

The Solid Scoop

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



"Look Us Over at" www.socalsacc.com



March 2018

Vol. 14 No. 1



SoCal SACC is hosting the 2018 SACC National Convention Ventura, California

July 20th to July 22nd, 2018

The SoCal SACC Chapter in Southern California is hosting the SACC National Convention on Friday, July 20 to Sunday, July 22, 2018. The location is in beautiful Ventura, Ca. and we are planning our stay at the Four-Points by Sheraton along the ocean.

We anticipate a good crowd from out-of-town and want to extend an extra invitation to our SoCal Chapter members.

SAVE THIS DATE!!!!!!

We want you, your family and your C-1 to join us.

- **We are planning a Fun filled weekend to keep everyone busy with activities.**
- **Road Tour**
- **Visit to Car Collection**
- **Dinner Boat Cruise**
- **Tech Sessions and Optional Activities**
- **Convention information featured will be posted on Chapter Web Site, www.socalsacc.com**
- **Sunday Evening Banquet with Guest Speaker**



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 on 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.

Front Cover: Chuck Gibney's '62 (C1 Restoration) preparing for its DEBUT!

**Solid Axle Corvette Club
 Southern California Chapter Board
 2016 Club Officers**

CHAPTER VOTING BOARD OFFICES

President	Phil Roche	pdr44@aol.com
Vice President	Nyma Ardalan	nyma@ardalan.org
Secretary	Larry Pearson	lpears1941@att.net
Treasurer	Jenni Werstein	jennibeth.w@gmail.com
Membership	Greg Davidian	gddavidian@gmail.com
Technical Manager	Chip Werstein	chipsgarage@aol.com
Newsletter Editor	Jim Lundal	jlundal43@gmail.com
Merchandising Manager	Barry Caires	barrycaires@att.net
Events Manager	Barry Charles	bcharles@bc-forensiccpa.com

VOLUNTEER OFFICE

Webmaster	Jim Lundal	jlundal43@gmail.com
SACC Western Reg. Rep.	Bill & Debi Stalder	stalder53@yahoo.com

TECH ADVISORS

1953 – 1955	Bruce Fuhrman	805-482-4396	bruce4info@aol.com
1956 – 1957	Chip Werstein	818-554-6560	chipsgarage@aol.com
1958 – 1960	Chip Werstein	818-554-6560	chipsgarage@aol.com
1961 – 1962	Larry Pearson	818-848-2653	lpears1941@att.net
Fuel Injection	Doug Prince	818-425-0679	spankey496@socal.rr.com
Body & Paint			
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net



Calendar of Coming SACC Events:

2018 SoCal Planned Events:

July 20 – 22

SACC National Convention Ventura, CA

Roche



Scoop Features Inside:

- SoCal SACC Convention Flyer..... P. 2
- Chapter Information p. 3
- Schedule, Table of Contents, New Members..... P. 4
- Convention Contributors..... p. 5
- Convention Application..... p. 6
- General Meeting..... p. 7
- C1 Restoration, Episode 22..... p. 8 - 12
- Bill Connelly, Member Car Profile..... p. 13
- Classified Ads..... p. 14
- C1 Business..... P. 15

The SoCal SACC Chapter Welcomes our Newest Members!

Member #
251

Name
Bill Connelly

Location
Carlsbad

C1 Year
'57

Convention Notes:

Our SACC National Convention in Ventura is getting closer: July 20 – 22, 2018. The following List are key sponsors to our Event with money or items: If you want to join this list call or Email Chip Werstein (chipsgarage@aol.com) or 818-554-6500

Ron Lefler Member # 91.....Vette Garage
Jeff Reade Member # 33.....American Motoring Memories
Walden Dahl Member # 116.....
John Piovesan Member # 249.....GM Down Under
Steve LuVisi Automotive Expertise
Noel Park. J&D Corvette
Kent Browning Member # 116
Bruce Fuhrman Member # 2
Eric & Fran Hershkowitz Member # 15
Larry Pearson Member # 5
Greg Davidian Member # 172
Rick & Lindsey DuFresne Member # 86
Stan & Jane Wrightsman (Mass. SACC member)
Your Name.....



Further information to participate in this FUN Event can be found on our Chapter Web Site (www.socalsacc.com). A button on the Home Page will lead to information and an Application.



Photo's from our 2009 National Convention .



2018 SACC National Convention Registration Form

July 20 – 22, 2018 – Ventura, California

Name _____ Spouse _____ Attending? Y N

SACC Membership # _____ Chapter _____

Refer to National Magazine
mailing Label for SACC
member #

Address _____ City _____

State/Prov. _____ Zip _____ E-Mail _____

Area Code & Phone _____ Cell Phone # _____

Non – SACC Member Yes # of C1 Corvette (s) bringing _____

RESERVATIONS

Make your own reservations by calling the hotel directly and ask for ***In House Reservations***, mention “**Solid Axle Corvette SACC Convention** to receive our rate of \$169 per night Thurs. thru Sun.. If there is any problem ask for Sara at x1251! Convention Reservation Dates: Friday, July 20 through Sunday, July 22, 2018 **Four Points by Sheraton Ventura Harbor**, 1050 Schooner Drive, Ventura, CA 93001 (805) 658-1212 :In-House Reservations”

Please indicate below the events you plan to attend. Also fill in the number of people who will attend each event.

- SACC Convention Early Registration Fee by **June 1st, 2018** \$ **85.00**
Registers 1 SACC member & their immediate family (spouse & kids) Completed registration form with payment must be received by June 1, 2018.
 - Registration after June 1st, 2018 \$30.00 late fee..... \$ _____
 - Non-SACC Members additional fee \$30.00 each..... \$ _____
 - Friday (7/20) Reception (hors d' oeuvres) # of persons _____ N/C (No Charge)
 - Saturday (7/21) AM Breakfast # of persons _____ \$5 per person \$ _____
 - Saturday (7/21) Road Tour & lunch optional # of persons _____ N/C for Tour.....
 - Saturday (7/21) Harbor Dinner Cruise (65 Max) # of persons _____ \$60.00 per person.... \$ _____
 - Sunday (7/22) AM Breakfast # of persons _____ \$5.00 per person \$ _____
 - Sunday(7/22) AM, Tech Session & Lunch # of persons _____ \$5.00 per person ... \$ _____
 - Sunday (7/22) Annual Banquet at Hotel # of persons _____ \$50.00 per person.... \$ _____
- Chicken** _____ **Beef** _____ **Fish (Salmon)** _____
- Men's Tee Shirts __SM__ MD__ LRG__ XLRG__ XXLRG \$25.00 each..... \$ _____
 - Women's V-neck Tee Shirts __SM__ MD__ LRG__ XLRG__ XXLRG \$25.00 each..... \$ _____
- Total Enclosed**..... \$ _____

No refunds will be made for cancellations occurring after July 1, 2018

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

Signature: _____

If you are driving a C1, send or bring proof of insurance covering convention dates.

C1 Year _____ VIN _____ License _____ State _____ Exterior Color _____

Insurance Company _____ Policy# _____ Exp. _____

Mail this completed Application, Proof of insurance and Check made payable to **SoCalSACC** to:
Jenni Werstein, 23317 Schoenborn St., West Hills, CA 91304

Questions: Contact Bruce Fuhrman (bruce4info@aol.com) or Phil Roche (pdr44@aol.com)

The Annual General Meeting, 94th Aero Squadron Restaurant

As required in the SACC National By-laws, each SACC Chapter must hold a General Meeting open to the membership. This year the meeting was held at the 94th Aero Squadron Restaurant adjacent to the Van Nuys Airport. The purpose for the meeting is to staff the Officers for the Chapter Board and discuss any issues that Chapter members want discussed. Members of the Chapter Board are elected for a period of 3 years after which time their Board position becomes available. This year the positions open for replacement are: President, Membership Chairperson & Events Director.

Prior to the elections, President Phil Roche announced that he would like to be replaced after holding the office for 10 years. IF, no replacement is determined, and since our Chapter is organizing a National SACC convention this year, he would remain in office till next year when he would resign.

Nominations were opened: No replacement officers were found and the current officers will remain with Phil Roche resigning in 2019. Barry Charles (current Events Director) and Greg Davidian (current Membership Chair) will also remain on the Board.

After our Buffet Lunch a scheduled speech was presented by Mike Malamut. Mike is the owner at the Malamut Foundation collection which is on the itinerary for the upcoming 2018 National Convention in Ventura. His collection is located in Newbury Park and a tour will be held to the location. Mike's talk was very enjoyable and he essentially outlined his life from growing up in So Cal and achieving his status today. The presentation, with many anecdotes, was well received by the audience.



Mike Malamut was our speaker-for-the day. He was very entertaining with his stories of growing up in LA. Mike is the owner of Malumut Foundation, a collection of items located in Newbury Park.



Restaurant parking in front of the 98th Aero Squadron in Van Nuys. The runway for the Van Nuys Airport I on the other side of the building.



Easy and protected parking is a draw to the Aero Squadron location. A good presentation of C1's came out on this sunny day.



The meeting room at the Aero Sq. was comfortably filled with members.

C1 Restoration, Article 22Chuck Gibney cgibney#cox.net

Editor note: Two 1962 C1's in-process of restorations began during 2011. Both C1's are being completed somewhat concurrently. I (Editor) thought it would be of some interest to follow the restoration on-going process 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 currently have completed the Frame and Body restoration process. The SoCalSACC member owner's of the '62's being reported are Chuck Gibney, #139, and George Iverson, #62. Assisting both 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 C1 Restorations are posted on our Chapter Web Site (www.socalsacc.com). Click on C1 Restorations.



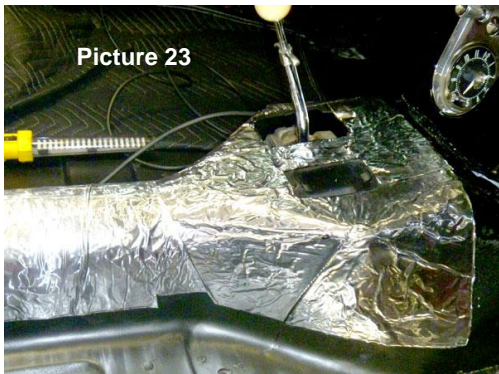
Chuck Gibney, So Cal member #139
cgibney@cox.net

Front Cover: Chuck Gibney's '62 (C1 Restoration) preparing for its DEBUT!

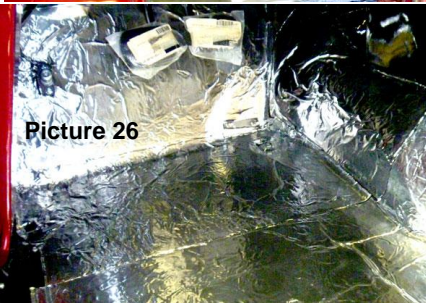
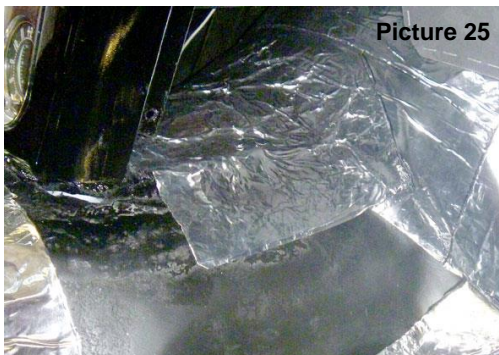
At the end of the last restoration article I said that the next article would cover the installation of the door posts, door weather-strip, and molding in the next article. I haven't completed that work on the car, so I will review some of the other work I have done recently.

Carpet Installation

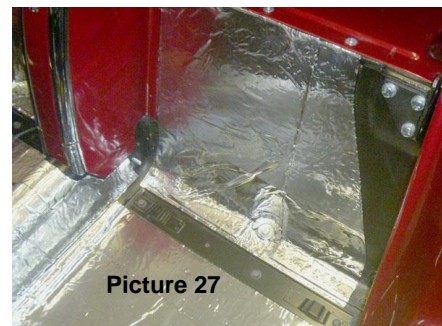
I decided to put insulation on the floor before I laid the carpet to help reduce the heat and noise from entering the passenger compartment. I bought a box of "Hushmat" from Corvette Central. (Picture 21) It consists of 20 pieces of 12" X 23" aluminum with a tar like substance backing. (picture 22). I made a paper template to fit over the transmission/driveshaft hump, and then cut the HushMat to match the template. It takes a lot of cutting and fitting, since the HushMat won't stretch to fit. (picture 23). The HushMat has a paper backing that is peeled off as it is put in place. I then covered the floor (picture 24).



The area behind the console came next. (Picture 25) Later I found that I had to remove a small part of the HushMat where it fit over a small fiberglass hump behind the console so the package tray support could fit against the floor properly. The HushMat is less than 1/8" thick but it was enough to cause a problem fitting the package tray support.

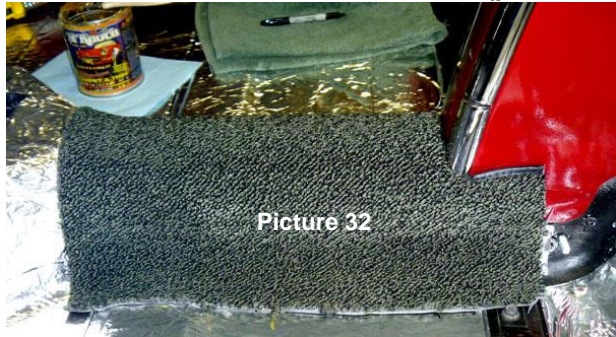


I finished the floor and firewall (picture 26) and the area behind the seats. (Picture 27).



My old carpeting was badly faded, and definitely needed to be replaced. (Picture 31). There are five pieces of carpet in the kit that I got from Corvette Central. I watched a video that Al Knoch made to show how to install the carpeting. It was very helpful. I had also bought some Al Knoch Carpet and Trim adhesive, which worked well.

I found that it was helpful to put all the pieces in place before I started to make sure I didn't cut too much off the edges as each piece went in place. The pieces are designed to cover all visible raw edges. The first piece to be installed fits on the driveshaft tunnel. (picture 32)



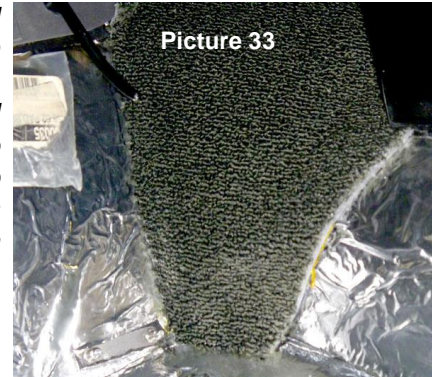
Picture 32

I spread glue on half or less of the area to be covered with each piece of carpet, and positioned the carpet in place. Then folded the carpet back, placed more glue, and folded the carpet into place. The glue sets up very quickly, so it is important to only glue a small section at a time.

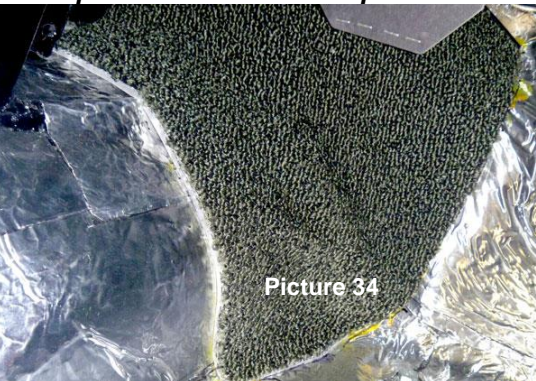


Picture 31

The next piece was the one behind the console. (pictures 33 and 34.) I continued to overlay the pieces of carpet before cutting anything to ensure each piece would cover the piece behind it.

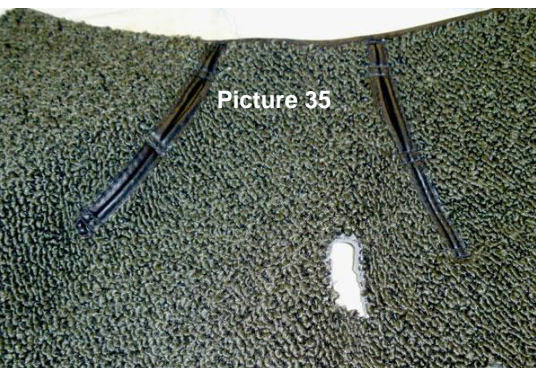


Picture 33

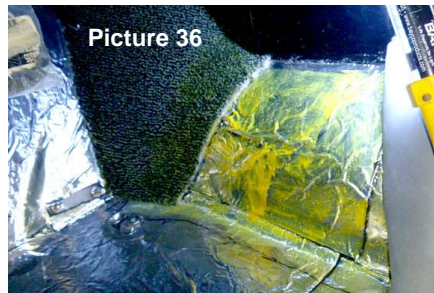


Picture 34

The piece covering the transmission hump, and the shifter took a lot of time. We trial fit it, and cut a small opening for the shifter. (picture 35) It needed to be cut where it touches the console, but there is only a small room for error, as this area will only be covered by a small chrome strip. (There are also a number of concave areas behind the carpet where it must be glued in properly). We again glued only small areas at a time. (picture 36) A helper is a great idea at this stage. (picture 37)



Picture 35



Picture 36



Picture 37

The hole for the high beam switch must be cut in exactly the right place, so trial fitting the driver's side floor is essential. We marked the location with tape, and cut the opening a bit at a time to get it right. (picture 38) When we had it right, the grommet is pushed in from the back (picture 39).



Picture 38



Picture 39

We glued the grommet to the carpet to keep it in place. The small "finished" side of the grommet goes to the top. (picture 40). Because some of the carpet is glued to the other pieces of carpet, I taped over the carpet where we didn't want glue. (picture 41). Later, we removed the tape, and had a nice tight carpet installation. (picture 42)

The shifter plate was installed next, by first cutting out the hole for the ashtray. (picture 43). There is only one place for the ashtray to fit in the fiberglass, so it establishes the location for the plate. Next we located the holes for the screws that held the plate down. (Picture 44). With the plate temporarily screwed into place, we could cut the entire location for the shifter. (Picture 45). The cover

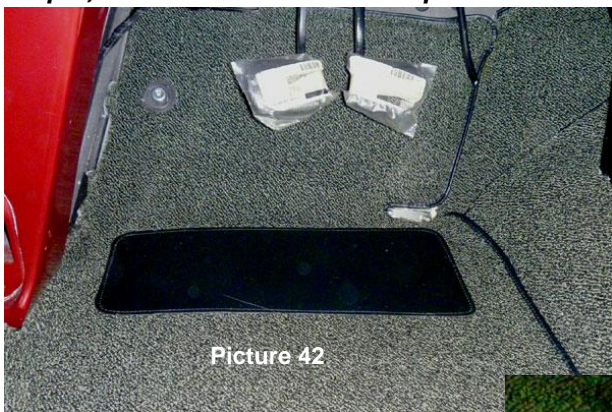


Picture 40



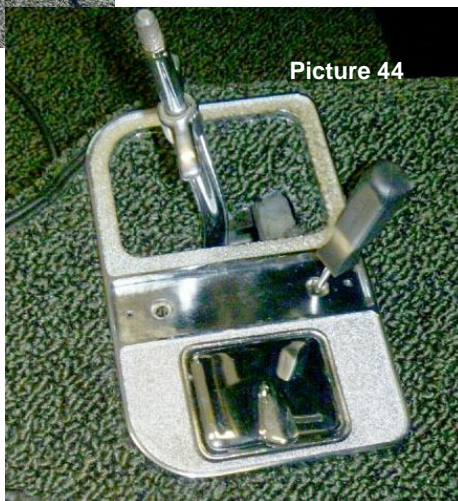
Picture 41

was removed, the boot was set in place, and the plate installed. (Picture 46). By now there are a few of you who have noticed that the ashtray is installed backwards. I have since fixed it. After carefully cutting the carpet, I installed the chrome strip around the base of the console. (picture 47).

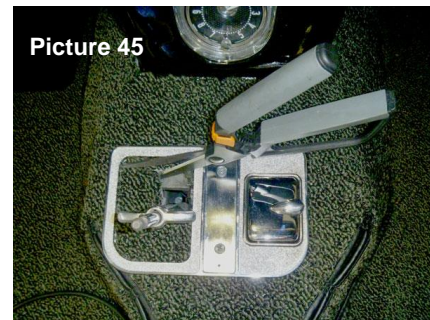


Picture 42

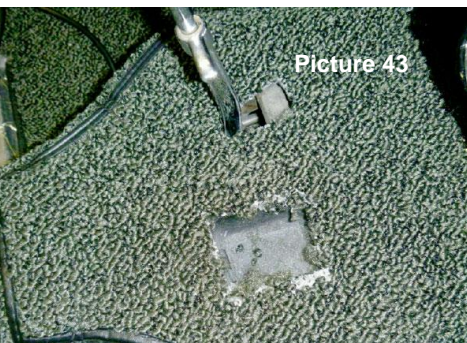
A word of caution, DO NOT drill into the carpeting to make a hole for anything. The drill bit will pull a long loop of carpet out and you will have a very ugly clear spot in the carpet. I used an awl to put holes in the fiberglass. My carpet covered the locations for the front seat brackets, so I used an ice pick from underneath the car to locate the bolt holes. (picture 48). The seat will cover the area where the bolts are installed. (picture 49). I am very pleased with the finish.



Picture 44



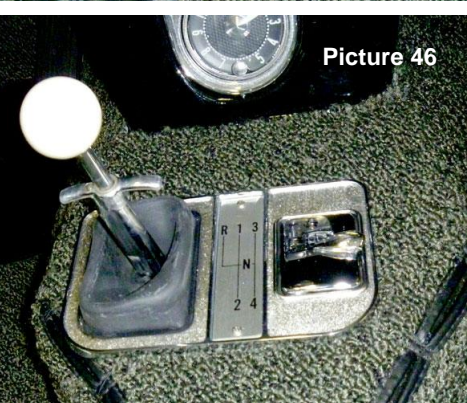
Picture 45



Picture 43



Picture 48



Picture 46



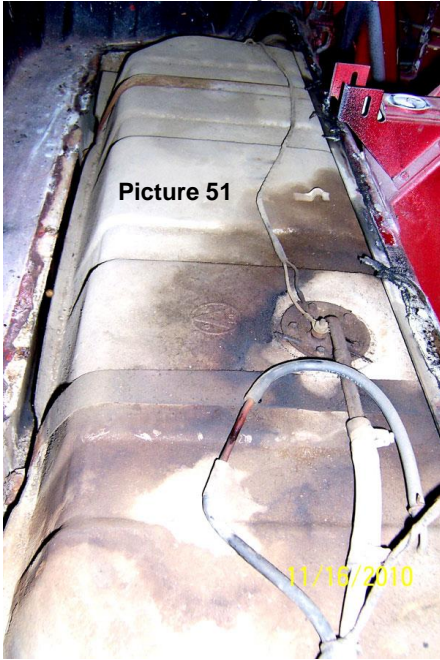
Picture 47



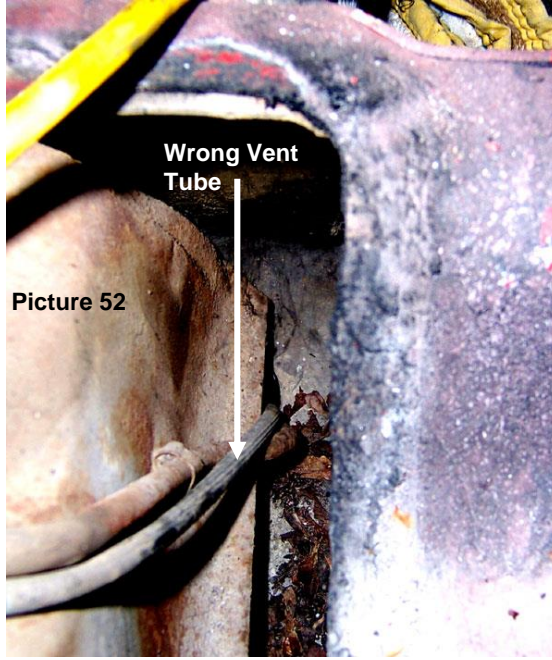
Picture 49

Fuel Tank Replacement

My fuel tank appeared to be original, and contained a lot of rust (One of the problems with Ethanol in the fuel). The tank needed to be removed so the car could be painted, so I decided to replace the tank. Someone had rerouted the vent line which originally went out the fuel fill door. It now went under the car through the hole for the fuel output line. (Picture 51 and picture 52).



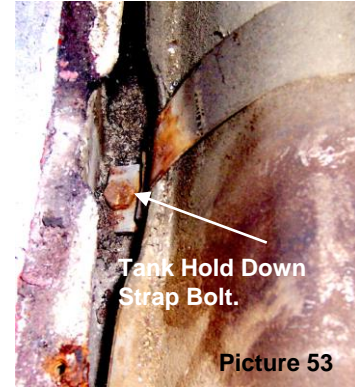
Picture 51



Wrong Vent Tube

Picture 52

The straps holding the tank in place were rusted, and would need to be blasted and repainted. (Picture 53). The filler hose would also need to be replaced. (picture 54).



Tank Hold Down Strap Bolt.

Picture 53



Picture 54

After the car was painted, we placed the new tank in the car, and attached the straps. This is not an easy task, as the bolts go in behind the tank. A helper is a good idea. The fuel outlet line, and the fuel sending unit were installed. The vent line was run along the top of the tank towards the driver's side of the car. I added an additional 14 gauge ground wire from the fuel sending unit housing all the way to the fuel gauge housing under the dash to help eliminate the bouncing fuel gauge when the turn signals are operated. The wire has been wrapped into the same wire harness as the other wires connecting to the fuel tank, and is almost impossible to detect. (Picture 55).



Picture 55

07/19/2016



Picture 56

07/19/2016

In picture 56 the wiring and the vent line are shown side by side along the top of the tank. Picture 57 shows the vent tube attached at the top of the filler tube inside the fill door.



Picture 57

Vent Tube in Tank Filler Compartment



The cover for the fuel tank was pretty beaten up. (picture 58). But it cleaned up nicely when we had the car soda blasted. The cover had been attached to the body with strip caulk which was still very sticky and hard to remove. (picture 59). I had read an article in the NCRS magazine recommending the use of 1/4 " thick household foam weather-stripping to reattach the cover. It will seal the cover, but allow it's easy removal if there is a problem with the sending unit. (picture 60). I'm glad I did this, as I've already removed the cover once to fix the sending unit.

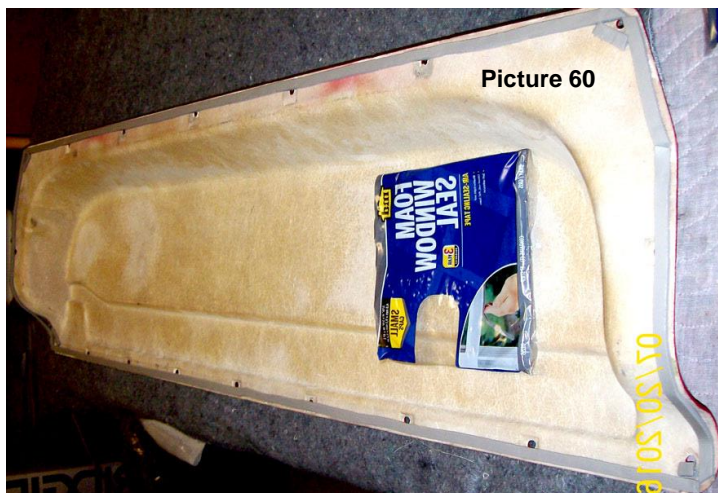


Picture 58



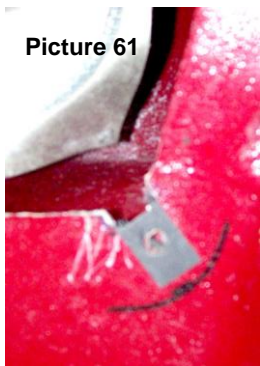
Picture 59

I found that the fiberglass cover didn't line up properly with the body, and the body fiberglass had broken where one of the screws attaching the cover went into the body, so I filed down the fiberglass and moved the J-nut to accept the screw. (picture 61)

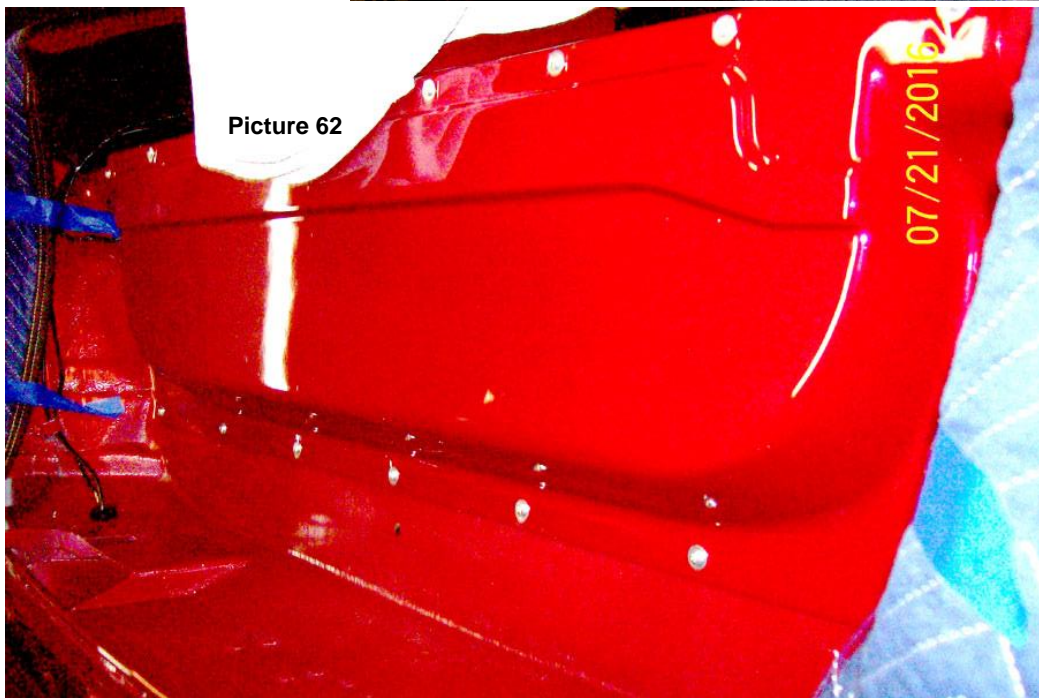


Picture 60

Now the cover fits properly and looks great. (picture 62)



Picture 61



Picture 62

Member Car Profile, Bill Connelly, #251

I bought the Corvette up in Nipomo, Ca in September 2009 after looking for a Corvette to restore for over a year. I was going to retire soon at that time, and I knew I'd never be able to afford a restoration project (per the wife) once I retired.



Skeptical, but going to a new home.

At the time I was looking for a 1959 or a 1957. (I did find a beautiful 1959 in the midst of restoration - the owner had cancer and was not going to be able to finish it - but by the time I got to the location where the car was stored in Fallbrook CA, it was already sold.)

Anyway, when I came across this one, I was really skeptical that this was a good candidate. It was last registered in 1980 and had been used as a race car somewhere in it's life - the leaf springs were torched and reversed to accommodate drag tires, the rear wheel wells were cut out, and the car had been stripped to

lighten it. Most likely it had been in a wreck (I had to straighten the frame and the front end had a clip on it.) Whoever had it had tried to fix the body with Bondo and all that had to be removed. It was a mess.

When I bought the car, I made a deal that included a numbers appropriate (not numbers matching) on all the motor parts, and took the car to a shop owned by Jim Richards in Fallbrook CA. Considering I bought the car in about 15 boxes of loose parts, it was amazingly complete. I think the only missing part was the lever for the air scoop.

Jim Richards had a Corvette business years ago but had retired and was working from his garage. I met him through a friend of a friend and picked him because he said he was really good with glass bodies on Corvettes. We both worked on it but he did all the glass work with his son Drew. After two years, Jim contracted a recurrence of brain cancer and unfortunately I had to remove the car from his property and find another shop to finish it. Jim passed away and never saw the car completed. I found a place in Vista CA to finish the car (from another referral) and finally got the car road worthy in 2012. It took twice as long and cost twice as much as I had budgeted, but I'm sure you've heard that before.



So I now have the satisfaction of having saved one of the 6339 1957 Corvettes from extinction. I tried to keep it as original as I could. The serial number makes it a March 1957 build at the factory (E57S102780). As best I can tell, it was a 283 2-4bbl with a 3-speed as built. I am pretty sure it was black, but had to guess on the interior which is now red and the coves that are now silver. I had the block rebuilt at the same time by opening it up to 301 CI and adding the Fuelie heads. I decided to keep the "original" Carter carburetors, and sometimes I regret that. They do fine in a straight line, but they don't do corners real well. I added disc brakes up front (dual master cylinder), an alternator, a four speed, a limited slip differential, electronic ignition, air conditioning (for the wife) with electric fans, and a few other upgrades, but tried hard to use original chrome and other body parts wherever possible. Re-Chroming all the old metal was an enormous and expensive job! Since 2012 I've only put 3000 miles on the car and I've decided that's not nearly enough. I did manage to take one trophy - mayor's award - at the Murrieta Father's day car show a few years ago.



Classified Ads...

FOR SALE: 1 958-62 #266 windshield wiper motor, restored

1962 #1110985 dual point distributor. Rebuilt and Restored with dual-point Delco cap;

1958-62 Orig. male and female Deck Lid Latch Assy. Restored with rod + clips;

1961-62 NOS Delco fuel tank sending Unit #5642125 in orig. box;

1958-59E and 59L-62 male and female hood lock assemblies, complete and restored, just bolt on;

1957-59E small "022" and 59L-62 large "022" brake master cylinders rebuilt w/stainless steel sleeves and restored with correct caps;

1958-60 #351 and #352 and 1961-62 #441 and #442 orig. horns rebuilt and restored;

1958-61 Restored Dual Quad Intake #3739653;

1958-61 #11110891 distributor, rebuilt and restored

1961-62 speedo and gauge dash pods, both top and bottom, (no holes drilled) excellent condition;

1962 Radiator HI 'Performance Seal Clips, restored original

1962 only GF-90 NOS Fuel Filter for F.I. car (silver w/red silk screen).

1958-60 Rear Trunk Latch cover, Restored

1958-62 Washer Bottle bracket, restored

1958-62 Original FI Air Cleaner Inlet Restored

Many other C1 parts available. Len Marino (626) 358-1466

WANTED: 1958- 1960 Corvette, possible trade for a 1961. Eric May, ericmay@roadrunner.com

FOR SALE: 1959-62, NOS, passenger-side, fiberglass package tray (will also fit '58). Original owner, never used. Asking \$250.

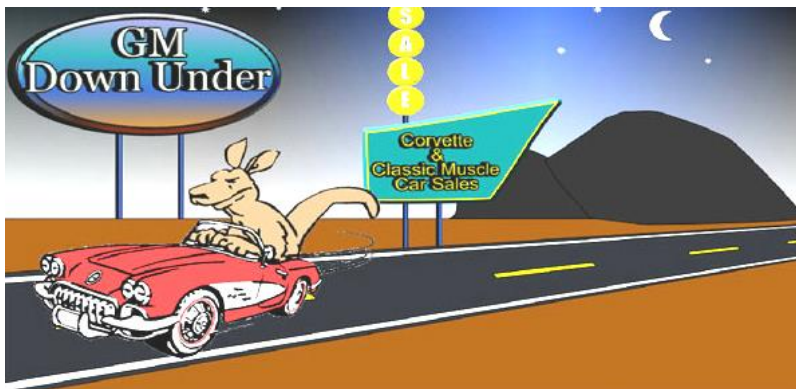
1962 340 hp tach-drive distributor #1110985, NOS, in its original box, with original NOS dual-point distributor cap (worth \$125-\$150 alone), original owner, never used, Asking \$475.

1962 black grille, NOS, in its original GM box, never installed, absolutely mint condition, Asking \$300.

My 1957-65 Rochester Fuel Injection entire parts inventory. Approximately 633 NOS and excellent used original items. FREE 27-page, numbered, itemized list with matching DVD with .jpg digital photos. Approximate entire retail value: \$14,800. Asking \$9,000.

Serious buyers call or email me for a list and photo DVD. Selling all to help pay for family member's major medical bills. Contact Doug Marion, Sr., Member #3961, Simi Valley, CA. 949-212-7758 or email: dougmarion@aol.com.

FOR SALE: 56-62 rear springs various dates, 56-58 hubcaps, Corvette Valve covers, misc ignition shielding pieces, several tach drive distributors, 62 Fuel injection unit complete and running on my 61, many T-3 hi beam headlights, lots of used cove trim, misc 56-62 emblems new and used, 58-62 front license bracket pieces, T-10 4 speed cases, tail housings and side covers, Several posi rear ends various ratios. Nice original windshield, 61-2 trunk lid nice shape, side windows, door parts, 62 bare doors, 57-60 trunk lid key area needs repair, 60 black door panels, kick panels, Many more parts too. Contact me for price and description. Engine stand Free or best offer. Chip Werstein, chipsgarage@aol.com or 818-554-6560



Driver quality to restored early Corvettes and Classic Muscle cars for sale.

We also consign or will buy your Corvette.

www.gmdownunder.com

3197 Airport Loop Dr. Unit D

Costa Mesa, CA 92626


Ph. 714.434.8388

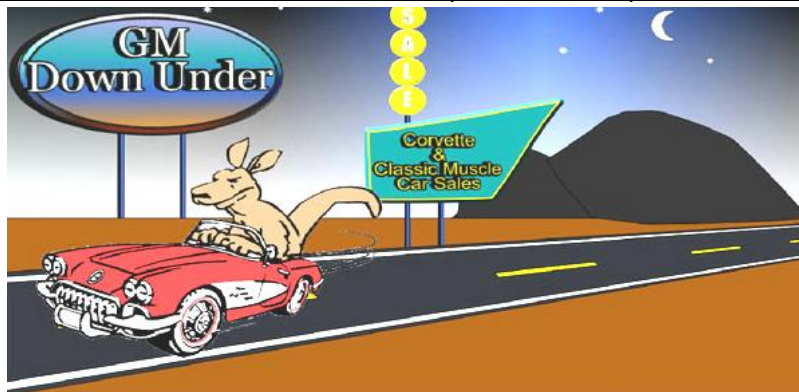
john@gmdownunder.com

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 '56 – '57 \$625 + Ship '58 – '62 \$590 + Ship
CALIFORNIA DREAM CARS APPRAISAL SERVICE •Pre-Purchase Inspections •Agreed Value Insurance Appraisals •Resolve Insurance Disputes •Diminished Value Appraisals	Robert Petricca #80	(888) 314-3366 Toll Free, (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!
Vette Garage 53 thru 67 Restorations From Drivers to Concourse	Ron Lefler #91	(760) 983-5944 Cell (909) 519-7977 rdlef@aol.com	C-1 Hardtop Restoration
Interior Concepts & Design	Little John, Engelhardt #50C	17391 Mt. Cliffwood Cir. Fountain Valley, CA (714) 435-9448 Shop (714) 267-9996 Cell littlejohns@sbcglobal.net	Complete Interior Restoration Convertible Tops



Driver quality to restored early Corvettes and Classic Muscle cars for sale.

We also consign or will buy your Corvette.

www.gmdownunder.com

3197 Airport Loop Dr. Unit D

Costa Mesa, CA 92626

Ph. 714.434.8388

john@gmdownunder.com

1957 Corvette in Parking Lot at 94th Aero Squadron. Car belongs to Chapter member Bill Connelly from Carlsbad, CA. Bill's car story is featured on page 13 of this SCOOP.

