

The Solid Scoop



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

March 2020

"We don't judge, we just keep them on the road"

Vol. 16 No. 1

See us on the web at www.socalsacc.com

On the cover: Solid Axles attending “Cars and Caffeine” event at the Auto Club Speedway in Fontana, CA on Feb 8, 2020

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2020 SoCal Planned Events

<u>Date</u>	<u>Subject</u>	<u>Location</u>	<u>Organizer</u>
May 17 2020	Plastic Fantastic	San Diego	Fred Kokaska

SoCal SACC New Members – Welcome!

<u>Name</u>	<u>C1 owned</u>	<u>Location</u>

Editor’s Note:

I am always in need of content for future editions of The Solid Scoop. Please consider sending me photos of your car, photos from car shows, articles, etc., anything relating to Solid Axle Corvettes. And don’t forget “For Sale” and “Wanted” ads are placed at no cost to members. Please contact me if you are not receiving the electronic newsletter via email. Fred Kokaska (fkokaska@yahoo.com), SCOOP Editor



Solid Axle Corvette Club
 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.

**Solid Axle Corvette Club
 Southern California Chapter Board
 2020 Club Officers**

ELECTED BOARD OFFICES

President	Phil Roche	pdr44@aol.com
Vice President	Nyma Ardalan	nyma@ardalan.org
Secretary	Larry Pearson	lpears1941@att.net
Treasurer	Barry Charles	bcharles@bcforensiccpa.com

VOLUNTEER OFFICES

Technical Manager	Joe LeMay	jlemay5@aol.com
Newsletter Editor	Fred Kokaska	fkokaska@yahoo.com
Membership	Barry Charles	bcharles@bcforensiccpa.com
Merchandising Manager	Barry Caires	barrycaires@att.net
Events Manager		
Webmaster	Jim Lundal	jlundal43@gmail.com
SACC Western Reg. Rep.	Bill & Debi Stalder	stalder53@yahoo.com

TECH ADVISORS

1953 – 1955	Bruce Fuhrman	805-377-1027	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
Electrical	Joe Fekete	760-954-8060	joe_w_92392@yahoo.com
Body & Paint			
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net



The Spring Tech Session that was scheduled for April 4 has been canceled due to the Coronavirus situation. More info will be sent via email.

SoCal SACC at Plastic Fantastic

Sunday May 17 2020

San Diego, CA



●Plastic Fantastic is the largest ALL-CORVETTE show west of the Mississippi. The show is hosted by North County Corvette Club of San Diego. 400 Corvettes attend. 2020 will be the 43rd year of the show.

●The location is stunning - on the bay front in beautiful San Diego harbor. Five minute walk to shopping and restaurants at Seaport Village.

●Registration for the show is open. Visit www.ncocc.com for more details and to download the registration form. Please mention "SACC" as your car club on your registration.

●We will arrange a meeting point at 8am near the event so we can all arrive together and park together.

●Download the form, fill it out and put in in the mail, then send an email to Fred (fkokaska@yahoo) to let me know you will be attending. If several of you will be staying in San Diego on Saturday night (before the show) I will arrange an activity/dinner for us. Let me know your plans.

2020 SACC National Convention Registration Form

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

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

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

If you plan to attend Corvettes at Carlisle, you must register separately. Suggest pre-registering for the "Fun Field" (\$75), which admits for your C1, the driver & one occupant, each day of the show. If you wait until you arrive in Carlisle to register, the price is higher and only those pre-registered for SACC will be able to park in our display area. **Make sure to list the Solid Axle Corvette Club on your pre-registration form.** You can pre-register on-line at: CarlisleEvents.com or call (717) 243-7055. If registering a non-C1 Corvette you can park on the showfield, but not in the SACC display area. If not driving a Corvette, you can park off-site (in a private lot) for \$10 to \$20 per day and pay the \$10 or \$20 daily admission rate (per person), at gate #3.

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

Convention registration, before 6/30/20. *Registration includes SACC member & one family member/guest.* \$ 100.00
 Please add \$50 for each additional family member/guest. _____ persons @ 50.00 each. \$ _____
 Please add \$25 for registrations submitted after July 1, 2020. _____ \$ _____
 Wednesday, 8/26 Reception Dinner at Allenberry Resort. _____ persons @ \$25.00 each. \$ _____
 Thursday, continental breakfast at Allenberry Resort. _____ persons \$ *Included*
 Thursday, 8/27 Gettysburg tour, (includes: bus, tour guide, lunch & Cyclorama). _____ persons @ 75.00 each. \$ _____
 Thursday, 8/27 Awards Banquet & Reception. _____ persons @ \$50.00 each. \$ _____
 Friday, 8/28, Caravan, continental breakfast & tech sessions at Corvettes at Carlisle. _____ persons \$ *Included*
 Friday, 8/28, Chip Miller Amyloidosis Foundation Charity Dinner. *Call Jodi at Carlisle Events: 717 243-7055 (press 5) then ext. 113*
 Saturday, 8/29 Caravan, continental breakfast at Corvettes at Carlisle. _____ persons \$ *Included*
 Saturday, 8/29 Alternate event (for those not wishing to attend the events at the fairgrounds) _____ persons *TBA*
 Saturday, 8/29 Cook out and "drive-in" movie. _____ persons @ \$25.00 each. \$ _____
 T-Shirts. _____ SM MD LG XLG XXLG. _____ @ \$25.00 each. \$ _____
Convention T-shirts may be ordered, if unable to attend. If so, please add \$5.00 for shipping & handling. \$ _____
 Total enclosed \$ _____

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

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

Year _____ Vin # _____ License tag # _____ State _____
 Exterior color(s) _____ Interior color _____ Trailer: Yes _____ No _____
 Insurance Company _____ Policy # _____ Expires _____

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

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

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



Joe's Garage

SoCal SACC Technical Manager Joe LeMay (jleamay5@aol.com) shares tips and information on common C1 maintenance and restoration projects.

Transmission Speedometer Gears

How many of you have a speedometer that does not read correctly? You may have purchased the car that way. You may have changed transmissions? Does a 50 mph reading feel like you are going 70? You want it to work correctly but do not understand how to adjust the speedometer reading. It is really simple to do.

The items you need to know are your current rear end ratio and the amount of difference between the indicated speed and actual speed. I used Googlemaps on a predetermined drive, and recorded the indicated odometer reading. I came up with a difference of mileage being 18% lower than actual. The fix was really easy.

There are only a couple of parts to the speedometer at the transmission. That is the area of concern and the items to be adjusted. The speedometer parts are the transmission drive gear, the transmission driven gear, and the speedometer gear fitting ("bullet") that holds the driven gear.



OEM AC Delco gears were used in Muncie, GM T10, GM Super T10, Saginaw 3 & 4 speed, GM T5, Powerglide, and 200 & 350 transmissions. We are going to concern ourselves with the Muncie, T-10, Saginaw 3 speed, and Powerglide here. There are various gear sizes and number of teeth that will produce different speedometer readings. First we are going to discuss what might be used in the transmission.

Drive gears are the speedometer gears inside the transmission that are assembled onto the end of the output shaft. To change drive gears, the transmission must be out of the car, and the tail housing removed.

For manual transmissions with 57-70 27-spline output shaft (3sp, T-10, Muncie), there are three (3) sizes of drive gears; the outside diameters are 1.76", 1.84", and 1.92." Most often, the OEM installed drive gear is 8-tooth, but the 7-tooth and 9-tooth size is also available. However, sizes other than 8-tooth are rarely used.

There are two (2) diameter sizes of driven gears: 0.870" and 0.810" OD. These are the plastic gears that are assembled on the bullet and inserted into the transmission. They come in 17-25 tooth versions. The driven gears must be used with the correct corresponding size drive gear. The 17-22 tooth driven gears are smaller in diameter (0.810") and must be used with the large diameter (1.84") drive gear. The 22-25 tooth driven gears are larger in diameter (0.870") and must be used with the small diameter (1.76") drive gear.



Joe's Garage (page 2)

There is also a 6 tooth, 1.92" OD drive gear that is only used with the 20-tooth steel driven gear. This will result in the correct setup for a 4.56 rear end ratio and stock size tires. Only use these gears as a pair and do not use them with any other combination.

You must use the large/ small diameter drive gears with small/ large diameter driven gears. They must be compatible, Do not mix these. If you install a large driven gear (22-25 teeth) with a large drive gear, the plastic driven gear will be destroyed in a short time. If you install a small driven gear (17-22) with a small drive gear, it probably will not engage, or at best, it will minimally engage for a very short period of time before the outer edges of the plastic wear down until it will not engage at all. The gears will not mesh, and the speedometer cable will not turn.

From the factory, transmissions installed in cars with a 3.55-down rearends will usually have the larger 1.84" diameter drive gear and will use the smaller diameter (0.810") driven gears. Transmissions installed in cars with a 4.11 rearend will have the smaller 1.76" diameter drive gear and use the larger diameter (0.870") driven gear. Early C1s most likely use the 1.76" drive gear as they were 3.70 or 4.11. Note there are large and a small diameter 22 teeth driven gears. The large 22-tooth gear is green and the small 22-tooth gear is gray (some call it silver). You will need to measure the driven gear to determine which drive gear is installed.

A factory installed transmission in a car that originally had a 4.11 rear, will most likely have the small 1.76" drive gear and none of the small driven gears will work with it. To change to a numerical lower rear ratio, the transmission will have to be removed and disassembled to swap out the 1.76" drive gear to the larger 1.84" drive gear. The tail housing cannot be removed with the transmission in the car. If you have a transmission with a 1.76" drive gear and want to install a rear gear that is numerically lower than 3.70, there are two options. The first is to remove the transmission and install a larger 1.84" drive gear. The easiest alternative is to obtain a speedo adapter. Adaptors are available to either reduce or increase in speed of the output side of the adapter. They screw onto the existing speedo bullet fitting on the transmission. The adaptor option is certainly the easiest to get the correct ratio, but it may be a hassle as well as interfere with the shifter linkage.

Here is another issue that you may want to attend to when rebuilding your Muncie. A 68-70 Muncie used a plastic drive gear that was retained on the tail shaft with a metal spring clip. When you rebuild your later Muncie, if it has the plastic drive gear, you may want to replace it with a pressed on steel gear. It is very common for the teeth on the plastic drive gear to wear excessively. To replace it requires removing the tail housing.

Now armed with enough knowledge of how the speedometer gearing works, it is time to calculate the new gears that you will need. Using the Speedometer Gear Chart below, calculate the size of the driven gear that is needed. Hopefully, you will not be faced with changing drive gears or using an adaptor.

Changing a driven gear is very easy. It is also an opportunity to fix an oil leak. The bullet has an O-ring around its OD where it fits into the transmission. There is also a seal where the driven gear fits into the bullet. O-rings and seals are readily available.

For my own issue, I had a red 21 tooth driven gear installed and got the correct result by dropping to a 20 tooth gear. On my drive to Lake Tahoe, the odometer read 1.8% higher than the 450 mile Googlemaps calculation; a very acceptable figure.



Joe's Garage (page 3)

Here are the combinations that will give you the correct driven and drive gears for standard height 6.70-15 tires.

Speedometer Gear Chart			
Axle ratio	Driven gear	Drive gear	Calculated ratio
4.56	20	6	4.46
4.11	25	8	4.18
-	24	8	4.01
-	23	8	3.85
3.70	22	8	3.68
3.55	21	8	3.55
3.36	20	8	3.35
-	19	8	3.18
3.08	18	8	3.01
2.87	17	8	2.85

Calculated driven gears are based on normal 6.70-15 bias ply tires giving 747 revs/ mile and the formula listed below:

Driven Gear Teeth = Drive gear teeth x axle ratio x tire revs/mile ÷ speedometer factor (usually 1007 for early GM)

Gear specifications and part numbers. These are available from many vendors.

Drive Gears: 27 spline shaft (there are other PN for 32 spline shaft)

6T Steel: 1.92" OD – PN 3845079

7T Steel: 1.76" OD – PN 9785023

8T Steel: 1.76" OD – PN 3708145

7T Steel: 1.84" OD – PN 18-110-006

8T Steel: 1.84" OD – PN 3708144, 18-220-007

9T Steel: 1.84" OD – PN 18-110-010

Driven Gears: 20T steel driven gear must be used only with 1.92" OD 6T drive gear.

17-22T 0.810" diameter driven gears must be used with a 1.84" OD drive gear. These are used on stock 3.70 and numerically lower rear end gears. The dimensions are as follows:

17 tooth purple dimension -1.75 x .305 x .810, PN 3987917

18 tooth brown dimension -1.75 x .305 x .810, PN 3987918

19 tooth white dimension -1.75 x .305 x .810, PN 3987919

20 tooth blue dimension -1.75 x .305 x .810, PN 3987920

21 tooth red dimension -1.75 x .305 x .810, PN 3987921

22 tooth grey (silver) dimension -1.75 x .305 x .810, PN 3987922

22-25T 0.870" diameter driven gears must be used with a 1.76" OD drive gear. These are used on stock 3.70 and numerically higher rear end gears. The dimensions are as follows:

22 tooth green dimension -1.75 x .305 x .870, PN 3860345

23 tooth black dimension -1.75 x .305 x .870, PN 3860346

24 tooth yellow dimension -1.75 x .305 x .870, PN 3860347

25 tooth orange dimension -1.75 x .305 x .870, PN 3860348

If you do not have a standard size tire, you will need to obtain the tire height and determine the revs per mile.

1. Tire revs per mile – get from the tire manufacturer, or calculate: Revs/Mile = 20168/tire diameter in inches.
2. DRIVE gear teeth x axle ratio x revs per mile/1001 = DRIVEN gear tooth count. (GM speedos turn 1001 rpm @ 60 mph or 1001 revs per mile)

Now you have all the information you need. If your speedometer is off by a small amount, it may be possible to change the driven gear by one tooth count up or down. Remove the speedometer bullet and count the number of teeth on the driven gear. Order the next larger or smaller size and try it out.

The following Tech article was submitted by member Gary Hiltuen (polowhite53@gmail.com)

Starter Grounding in early 6V Solid Axles

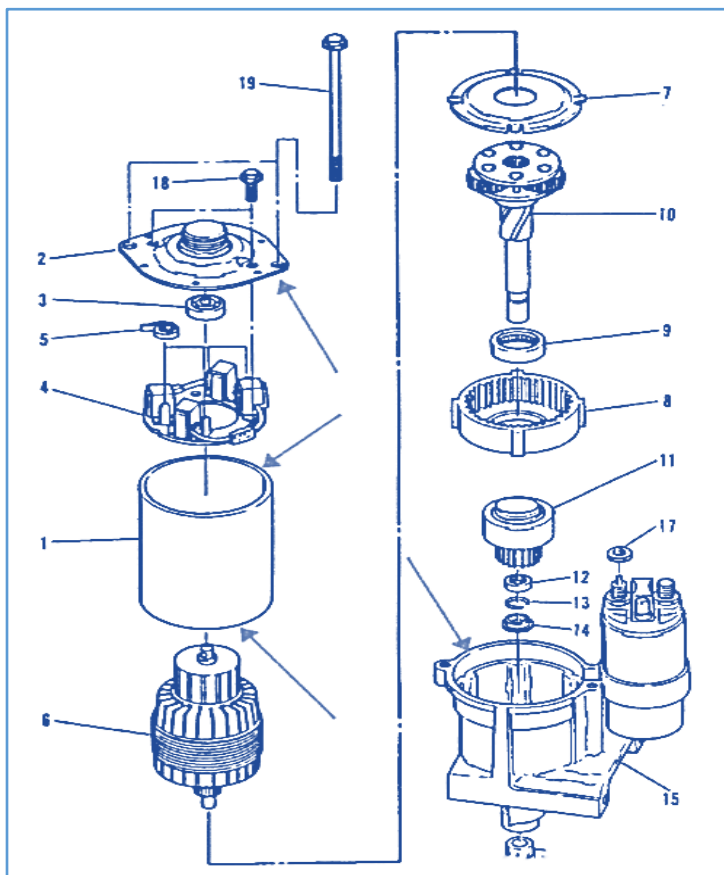
A common problem that many *early* Corvette owners, those with 6-volt cars, have dealt with for years could best be defined as unreliable starting. To be clear I'm not referring to timing, fuel, or spark issues, but what would be better described as weak cranking power. Those familiar with a 6-volt system know that unlike a 12-volt car, you have a limited amount of battery power to get your car started. If the motor hasn't fired after a few revolutions (5-6) you are getting very close to having a drained battery. Taking into account that Chevrolet made millions of 6-volt autos without having a problem, why would this be happening now?

The answer might be something we as Corvette owners find very familiar; grounding!

The trail that led to this theory started simply enough. My restorer was doing some work on a '54 for a client. One of the problems he was trying to sort out was the aforementioned starting issue. After replacing the well-used battery and checking the spark plugs & wires, setting the timing, inspecting the fuel system and still not seeing any noticeable improvement in starting the next logical step was to examine the starter. This is when the grounding theory as the cause for the poor starting came to light.



Left, the original lead is burning. Right, the heavy-duty replacement. The leads are found here #4 in the starter diagram below.



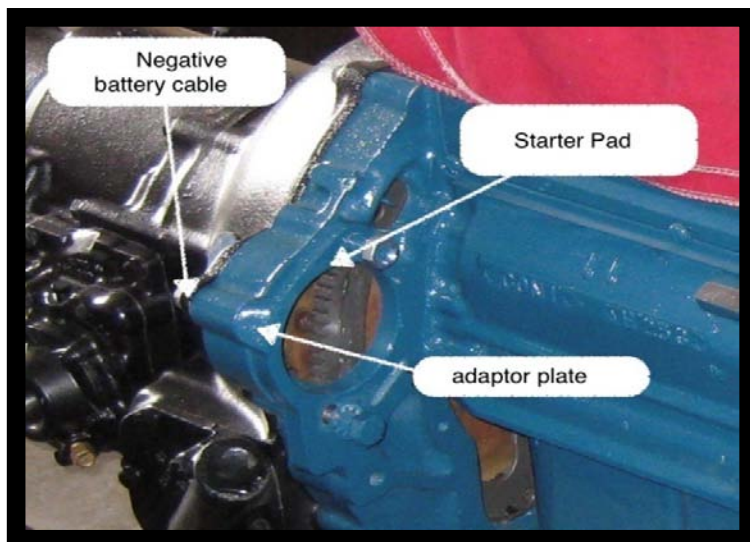
Starter Grounding in early 6V Solid Axles (Page 2)

After taking the starter apart and inspecting everything the only obvious area of concern were the brush leads. These are a smaller version of the braided copper ground straps found on C1's. The brush leads were showing the effects of excessive electrical resistance, burned, discolored, and stiff, in technical terms they were fried. After consulting with a starter/generator rebuilder and asking him why this was happening he made this statement, "You understand that the starter case is the ground?". So how was this related to the unreliable starting? FYI, the lead is bolted directly to the inside of the starter case.

Because we were having the same starting issue with our '53, I decided we would go through it and fix any grounding issues we might find.

We began by removing the starter and checking it out. Sure enough, even though the starter had very light use since restoration, the leads also showed signs of resistance stress. Further investigation of the starter case showed that when it was restored the mating surfaces had been painted along with the outside. The rear mounting area of the starter was clean bare metal as you would expect.

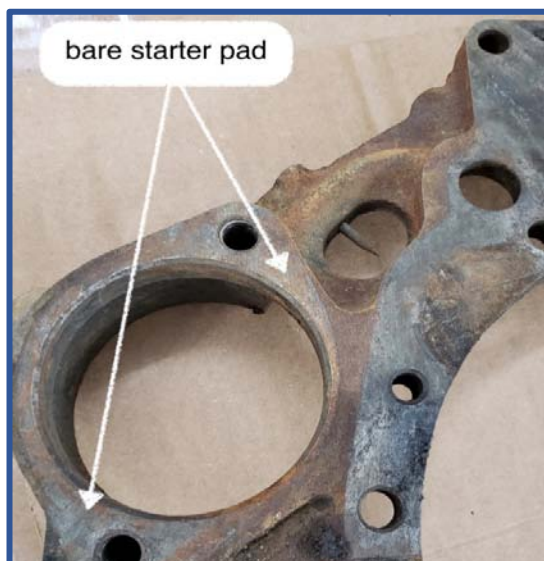
The starter is attached to an adaptor that mates the motor to the transmission. During our part of the restoration the entire adaptor was painted, including the starter mounting pad. The final grounding point is where the negative battery cable attaches to the transmission. This area was also completely painted when we restored the trans. Needless to say, there were numerous areas from the negative battery cable to transmission, the adaptor starter pad and starter case to the brush leads, that obstructed a good ground.



After finding all this, the fix was relatively simple.

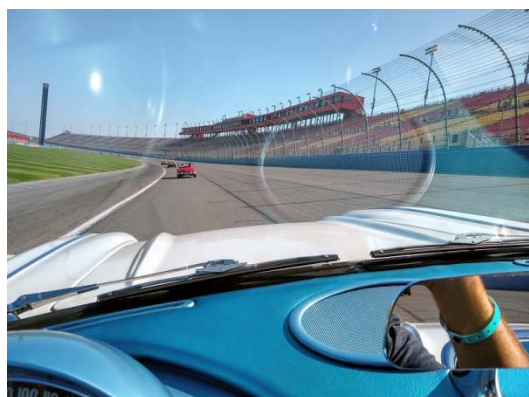
We first replaced the original brush leads with new HD ones and removed the paint from all mating surfaces on the starter case before reassembly. Moving on to the adaptor, the starter pad was cleaned down to bare metal removing all that beautiful Chevrolet Blue paint (photo on tight) and the starter was bolted back in place. Lastly, the NEG. cable attaching point on the transmission was also cleaned to bare metal before reattaching the cable.

After all this, the question is, did it help? In our case *it did!* Our '53 no longer has a starting issue, and neither does the '54 that started this quest.



Member Photos

Several members attended the Hagerty “Cars and Caffeine” event at the Auto Club Speedway in Fontana. A good time was had by all!



Email your photos and captions to me to be included in future editions – fkokaska@yahoo.com

Recent Solid Axle prices at auction

This report is from member Bruce Furman.

Barrett/Jackson C-1 Corvette sales in January 2020

<u>Lot#</u>	<u>Yr.</u>	<u>Condition</u>	<u>Sell \$</u>	<u>*Notes</u>
1423	53	Restored (R)	176K	NCRS VIN# 105
1162	54	Stock (S)	60.5K	
1354.1	54	Modified (M)	220K	Highly Mod
1016	56	S	110K	
1028.1	57	S	148.5K	NCRS
1094	57	M	165K	
1157	57	S	84.7K	NCRS
1257	57	S	62.7K	
1302.1	57	M	198K	Paul Newman Mod
1377	57	M	264K	Highly Mod
1024.1	58	S	82.5K	
1298	58	M	148.5K	C-5 M
1328.1	58	M	220K	
1418	58	M	385K	Highly Mod
1458	58	M	117K	
1039	59	S	51.7K	
1092	59	M	165K	
1108.1	59	M	154K	Highly Mod Kit
1161	59	S	78.1K	Recent R, FI
1444	59	M	214.5K	Highly Mod
1614	59	M	88.5K	
500	60	S	77K	NCRS
1005	60	M	52.8K	
1012	60	M	84.7K	
1031.1	61	S	93.5K	FI
1061.1	61	S	82.5K	FI
1258.1	61	S	60.5K	
1322.1	61	M	178.2K	
1331.1	61	M	231K	
1361	61	M	269.5K	Highly Mod
1361.1	61	M	275K	Highly Mod
862	62	M	35.2K	
1022	62	S	59.4K	FI
1032.1	62	M	110K	
1045.1	62	S	93.5K	FI
1122	62	S	78.1K	NCRS
1452	62	M	121K	

Note: * All prices include 10% B/J commission. Check B/J Scottsdale for details on cars.

Corvette C1 Classified Ads

FOR SALE: 1962 Corvette, white, fawn beige, 2 tops, complete body-on restoration, 350hp rebuild, new heads and internals, 4 bolt main and balanced crank, 4-speed trans, new 330 camshaft and rear end gears,. Have all paperwork. Lee Barry 949-310-2129

FOR SALE: Cast iron bell housing for 1959 corvette cast # C159 \$75. 1960 short block never been bored cast April 7,1960 , build date July 12,1960 passenger car power glide four barrel. \$ 250. may pick up here. David Freedman 864 Avenida Acapulco San Clemente Ca 92672 949-230-0750

WANTED: Pictures, movies, or programs of any 1957 Corvettes at the racetracks, streets, or dealerships in Fresno, Madera, Hanford, Merced, Stockton. Mid Valley California. Ray 570-656-3420 rcdfirst@mail.com.

WANTED: Chevy heads 3748770 or 3755550 with staggered valve cover holes. Eric May 805-208-9342

-- NON-Solid Axle Member Ads --

FOR SALE: 2014 Z51 3LT Convertible, 7000 miles. CA \$47K OBO, 7 Speed Manual, Black with Adrenaline Red interior, Magnetic Ride Control, Exhaust Multi-Mode, Carbon Fiber Interior, Custom Red Calipers, Suede Microfiber Wrapped Upper Trim, Premium Carpets and Battery Protection Package. russell.bergen@yahoo.com, (858)-610-3749

FOR SALE: 1972 Corvette 2 top convertible. Ontario Orange. Fully optioned. P/S, P/W, P/B, air, tilt & tele, 4 spd., posi, leather, tinted windows. New correct tires. 3 year restoration. \$39,500. Mike, 661-373-0617

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	Member Name	Contact Information	Details
<i>Interior Concepts & Design</i>	<i>John Engelhardt</i>	<i>Fountain Valley, CA (714) 435-9448 Shop (714) 267-9996 Cell littlejohns@sbcglobal.net</i>	<i>Complete Interior Restoration Convertible Tops</i>
<i>Vette Garage 53 thru 67 Restorations From Drivers to Concourse</i>	<i>Ron Lefler</i>	<i>(760) 983-5944 Cell (909) 519-7977 rdlef@aol.com</i>	<i>C-1 Hardtop Restoration</i>
<i>American Motoring Memories C-1 Corvette Repairs</i>	<i>Jeff Reade</i>	<i>11375 Playa St., Culver City, (310) 397-3800 FAX (310) 397-6969</i>	<i>All type repairs, Total & Partial Restoration, Engine Overhaul, Consulting, Sales & Service</i>
<i>Corvette Frame Straightening Corvette Restoration 1953 – 1962 Specialist</i>	<i>Walden Dahl</i>	<i>(760) 949-6653 Victorville</i>	<i>Chassis straightening for C1's. We have the attachments to correct any frame problems.</i>
<i>Corvette Mike</i>	<i>Mike Vietro</i>	<i>1133 N. Tustin Av, Anaheim, (714) 630-0700 corvettemike.com</i>	<i>We sell the best..... And service the rest!</i>



SoCal SACC Merchandise For Sale

Item Description	Price
SoCal SACC decal	\$1
SoCal SACC throw	\$35
SoCal SACC hat (black, white, or grey)	\$25
Woman's tee-shirt (black)	\$20
Men's tee-shirt (black, grey)	\$18
2018 SACC Ventura Convention tee-shirt (light grey)	\$15
Men's 'Make C-1s Great' tee-shirt	\$15
Woman's 'Make C-1s Great' tee-shirt	\$15
SoCalSACC sweatshirt	\$20
SoCal SACC denim shirt	\$35
Long sleeve shirt (black)	\$25
Polo shirt (beige, blue, red, or white)	\$30
Men's jacket (black, red, or beige)	\$55
Men's windbreaker (black, navy, grey)	\$45

Shipping and handling is \$5 flat. Most sizes are available (S, M, L, XL, XXL). Contact Carole Blake (Carole.Vette@att.net) with any questions or to place an order.