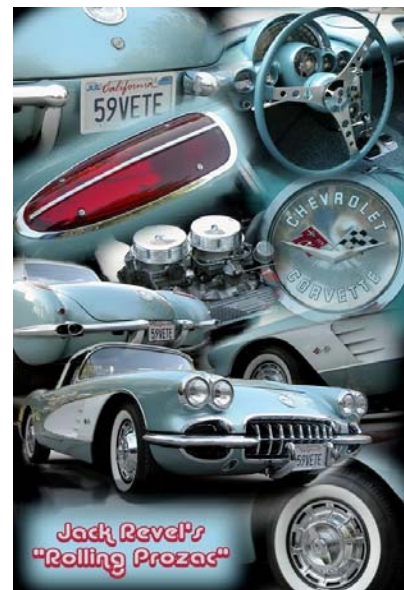
Happy Reading!

SCOOP COVER CARS

Front Cover Car: 1959 Corvette

Owner: Jack Revel, So Cal Member #56

Jack's information appears in this months Member Profile on page 6.



Back Cover Car: 1955 Corvette

Owner: Robert Petricca, So Cal Member #80.

I purchased this Corvette May 2004. It was in very good original condition, but did have older paint. Since purchasing the car, I did a professional repaint, new seat covers and carpet and some chrome work. This is an original California numbers matching car originally from the San Diego area. When I purchased the car the mileage stated was around 30,000. The car has been trouble free all these years. I also have the optional hardtop, correct jack and jack handle and original side curtains. The serial number is VE55S001133.





SO. CAL. SACC

FALL TECH SESSION

Saturday, November 9, 2013

Toyota Museum, Torrance, Calif.

2013 Fall Tech Session! This session will be held at the Toyota Museum (see map below).

Tire Kicking begins around 9:30 AM,

Sessions will begin around 11:00 AM with a catered lunch and more sessions after lunch.

This is not a business meeting but a forum to receive and share C1 information.

PLEASE RSVP, to Chip Werstein at (818) 883-5766 or at **chipsgarage@aol.com.**

THIS WILL BE A PAY IN ADVANCE EVENT!

RSVP DEADLINE of November 5.

Make Check out to SoCalSACC and mail to, Jenni Werstein, 23317 Schoenborn St., West Hills, CA 91304

C1 Tech Session Topics:

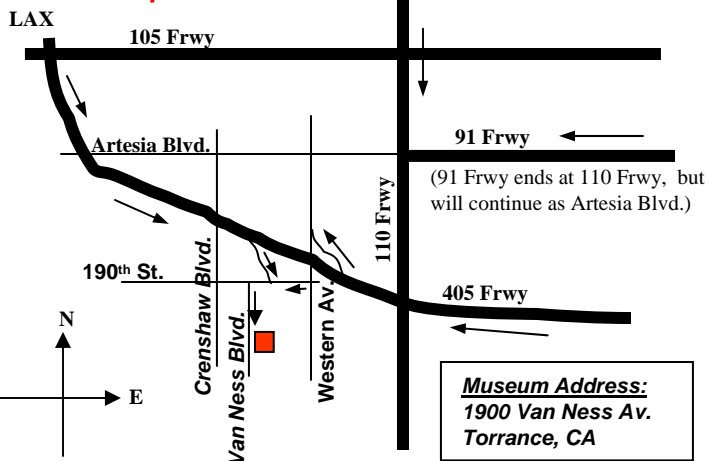
Tentative Itinerary:

- Bruce Papp Adams Car Car Products
- Little John Interior Insulation
- Mike McClosky Side window Assy & Adjust
- Dwight McDonald YOM License Plates
- Bret Botzong C1 auto brake adjusters
- Chip Werstein Rear Spring ID and rebuild

Come out and Join the Fun!

Bring your C1!

Invite Prospective Members!



A “Pay in Advance” Event!

Lunch Cost \$20

From Downtown LA/Pasadena (south on 110)

- Exit on Artesia Blvd West, make a left (south) on Van Ness St. Cross over 190th St.. Continue south to Museum on left side at 1900 Van Ness.

From Riverside/North Orange County (west on 91)

- 91 Frwy becomes Artesia Blvd., continue on Artesia Blvd to Van Ness St. and turn left (south). Cross 190th St.. Continue south to Museum at 1900 Van Ness.

From Huntington Beach/San Diego (north 405)

- Go north on 405 Frwy. and exit at Western Av.. Turn left (south) on Western to 190th St. and turn right (west) on 190th. Turn left at second light (Van Ness). Go south on Van Ness to Museum on left side of street at 1900 Van Ness.

From Ventura/SF Valley (south 405)

- Exit at Crenshaw Blvd south. off ramp. Travel south on Crenshaw to 190th St. At 190th St. stop light turn left (east). Drive on 190th St. to Van Ness Blvd and turn right (south) onto Van Ness. Go south to Museum on left side of street at 1900 Van Ness.

This is a NOTICE from Membership Chairman concerning our 2014 Chapter Membership and National Membership Dues.

Welcome to another year of SoCal SACC (Solid Axle Corvette Club)

SoCal SACC Chapter & National Dues Renewal Notice Year 2014
Dues are due by January 1, 2014

For liability insurance reasons, SoCal SACC Chapter Membership requires current membership in the National SACC organization. To make record keeping easier, SoCal SACC collects both National and chapter dues and sends your membership dues onto the National SACC.

Never pay any dues to Natl. SACC-Pay both chapter and Natl dues to SoCal SACC! (please)

Yearly Dues are payable starting in November and due by the 1st of January each year.

SoCal SACC annual dues are \$20 and National SACC dues are \$35 (\$55 total)

SoCal chapter publishes "The Solid Scoop" & SACC publishes "On Solid Ground"

Check the boxes below that apply: If not checked you will not be on the Natl. "Road Assistance List" and you will be put on the Natl. published roster!

I would like to volunteer for the Natl. "Road Assistance" list for members traveling

I do not wish to be included in the Natl. SACC published roster (otherwise you will be included on it). Info published has an *

Fill out only the information that has changed from last year. If you have no changes ... please just enclose a check!

If for any reason you have paid your National dues directly, please send \$20 Chapter dues and note your National membership # here _____

Our Chapter website: www.SoCalSACC.com

Make checks for \$55 payable to: "SoCal SACC" and mail to:

John Costales / SoCal SACC Membership

7026 Sonora Ct.

Ventura, CA 93003

(805) 642-3662

costales@west.net

* Member Name: _____

* Co-member Name _____

Address: _____ * City: _____

* State: _____ Zip: _____

* Home phone: _____ Work phone: _____ * Cell phone: _____

E-Mail: (Important!) _____

Corvettes presently owned and please include VIN #'s for all C1's: (C1 ownership not reqd.)

Liability insurance policy # _____

SoCalSACC Member Profile

Jack Revel, #56



On May 5, 1958 I was discharged from the Navy with \$2,200.00 muster out pay. On May 8, 1958 I purchased my first Corvette – a 1957 Red 270HP 4 Speed – Brand New sitting in the window at a Chevy Dealer in South Orange, New Jersey. The price was \$3,450.00 and I put down \$2,000.00 and drove it out of the showroom. I didn't have a job, didn't have a place to live, and didn't know where my next meal was coming from, but I had to have that car. I still have that same grin today (see below) driving one of my Vettes. The picture is from 1959 in Maplewood NJ so I'm about 20 years old with my kid brother in the car.



After purchasing my first Corvette and except for approximately 10 years when my children were born, I've been driving Corvette's ever since. I was fortunate to be able to own at least one of every generation of Corvettes including a 1978 25th Anniversary Pace Car (Silver/Black - The only Vette I owned that was not a rag-top as it only came in a T-Top); a 1993 "Ruby Red" 40th Anniversary and a 2003 50th Anniversary and currently my daily driver is a 2010 Crystal Red Metallic Grand Sport. In the 70's I had a cousin who owned a Chevy Dealership in Tulsa and he would ship me a new Vette every 6 months for me to drive and then be able to register it in California without a smog check. I had always wanted to own another C1 and in 2000 as a birthday present my wife bought me a C1 and I was lucky enough to find "Rolling Prozac" in Mesa Arizona. It was in very good condition (body, engine, etc) and I spent the next 3 years bringing her up to its current show car condition. The car now has approximately 19,000 miles since it was re-done and it is my week-end driver.

The colors are Crowne Sapphire (one year only color) with White Coves (original paint colors) and is one of only 465 made in in 59 with that color combination. It is a matching numbers engine, 270 HP Dual Quads and 4-speed transmission. I have both soft and hard tops for the car. Every time I drive this car I get so relaxed that I gave it the nickname "Rolling Prozac".





USS IOWA TOUR

Chapter Events Chairman Barry Charles coordinated a tour on the USS Battleship Iowa on display in San Pedro Harbor. As a additional feature those driving C1's parked free alongside the ship while our members were on tour. The tour took place on Saturday, September 28th.



Large projectile used in large guns. The explosive power is provided by the 6 white bags of powder (100 lbs each) to the rear of the warhead.

The weather was a Santana wind condition (wind off the desert) and hot. Being located in San Pedro it was about the coolest location during the heat.

The USS Iowa is of the same class Battleship as the USS Missouri, New Jersey and Wisconsin. The large 16-inch (barrel diameter) guns can fire projectiles 20+ miles accurately. Our tour guide speculated that one gun with one projectile could wipe out Avalon while the ship is berthed in San Pedro. During this particular weather condition Catalina was quite visible.



Group shot taken by tour guide prior to beginning the tour. Unusual as the SCOOP editor had to get in the picture.

11 C1's (some counted 12) showed for the display with close to 40 people on the tour. The Iowa supplied 2 tour guides so our group did split. Boarding the Iowa is up a ramp to the main deck. The remainder of the tour climbs to the top deck through narrow corridors and many steps and ladders. It was a good tour and after reaching the "Bridge" we descended back down to the Mess Hall for lunch.



Advertised for this tour was preordering Box Lunches or after the tour you could leave the ship to a local restaurant. Most in our tour ordered the lunches from a menu and they were available when we arrived in the mess hall. Adjacent to the mess hall was a small museum and gift shop you traveled through prior to leaving the ship.

The USS Iowa was moved to San Pedro approximately a year ago and is still in process of opening more of the ship to the public. The ship has electrical power but not sufficient to operate all the electrical equipment desired for touring. The lower part of the ship isn't available for tours and could require air conditioning before tours can take place. Another item is they need running water to operate restrooms etc. Portable toilets are available on the dock. It takes more time and money to complete these items but the tours now still provide a generous view of the Battleship.

Thank You to Barry Charles for coordinating the tour even though he couldn't attend. Barry had some surgery a few days before the tour and was still laid up at home. He is doing well!



(Above) View from the Bridge. The large cylindrical building to the right is the home of the LAFD Fire Boat. Note the 2 gun turrets in the lower portion of the picture.



Paradise Cove C1's- 2013

So Cal SACC Member John Costales for the 9th year organized our Annual visit to Paradise Cove. This picturesque cove is located off of PCH near Malibu, CA. Last year was a record attendance of C1's (40+) so this year our arrival was requested to be a little earlier. The restaurant requested the earlier arrival to get us in-n-out so the large amount of Public which always shows on Saturday and Sunday has more room to park and eat.

What's Wrong with this Picture?



Our gathering was in excess of 20 C1's and several C2's, even a Brand F/T participated. The latter is a '55 Bird belonging to Orwin Middleton, a So Cal SACC member who drove down from Santa Barbara. Orwin is a renowned Corvette race car driver. His explanation; He only had his race car as an alternative and the Bird was his "chair" car for enjoying the beautiful weather and drive. His race car also gets somewhat bad gas mileage.



(right) Fred & Pam Ellermann attend their first Paradise Cove Run.



David & Mary Freedman drove their '59 C1-Z06 from San Clemente.



The 2013 National SACC Convention in "Elvis" Country (Memphis, TN.)

Article supplied by Bruce Fuhrman, So Cal Chapter member and National SACC Secretary.

The Central Great Rivers Chapter did a bang up job and were great hosts for the July 25-27 annual SACC Convention! The weather was mild and only a few showers. The Holiday Inn Crown Plaza was perfect with underground (free to us!) parking and trolley service to everywhere in downtown Memphis. There were (17) C-1'S in the parking lot and several were driven over 800 miles ('54). They ranged from a '54 to several '62's. The Chapter provided a continental breakfast every day in the suite and we took a great bus tour of Memphis including Beale St. and The Lorraine Motel where Martin Luther King was assassinated. They also offered a special evening tour of Graceland complete with a photo op in front of the house for the Corvettes then dinner across the street at the Elvis Presley Museum.

On Saturday we had some great tech sessions about maintaining 50+ year old Corvettes with a 50's fashion show for the ladies.

The mystery car/guest at the tech session and guest speaker at the banquet was a new C-7 which was driven from VA to Bowling Green, KY then to our convention by the Engineering Manager of the Bowling Green Corvette production line, Tom Hill! That was the highlight of the convention for me!

He was essentially a "sales engineer" and answered many, many questions with the right answers to want us all to go out and buy one. The base C-7 will start just about \$52K and the one he had was loaded up to about \$69K. The high performance engines will be all manufactured in the plant in the near future.

We all had a good time and the west coast region (AZ, N/W & SO CAL) were represented by Lucy Badenhoop, Phil Parker and Bruce Fuhrman. After the convention the aforementioned traveled 300 miles northwest to Branson, MO for 3 days to check it out. Best description is a "PG" Las Vegas, no casinos, bars or wedding chapels and lots of kids and great shows.

Grandpa meets Grandson



Ken Amrick, Bruce Fuhrman & Phil Parker (with wives) at Rock & Soul Museum.



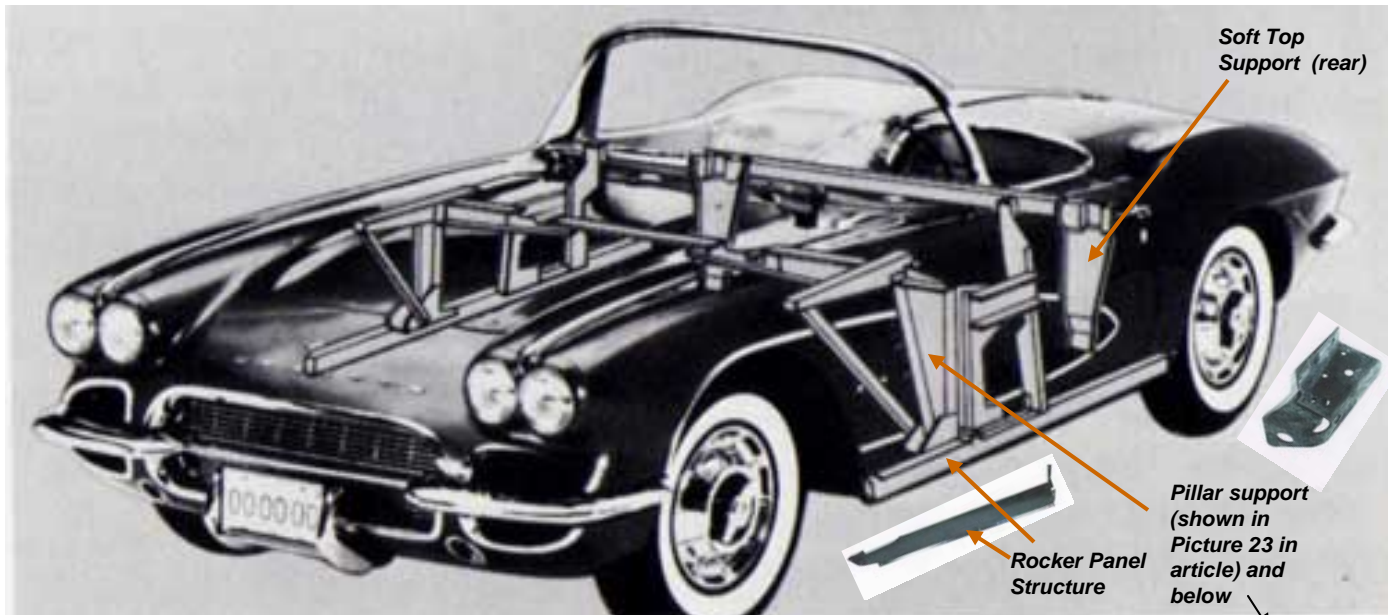
Caravan leaves hotel for Graceland with police escort and up set local traffic.

C1 Restoration Part 6.....Chuck Gibney & others

Editor note: Two 1962 C1's in-process restorations began during 2011. Both C1's are being worked on somewhat concurrently. I (Editor) thought it would be of some interest to follow the restoration process over several issues in the SCOOP. These articles might also be some assistance to motivate others or restart their work and/or also share the steps and recommend "how" best to proceed. Both restorations began by dismantling the cars and have completed the Frame restoration stage. The SoCalSACC member owner's of the '62's being reported are Chuck Gibney, #189, and George Iverson, #62. Assisting the owners are Steve Clifford, #58, and a couple additional non-members. The June 2012 SCOOP was the kick-off article and all copy's from previous SCOOP's are posted on the Chapter Web Site (www.socalsacc.com).

Editor's Note: The articles being written for each SCOOP by So Cal member Chuck Gibney are a very good profile for a C1 restoration, and the problems encountered. Part 6 of these articles begins on the below. As a prelude to orient the reader the following illustration/picture is presented. Chuck's '62 Vette is an "eastern" car from its beginning. Chuck's research produced the results as follows: "I recently used the new NCRS service that will determine the actual birth-date of my car, and the Dealer where it was delivered. Per the info NCRS sent, mine was manufactured on: 2/9/62, and delivered to: Dominick Chevrolet in Charlottesville, VA Since I bought it in Maryland in 1996, I assume it was probably always an east coast car."

One assumption for many Corvette future buyers/owners when purchasing a C1 is that eastern cars might exhibit more frame corrosion (which Chuck's car did) but that would be visible when purchasing. The other assumption is that the body, being fiberglass, would be relatively intact. The truth is that several steel structural components exist and are hidden behind the exterior and interior surfaces. Viewing the illustration shown indicates some of these steel structures.



Chuck will indicate that his car contained significant missing portions of these structures due to rust and is visible in his story and pictures. Other steel members not illustrated in the picture above are body mount steel which just wasn't there anymore. All these steel parts are available from CC (Corvette Central) as Chuck will indicate in his text and it does take some research to locate. Pictures inset above indicate some components from CC.

Chuck's Article Now Begins

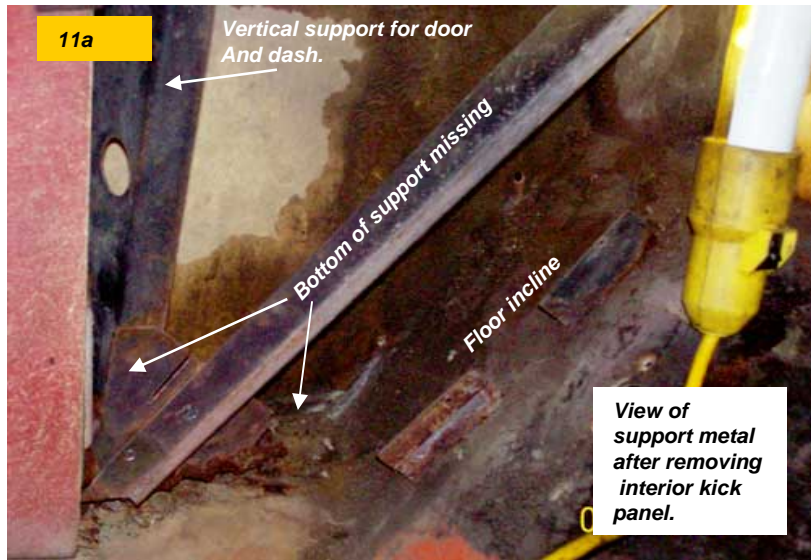
At the end of my last article I mentioned that we would next look at some interesting body issues. When I began the project of an end to end restoration I had no idea how much damage had been done over the first 34 years of my car's existence prior to me buying it in 1996. As we disassembled the car body, our first hint of real problems was after removing the interior kick panels. It was obvious that the car had some major rust damage. Now if you are a neophyte like me, you are probably wondering how a fiberglass body can rust. I soon found out there is a surprising amount of steel inside the body. And East Coast winters take their toll on steel. See Picture 11a on next page.



Chuck Gibney, So Cal member #139

The pillar support, which is designed to hold up the dashboard framework, and provide support to the front of the door, was completely rusted through, and wasn't supporting anything. Close inspection, and comparison with the passenger side of the car, showed that the base of the pillar support, which was just a pile of rust particles, was supposed to bolt through the fiberglass and into something that would anchor the door to the frame. The rusted bolts were still there, but could not be removed.

We also found there was similar damage to the steel behind the area where the door latches. (Picture 11c). And to the steel reinforcement below the body where the pillar support sits (picture 11f).



front body mount reinforcement front seen from under the body partially eaten away from rust.



We could not see below or inside the rocker panel cavity as it is completely enclosed with fiberglass on the top, outside, and inside under the body. We were unable to find any pictures of the metal support structure. Vague drawings in parts catalogs and in Noland Adams book indicated some kind of metal reinforcement was inside the rocker panel that gave the pillar support and the body reinforcements strength. Talk about a "Black Box" full of surprises.

rear body mount reinforcement behind the door latch area showing the entire bottom half gone from rust.



(Below) A comparison of the old and new pillar supports, once the old one was removed from inside the kick panel.



We ordered a new pillar support from Corvette Central, believing it would give us some clue about what it attached to. We could see that it had openings for the bolts to come up through the fiberglass (Picture 23 on the left shows the old part with the new one).

Next we decided to remove the inner rocker panel molding, and not to remove the outer fiberglass. We ground off the rivet heads (picture 12), and heated the seams with a heat gun. This allowed us to pry the inner molding off (picture 11G). A significant amount of rusted metal fell on the floor (picture 13). Most of the steel was gone. (pictures 16 and 17). We could see that the steel under the rocker panel had been bolted through the fiberglass body to the upper pillar support. The bolts were there, but rusted beyond use. (Picture 19, next page). They had to be removed with a Dremel cutting wheel.



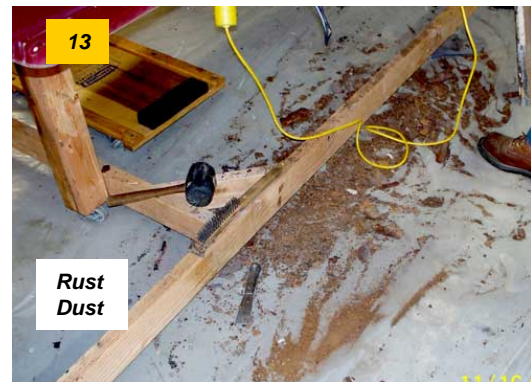
Bottom of Car Body Floor.

Inner Rocker Panel under car.

(Left) view of that same panel in (11g) showing the heads of the rivets ground off



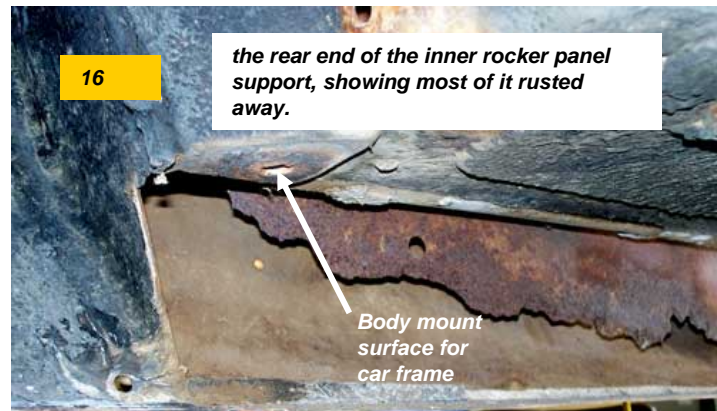
(ABOVE) a view of the rear of the fiberglass panel below the rocker that was to be removed to allow us to see the metalwork. It is partially pried away from the body.



Rust Dust



the front portion of the same panel in 16.

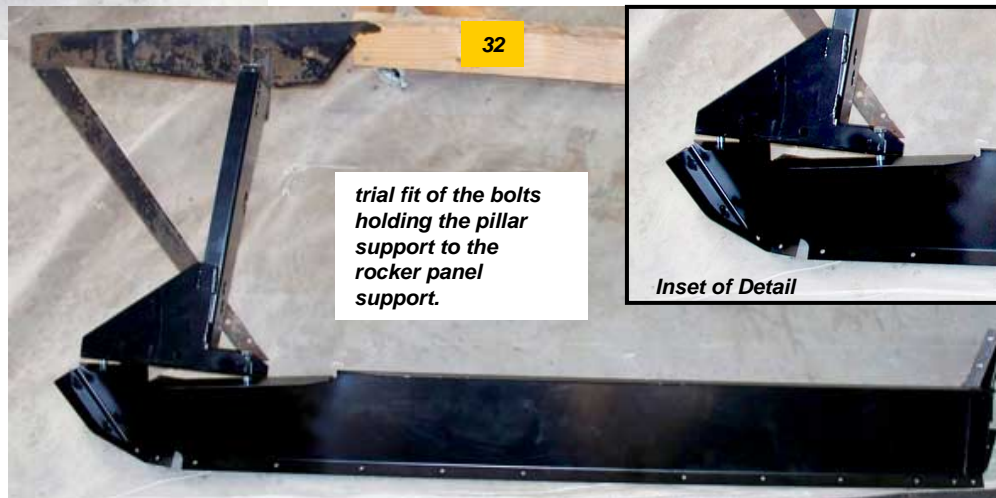
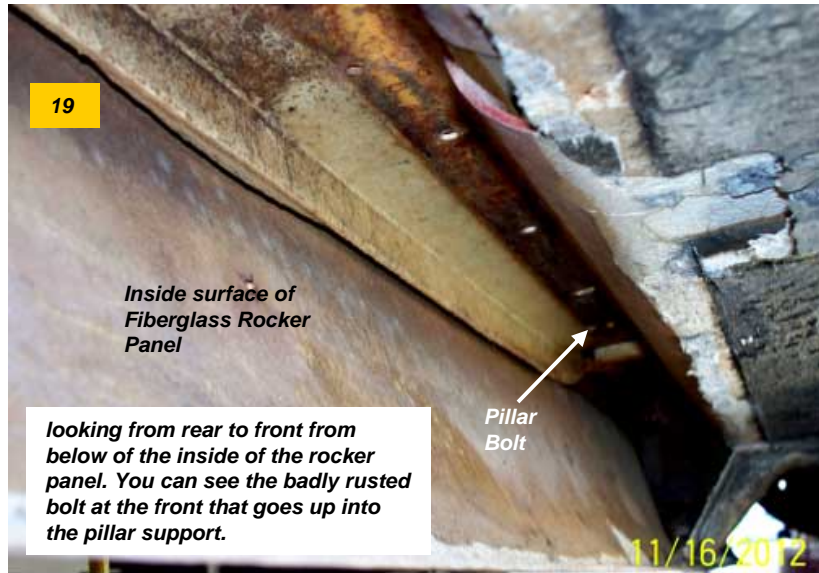


the rear end of the inner rocker panel support, showing most of it rusted away.

Body mount surface for car frame

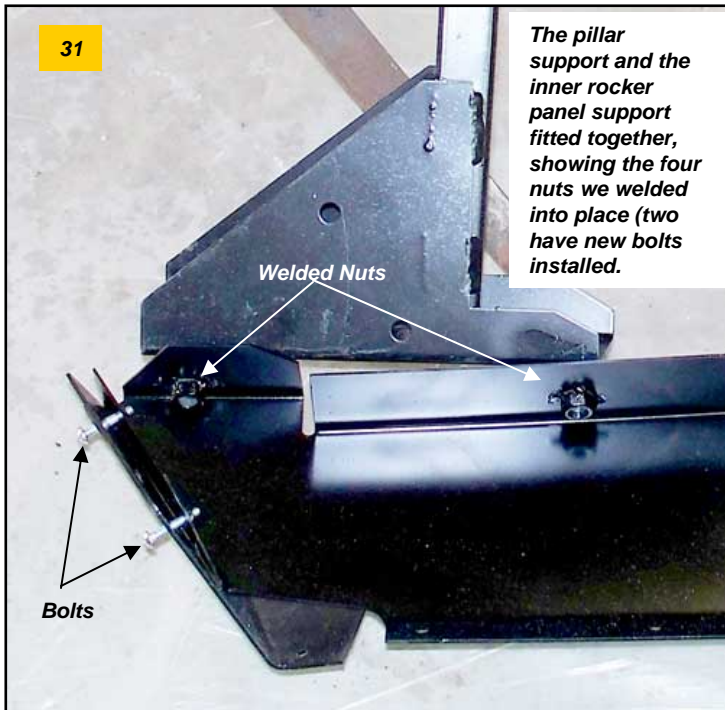
Metal remaining after removing Inner Rocker Panel

I went on-line to Corvette Central and was able to order an Inner Rocker Panel Support, Body mount reinforcement-rear pillar, and Body mount reinforcement-front. These are shown here with the New parts they replaced.



As soon as we laid the parts out it became clear that the factory installed these from the outside of the car before the outer fiberglass panels were installed. (Picture 32). The original bolts went up through the inner rocker panel support, through the fiberglass, some spacers, and up through the pillar support.

We could also see that the rivets holding the rocker panel support to the top, and to the fiberglass panel that we had removed had been installed from the outside. We would either need to remove the outer fiberglass or devise a different way to reinstall everything.



The pillar support and the inner rocker panel support fitted together, showing the four nuts we welded into place (two have new bolts installed).

We decided to weld nuts to the inner rocker panel so we could install the bolts from top, and from the front. (Pictures 31 and 32) shows the 4 nuts in place. We also needed to cut out the fiberglass in the rear of the rocker panel so we could slide the new parts in place. (Picture 35). (Next time we'll remove the outer fiberglass panel. That might have saved a lot of special fitting.)

We used pop rivets to hold the rocker panel support to the top of the rocker panel (pictures 41, 41a, 42, 44) Bolts were inserted through the pillar support, the fiberglass, and the inner rocker panel support, and into the new nuts we had welded in place. The front bolt is shown here (picture 85). The rear bolt had to be tightened through the door hinge access hole (picture 86).



rear view of the new inner rocker panel support in place, ready to be riveted in place.



41



41a



42



View from above of the bottom of the pillar support front bolt, that goes down through the fiberglass and through the inner rocker panel support.



86

View from above of the rear bolt in the pillar support. This is looking through the area where the door hinge would fit.



44

The front body mount reinforcement was installed using bolts through the fiberglass and into the nuts we had welded onto the rocker panel support. (picture 61).



(LEFT) front view of the front body mount reinforcement in place with bolts going through the fiberglass and into the nuts we welded on the inner rocker panel support.

(BELOW) A view from the rear showing the bolts going through the inner rocker panel support, through the fiberglass, and into the new rear body mount reinforcement.



The rear body mount reinforcement was also installed using bolts, as there was no room to use rivets. (pictures 63 and 62).



(LEFT) the inside view of those same bolts, going through the rear body mount reinforcement.

We put Loctite on all the bolts. The top of the pillar support was attached to the cowl support with bolts and nuts also. (picture 34). We sealed the inner rocker panel in place with fiberglass resin and pop rivets to replace the original rivets. (picture 83). Later we will cover the pop rivets with fiberglass to complete the job. Once the body is back on the frame, the entire structure should be nice and tight.

Chuck

(RIGHT) a view from below looking up to the top of the pillar support (inside the kick panel) where it connects to the cowl support. Shows the bolts we used to replace the rivets we had removed.



(ABOVE) a view from the front, of the pop rivets holding the panel below the rocker that was removed, now back in place. Also the front body mount reinforcement with pop rivets and bolts. Also shows some fiberglass resin from panel installation.



Emblem - \$20



So Cal SACC Apparel



Denim Shirts - \$35

Polo Shirts - \$30

Tee Shirts - \$15

Hats - \$15

Emblem - \$20

We have an ample supply of all merchandise. It can be purchased at events or we will mail it for an additional cost of \$5 an item.

Please send requests or questions to Bob Crane at robertcrane@icloud.com
Or call 714-458-6395



Member Classified Ads

For SALE: 1954 Generator, 6V 40A, Part # 1100018, Date Code 3F18, \$100
Steve Clifford, 714-803-9250

FOR SALE 1953-55 Reproduction exhaust extensions, both short and long styles available. Windshield post tab repair, \$65 ea. Plus shipping. 6-piece Horn ring insulator kit, \$20. Gary 909-437-9288 or arunner@frontiernet.net # 26

FOR SALE: 283 block, 3756519 D-18-0, .04 over, needs bored \$50. Good late 59 - 61 stock script Valve Covers, Harmonic Balancer, Oil Pan. Randy 760 - 742 - 2405 rsolle@adnc.com

FOR SALE: For Sale: 1963 early FI unit with distributor, needs rebuild, and Doug P. can do it. \$4,500.00. Darold M. Shirwo, dshirwo@aol.com, 310 278-2000

FOR SALE:

'58-'61 dual quad intake (3739653) used \$375.

'59-'60 new steering wheel (turquoise) \$250.

'58-'62 used heater/defroster control switch
w/knob, spacer, nut & mount kit \$100.

'56-'60 new rear soft top latch \$65/pair

'62 new front nose emblem \$60.

'56-'60 new door locks w/keys \$40/pair

'53-'57 new grille mount bracket (set of 5) \$37/set

'60-'62 new radio speaker bezel \$30.

'62-'63 new side fender flag emblems \$45/pair

'57-'62 ignition shield RH Vertical \$60.

Many other parts available. Call Joe LaGreca @ 909-499-5873

FOR SALE: 56-62 windshields 1 dated, 1 aftermarket, 59 grab bar aluminum insert new, 58-62 black sun visors, 60 door panels black very good condition, 56-62 front x member drum to drum, 57-62 base motor cast intake manifolds, 61-62 and 56-60 copper replacement radiators good condition, 59-61 rear axle housing, 62 bare doors, 56 master cylinder, 56-60 convert deck lid, 56-60 trunk lid needs work, misc door and window parts, 58-60 radio rebuilt and working, 3 56-58 hubcaps, 1 461 head dated G 16 2. 2 327 steel cranks, 59 male hood latches new, 56-57 hood hinges, pop ups and latches, 58 posi differential case dated Dec. 1957, 58-62 kick panels, 58-62 heater complete, tack drive generator, 62 trunk lid, 56-62 gas tank good condition, 56-7 and 58-60 tail lights, 56-7 parking lights, 56-60 license lights, 4 56-60 radiators with good top tanks, 57-62 splash pans, 56-61 cove trim, 62 rocker moldings, C-1 headers several sets, 57-62 wiper motors, 7 fin high and low script valve covers, 56-57 front and rear bumper and exhaust pieces, several generators and starters, and much, much more. I am trying to clean house a bit. Make me an offer I can't refuse. Chip Werstein 818-554-6560 or chipsgarage@aol.com

FOR SALE: Member Jim Gessner is acquainted with two cars for sale.


1- 1956 Corvette, very rare 240hp "GU" engine, 3 speed, VIN # 2762, (June 10, 1956) solid white/ red 2 tops. Factory no radio, with heater, courtesy light, windshield washer, "E" Brake jewel, no radio with plate. ALL PAPERWORK, Sold new at PAUL LUTHER Chevrolet, Mascoutah, IL . ONE OWNER 41725 MILES "SURVIVOR", estate sale. Runs and drives well. \$125,000. Call JIM GESSNER 909-794-7905 for more information.

2.- 1957 VIN #3929, White / silver/ red, "original" 283/283 Fuel Injection engine, #4520 unit, 905 distributor, 3743833 early no "P" positraction 1957 original differential with dirty unreadable date code. 31339 miles that may be original. FACTORY 4 SPEED trans. Texas history with 1982 inspection history. In storage since. Recent clean up, and made mechanically sound. Inspected and driven on August 16 and 17, 2013 by me and a friend. Photos and details available. \$89950. Call JIM GESSNER 909-794-7905 for more information.

SoCal SACC FREE COMMERCIAL VENDOR LIST

C-1 Services by SoCalSACC Chapter Members. Support those in our Chapter.

NOTE: Only those active SoCal SACC Chapter members with a C1 related business/products are eligible to be listed for FREE!

Product or Service	Name & Member #	Contact Information	Details
AM/FM Stereo Radio, 1958-62 Corvette Radio w/Wonderbar New Repro Radios	Len Marino #39	(626) 358-1466	Made in USA 1 year guarantee \$590 + shipping
<u>Car Appraisal Service</u> Per-Purchase Inspections Stated Value Insurance Appraisals Resolve Insurance Disputes Diminished Value Appraisals	Robert Petricca #80	(888) 314-3366, (818) 992-7219, rpetricca@socal.rr.com www.caldreamcars.net	20% discount for all SoCal SACC members. Credit Cards accepted. Recognized by Ins. Co., Lending Co., IRS.
American Motoring Memories C-1 Corvette Repairs	Jeff Reade #33C	11375 Playa St., Culver City, (310) 397-3800 FAX (310) 397-6969	All type repairs, Total & Partial Restoration, Engine Overhaul, Consulting, Sales & Service
Corvette Frame Straightening Corvette Restoration 1953 – 1962 Specialist	Walden Dahl #116	(760) 949-6653 Victorville	Chassis straightening for C1's. We have the attachments to correct any frame problems.
Corvette Mike 	Mike Vietro #60	1133 N. Tustin Av, Anaheim, (714) 630-0700 www/Corvettemike.com	We sell the best..... And service the rest!
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