

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

The Solid Scoop



December 2010

Vol. 6 Number 4

Reminder! Send in your So Cal SACC Dues, NOW!
See page 4 or go to Web Site!

“Look Us Over at” www.socalsacc.com

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 Solid Scoop* content is maintained by our Newsletter Editor and only after a review by the Chapter Board is the Newsletter published.

The SoCal SACC membership is encouraged to submit articles, classified ads and commercial ads if pertaining for C-1 parts and services. Free Commercial Ads for members are limited to listings for C-1 commercial products or services. Larger ads can be placed at a cost. Contact the Newsletter Editor for information.

Also visit the SACC National Web Site at:
www.solidaxle.org

SCOOP COVER CAR:

FRONT COVER: So Cal Chapter Member Bruce Fuhrman's '54 Vette. Bruce is past Chapter President and is currently SACC National Secretary and participates on most all events with this '54. In the past he has driven it to Bowling Green, KY from LA, and return.

Solid Axle Corvette Club Southern California Chapter Board

2010 Club Officers

CHAPTER VOTING BOARD OFFICES

President	Phil Roche	pdr44@aol.com
Vice President	Mike Gibbons	gibbonsltd@aol.com
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OPEN

TECH ADVISORS

1953 – 1955	Bruce Fuhrman	805-482-4396
	Larry Wright	818-705-4884
1956 – 1957	Chip Werstein	818-883-5766
1958 – 1960	Mike McCloskey	661-257-4330
1961 – 1962	Larry Pearson	818-848-2653
Fuel Injection	Doug Prince	818-348-6998
Body & Paint	Dan Dempsey	818-846-2948
Interior	John Engelhardt	714-267-9996

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glvette@aol.com
chipsgarage@aol.com
clutchmccloskey@yahoo.com
lpears1941@att.net
spankey496@socal.rr.com
glassman@glassmandan.com
littlejohns@sbcglobal.net



The SoCal SACC Chapter Welcomes our Newest Members!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C-1 Year</u>
194	Fred Bowden	Monrovia	57

Scoop Features:

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Calendar of Coming SoCalSACC Events:**Got An Idea for A Event? Let Us Help You!**

The Listed Calendar of Events were developed by the SoCalSACC Board with the intent of providing the membership opportunity to fill out their calendar for the 2011 year. Dates and Event Coordinators have been assigned for this Rough Draft. Event Progress Bulletins will be issued between SCOOP Newsletters (J. Lundal) on Event progress or changes. The Bulletins will be by email and hardcopies (those listed with no email).

Volunteers for "other/additional" Events are encouraged from the Chapter Membership. Event volunteers will be assisted by the Club Tour Coordinator to help in planning their activity, i.e., flyers, maps, announcements, or other help to make a successful Event.

(Listed * SoCalSACC Asterisked Events will have flyers and membership notification prior to the Event, **Other events have contact via email and/or phone numbers**)

NOTE: All listed *SoCalSACC Events are covered by National SACC 3rd party insurance, **Events not listed as SoCalSACC are area events that Chapter members may participate but are not covered by National SACC 3rd party insurance.**

2011 Planned Events (See insurance waiver above)

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Coordinator</u>
Jan 30 – Feb 1	2011 SACC National Convention, See Flyer in Web Site under Event Flyers.	Kissimmee, FL.	National SACC
February 19	* SoCalSACC Anniversary Party & General Meeting	Stevens Steak House,	Roche
March 26	* Single Day Road Tour	Location TBD	Gibbons
April 30	* Spring Tech Session	Kent Browning's	Werstein
May	Open		Volunteers ?
June 11	* Reagan Ranch Tour (Not Museum)	No. of Santa Barbara	Gibbons
July	Open		Volunteers ?
August 13	* Paradise Cove	Malibu, CA	Costales
September	Open		Volunteers?
October 15	* SoCalSACC General Meeting	TBD	TBD
November 12	* Fall Tech Session	TBD	Werstein
December	Open (Possible Holiday Party)	TBD	Volunteers ?

BACK COVER CARS:

Top: Al & Dolores Cellier's '58 Signet Red Corvette. Their story is on Membership Profile p. 12.

Bottom: Dick Whitford's 1961 Jewel Blue Corvette.

Once again it is time to think about 2011 Chapter and National SACC dues.
Please ignore the "Renewal Notice" in the latest "on Solid Ground" issue ... it doesn't apply to SoCal members!!!

Please pay both your Chapter (\$20) and National (\$35) directly to SoCal SACC Chapter and we will forward your National dues. One check for \$55 made out to SoCal SACC will do it!

Renewal Form can also be obtained on the SoCalSACC Web Site, www.socalsacc.com

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

SoCal SACC Chapter & National Dues Renewal Notice Year 2011

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 on to the National SACC.

Do not pay your National dues separately!!!

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 on my area.

☐ 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 below 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 _____

This notice is also posted on 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 # _____

NOW IS THE TIME TO ORDER AND RECEIVE YOUR APPAREL BEFORE CHRISTMAS...

“OFFICIAL” SOCAL SACC CHAPTER APPAREL!



FRONT CHEST



CENTER BACK



RIGHT SLEEVE



\$15/ea for any Item!

Order Instructions are Below!

Color is Gray as used for 2009 National Convention Shirts.

Order Details: SoCal SACC member Bob Crane, #151, is our Chapter Merchandising Manager.

SoCal/SACC Shirts and Hats Order Instructions and Shipping Costs:

Please include the number and size of shirts (S, M, L, XL, XXL) and hats (S-M, L-XL)

Shirts and hats cost \$15 each

Shipping for a single shirt in a bubble mailer is \$6.

Shipping for any combination of up to 4 shirts and hats (in a box) is \$10.

A single hat must go in a box, not a mailer. (Example: 1 hat, 2 hats + 2 shirts, 4 shirts, etc. must go into a box.

Enclose check for merchandise plus shipping and make check payable to SoCalSACC

Enclose your address to send merchandise

Send order form & checks to:

Bob Crane

416 Mountain View Court

Orange, CA 92869

Email Bob: bcrane@socal.rr.com, or, Call Bob at (714) 458-6395 if you have questions.

Note: Orders are placed or filled when check arrives.

So Cal SACC Apparel Order Form: Detach and mail to Bob Crane WITH CHECK.

Name: _____

SHIRTS: # _____, SIZE: _____, HATS: # _____, SIZE _____,

COST: _____

SHIPPING COSTS: MAILER, \$6 OR BOX, \$10

COST: _____

YOUR ADDRESS: (STREET & CITY) _____

MAKE CHECK PAYABLE TO SOCALSACC See mailing instructions above. TOTAL COST MAILED: _____

2010 Tech Session Highlights "Safety"!

Since a major Goal of the So Cal SACC Chapter is to put our C-1 beauties "on the road", it becomes each owners responsibility to review their vehicle safety. Your C-1 may be a beauty to look at but street driving requires safety below the beauty.

So Cal Technical Manager Chip Werstein took this goal and organized a Safety Inspection Event at our 2010 Fall Tech Session. This idea began with a suggestion from fellow member Walden Dahl almost a year ago and with Walden's assistance, the session became a reality. The first problem with such a session is locating a facility to accommodate such a concept and keep all the large attendance interested in the process while observing what is being inspected. A "natural" location for such an Event has been used in the past and work began to secure this facility. So Cal Members Rick DuFresne & Stan Kiyan are employed at Toyota Motors in Torrance and secured the Toyota facility which has a hi-bay room housing almost 10 car lifts. Car lifts will provide attendee's a view underneath each C-1 while the inspections are in progress. Many members also for the first time have never had an opportunity to see under their car while a experienced inspection teams pointed out "issues".

Chip's inspection teams concept consisted of Chapter members. 6 teams consisting of 2 members in each team. Each team was assigned to only inspect one of the following areas: Electrical, Suspension, Clutch Linkage/Exhaust, Tires, Operations and Engine. The Tech Session was divided into an AM session of 6 member cars and a PM session of 7 cars (on the lifts). The inspection teams would perform their specific inspection on each car and discuss with the owner what they found. The same procedure was followed in the PM session with a different set of cars. Each car on the lift had its owner remain with their car while being inspected. The remaining people where allowed to wander amongst the cars/lifts while the inspection was occurring, as long as they didn't interfere with the inspection.



(above) Jim Lundal's car is readied for lifting on one of the lifts. The whole room and facility are so sanitary it makes one somewhat disappointed when they return to their garage.

Meeting Room adjacent to Toyota Hi-Bay. Chip Werstein explains the days process for the inspections.



63 People attended the Tech Session this Saturday morning along with 29 C-1's. After the AM session, a lunch of BBQ Beef from Lucille's BBQ was enjoyed by the crowd. The wives (Lindsey & Sharon) of our Toyota members Rick & Stan brought the food and set up the serving line. Then they cleaned up the leftover's. Earlier in the morning, member Jim Lundal brought coffee and refreshments as attendee's arrived.

Editorial Comment: I am Jim Lundal (SCOOP Editor), #19C, and am totally fascinated by the interest and organizational process within this Chapter. I usually do my own work primarily out of financial reasons, I have a car lift and because I love to work on these cars. I know many of my cars "problems" but to have the "total experience" from our many professional members and knowing their background, business operations, etc., to have them review your car and make "constructive" suggestions is awesome. This Tech Session was "organized" to be conducive with such an agenda. Many thanks to Chip Werstein, Walden Dahl, The Toyota member/employee's and their wives and all of the attendee's for their cooperation. Since I had my car inspected, many pictures are of my C-1 because I had to remain with the vehicle as the inspectors passed through.



Larry Pearson proceeds through the Chow Line. We always eat well at these sessions.



Prior to lifting, Chip checks to verify Emergency Brake is off, Transmission is in neutral and he is about to raise the hood.



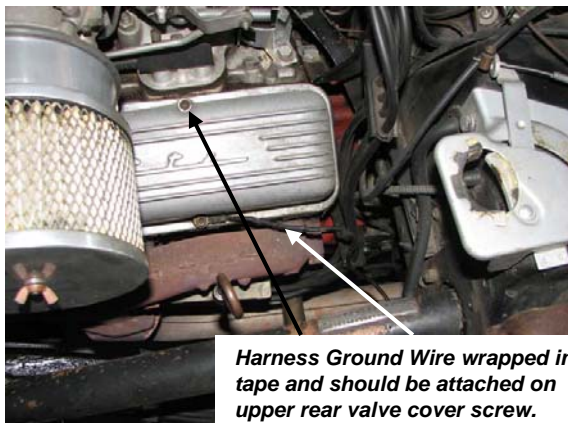
The following are Tech Session scenes and information on each Inspection Team.

Electrical: Ron Lefler & Al Cellier

This was a visible check on general condition of wiring for any obvious problem areas. Specifically: Ground wires, bare wires, wiring errors, splicing, Battery connections, grommets, and a under dash inspection. Ron Lefler got the task of assessing under dash appearance, errors, etc. Ron is seen below assessing underdash wiring of Jim Lundal's C-1 and listed his wiring of an after-market radio as a questionable area. To the right Jim is looking at a wiring harness discrepancy found by the inspectors Al & Ron to Jim's right.



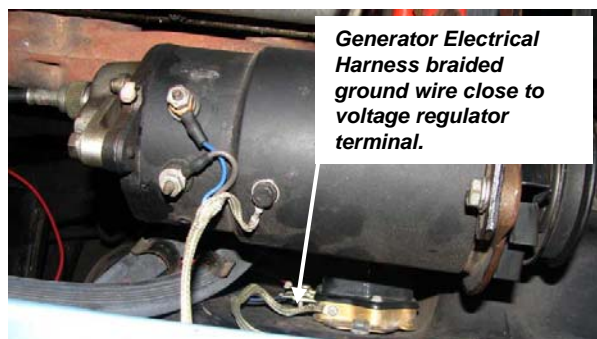
Some Obvious Problems:



Harness Ground Wire wrapped in tape and should be attached on upper rear valve cover screw.

The Ground wire for the Main Electrical Wiring Harness exits from inside the car, through the firewall and attached to a valve cover screw.

Old cars and old rewiring are usually the culprits. The associated pictures are Jim Lunda's C-1. Several issues were found and should be corrected for safety and better reliability.



Generator Electrical Harness braided ground wire close to voltage regulator terminal.



Firewall Grommets missing, Ignition shielding not installed (not safety item)

Suspension: Larry Pearson & Phil Roche

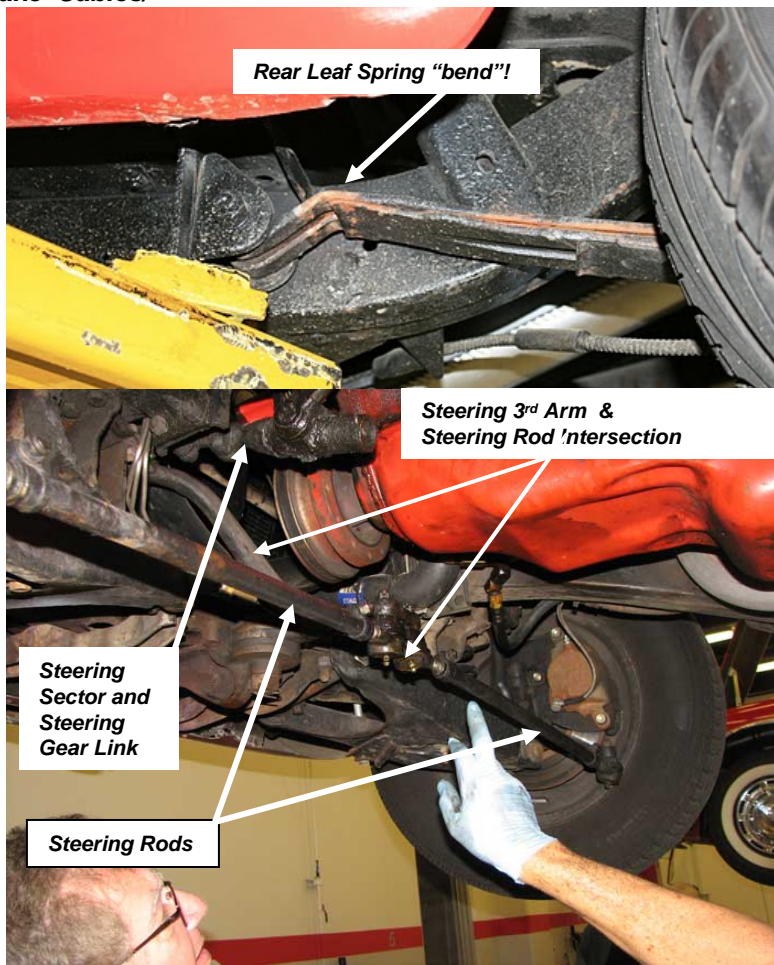
Larry & Phil reviewed the front and rear suspension components on the cars. They evaluated visually and then physically by pushing, yanking, twisting, etc inspecting for excessive movement of components. Specific areas were King Pins, Front Wheel Bearings, Steering Third Arm, Front Sway Bar Bushings, Wheel Cylinder leakage, Rear Springs/Links, Rear Sway Bar, Strut Rods, Rear Axle Leakage and general condition of all hoses/Brake Cables/ and adjustments.

Rear springs were an inspected item for condition of supports, bushings and spring straps. One vehicle rear springs is seen to the right with a very obvious bend. The initial cause of this bend was said to be a badly placed jack under the car but a previous owner "might" have used a simple method for lowering the rear of the car (the front was already lowered) by torching the spring and allowing a bend to lower the rear. The owner was advised of the condition and told it "could" be a safety condition.

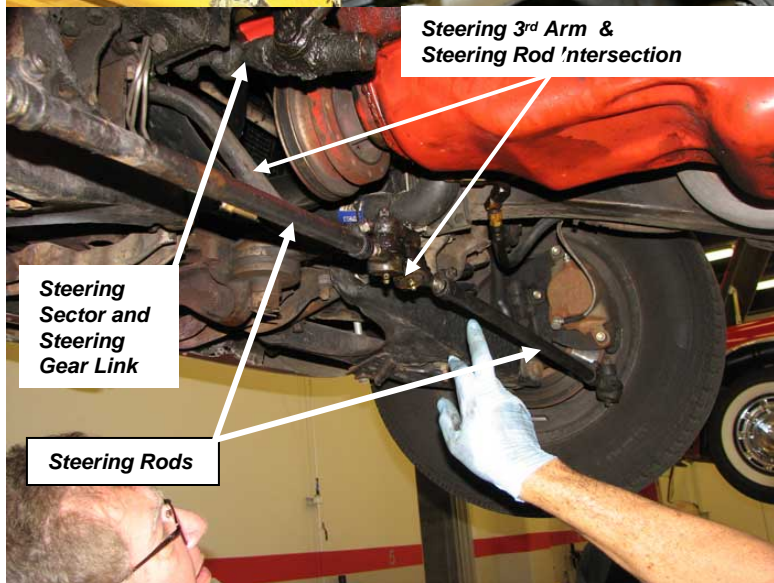
Each car was evaluated what could be inspected while the car was on the lift. Front wheel bearings were evaluated by noting any wheel tilting/play top to bottom and discerning if the play was bearing or king pins. If the wheel backing plate had movement generally indicates a king pin.

Steering condition was checked by twisting steering arms, tie rod ends, and evaluating the play in the center third arm.

Front springs, shock support arms and connecting rods to the steering box were also inspected. Steering Rod connections/joints should be well lubed and have no end play.



Rear Leaf Spring "bend"!



Steering 3rd Arm & Steering Rod Intersection

Steering Sector and Steering Gear Link

Steering Rods

Clutch Linkage/Exhaust: Jeff Reade & Doug Prince

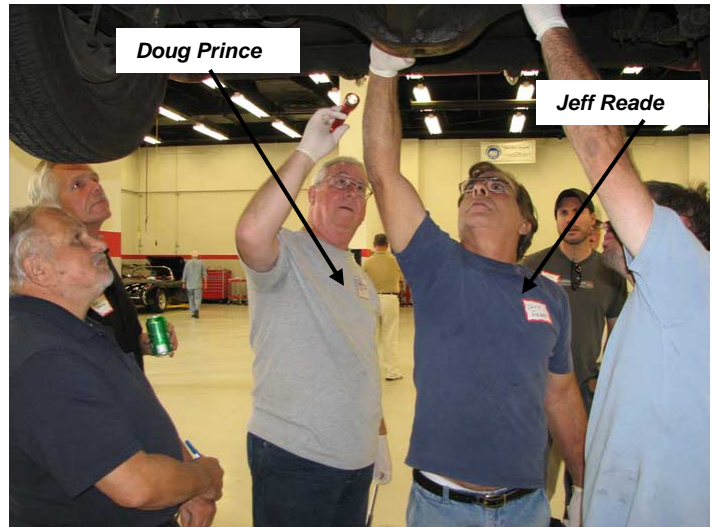
Jeff & Doug reviewed exhaust systems, exhaust pipe hangers, clearances, leaks, clutch linkage wear, body bolt tightness, and fluid levels in the running gear. Jeff & Doug, with their many years of early Corvette repair experience and operating businesses, provided a huge helpful indicator of problems on our cars.

Doug Prince has also extensively reviewed clutch linkage issues at a previous Tech Session and the associated wear problems. The clutch linkage is one of the most overlooked pieces of C-1 hardware and is not lubricated often (mainly due to lack of lube points) or inspected often. When Doug reviews your clutch linkage and expresses it is one of the best he has seen today, it makes one feel goood!

Jeff Reade checked fluid levels for the running gear including the engine oil level. Another inspection fluid level is the Steering Gear box. They found Jim Lundal's Steering Gear area with extensive gear oil on the frame indicating gear box leakage. The gear box was dry. Jim indicated heavier fluids leaked out and Jeff's advice was to install a Zerk fitting and inject grease until the gear box can be rebuilt. Corvette Central sells a Zerk fitting which screws into the filler plug hole. Jim found a set-up at his local auto parts store saving about \$20 and shipping from CC. The new plug with a Zerk fitting is seen below in a picture.



Front mount for Radiator Frame needs new bolts and rubber. Much of the front body utilizes this as a mounting point. Looseness and bad rubber shock mounts allows body movement when driving.



Helpful Tidbit!?

Zerk fitting with 1/8-inch tread.

Cost approx. \$4

Original Steering Fill Plug (removed)

3/8-inch pipe male thread with 1/8-inch female thread.

Steering Gear Box Filler Plug replacement with a Zerk Fitting. This will help keep the Gear Box lubed until further rebuild which will prevent the oil from leaking out.

Engine Compartment: Walden Dahl & Mike McCloskey

This was a superficial exam in the Engine Compartment with a non running engine. Oil levels were checked, coolant-type and other levels checked, Steering Gear Box checked, Brake Master Cylinder fluid level verified, Air Filter, Radiator and Heater Hoses, Fan Belt and Leaks external to the engine. The Radiator Cap was also verified to be functional using a checking device.



Walden Dahl does a visual on Jim Lundal's car. Walden is the originator of the Safety Check idea for this session and did assist Chip Werstein with the Checkout Lists for the Inspection Teams.



Cars being readied for inspection or on the rack. The center white car was brought from a collection by a friend. It is a '58 Vette and is a "barn find" after 30 years. It was found in South Pasadena. Generally the car is in the progress of being reworked but the spots are where the old paint is chipping away.



Walden Dahl is seen with Diane Veiller reviewing general restoration details on the car which she received from her father. Diane had the car restored approximately 2 years ago and is very understanding toward the correctness of her car but she was extremely attentive with the expertise level of the Inspection Teams that reviewed the car. The car was originally a FI car but now runs a single 4 bbl.



--Summary of Problems Found During Safety Inspections--

bent rear spring
non working rear brakes
worn clutch linkage components
missing/incorrect clutch linkage parts
one car down 2+ quarts of oil
several bad radiator caps
incorrectly/poorly routed plug wires
rubber hose @ fuel pump and carb
exhaust pipes up against/burning fiberglass
exhaust pipes hitting frame
worn/loose turnsignal cup
burned out headlite
burned out brake light bulb
burned out dash lights
improperly/dangerously routed generator harness

excess play in steering
excess brake pedal travel
lack of lubrication....door latches/hinges, hood hinges/ supports.....most cars
nail in tire
nearly flat tire
missing radiator seals
loose third arm bearing
tie rod ends.....some worn, some bent
bent tie rod tubes
mal adjusted wheel bearings
missing firewall insulation fasteners
loose wiper cables.....most cars
splices and extra wires in main harness under dash
burnt starter harnesses
poor/messy radio wiring.

Operations: Jim Nielsen & Bruce Fuhrman

The Operations Inspection Team checked primarily your running lights, horn and steering play. Steering play is the amount of steering wheel rotation before the wheels begin moving. This steering wheel play is usually a combination of looseness in all the steering connections: Tie Rod Ends, Steering Gear Box, Steering Third Arm, etc. The play translates into a car moving while driving and a wandering effect on the road.

Night time driving lights were also operationally checked. Bruce Fuhrman is seen in the adjacent picture checking the lights on Jim Lundal's car. All lights on Jim's car were functional except the Dash Lights did not operate. As the headlight switch is rotated, the lights intermittently operated usually indicating a corroded rheostat.

Bruce Fuhrman summary...The operations crew did not find anything that could contribute to a real safety issue. One car did not have brake lights until we wiggled the turn signal arm which is a common ailment for C-1's. Two others had either a low or high beam headlights burned out. One had a burned out brake light bulb. Several had inoperative or burned out bulbs on the dash lights. 95% had no lube on the door strikers.

A lot of headers could be written for the scene below, but the editor restrains himself. Bruce F. is inspecting Dash Light operations in a brightly lit room.



Tires: Bob Bower & Eric Hershkowitz

Bob & Eric inspected all the tires on the inspected cars. Bob has provided a Tire Seminar during past Tech Sessions and is an employee of BF Goodrich. He knows tires! Bob brought his small lap top computer and after obtaining critical numbers embossed on various tires can tell the owner the tire history. Bob & Eric generally found most of the tires acceptable. Some tires indicated wear patterns which could be traced to steering malfunctions from wheel alignment to mechanical wear. 1 tire was found with a nail (currently causing no problem) and a nail in Diane Veiller's rear tire which was going flat, slowly. Diane's car tire was inflated for her drive home where she will take care of it.



Bob Bower: Eric and I found very little that could be considered "the worst" things having to do with the tire inspection. A nail in a tire that still holds air... wear patterns that indicated mechanical issues, (several)... and only one seriously deflated tire. It was on Diane's 62. A big old nail in the circumferential groove on her passenger rear tire.



Barn Find 1958 Vette.

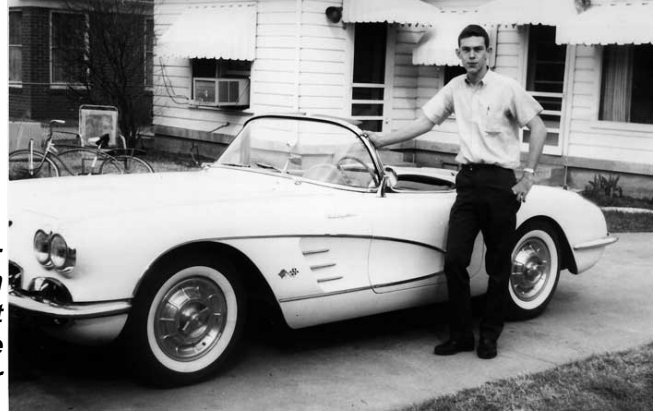


SoCalSACC Member Profile.....

Al & Dolores Cellier, #34C

Al Cellier bought his first 1958 Corvette, in early 1960, trading up from a 1956 Chevy. The Vette was his daily driver while attending SMU School of Engineering in Dallas. The car was all-white outside, red interior; single 4-bbl (but FI badges !?), 4.11 posi, 4-speed, power soft top, hardtop, heater and Wonderbar. Started at about 20,000 miles on the odometer.

That first 1958 went west on Route 66 on a 1961 post-graduation excursion to Las Vegas. Then, west again in 1962 for a years assignment by Texas Instruments at Jet Propulsion Lab - with Al's entire belongings in that little trunk. Lots of fun driving in California that year. After returning to Dallas in 1963, viewing the Vette as just a



car, with over 80,000 miles on the odometer, the '58 was traded for a slightly larger Olds F85 convertible off the Love Field Terminal floor, then went off to Stanford and a MSEE, leaving an empty spot in heart and mind. Gee, I wonder where the Vette is now?

During the interim decades in Southern California, while busy with spacecraft signal processing electronics at TRW then at Hughes Electronics, a small plastic Corvette model was a poor substitute for the real thing. No time for cars, there were kids and sailboats and work. Fast forward to 1999; after retirement from active engineering duties, the search for a "new" '58 began in earnest. The unique model year proved hard to find locally, so the search expanded across the country. A deal in Kansas city fell through, with the seller's "don't come" call just hours before going to LAX. A few months later, the same thing from San Jose. Ultimately, in 2001, a willing seller was found in Wisconsin.

The new '58 is red in and out, with white cove; at a glance it looked good, nice paint and upholstery, top, and chrome; those visible elements were refreshed circa 1972.

Opening the hood revealed the truth, a 44-year old mess! The car was not drivable after storage of almost 30 years, with brakes and other liquid systems questionable. Starting required an ether spray, and exhaust leaked out the carburetor gaskets. Underneath, rust "everywhere". Estimated NCRS score 72, generously.



A beautiful big-rig gently carried the car west. The at-home, body-on restoration began. Entire systems were pulled: brakes (wheel & master cylinder & all lines), fuel (tank, lines, pump), water pump, hoses, heater, windshield washer. Front harness, battery, starter & solenoid, generator, lamps, fuses, grommets, pedals. Radiator re-cored, support refinished, fiberglass repaired. Missing shroud piece fabricated and splash shields replaced. Engine mount, exhaust hangers, speedometer and tachometer cables, ... Wheels painted, re-treaded, aligned. Trunk refurbished. Front end, rear axle, suspension, driveshaft, u-joints and all completely pulled, disassembled, de-rusted, re-bushed, re-bearinged, re-filled.



All work was with Al laying on his back, with the car on jack stands (no car lift). Finally hitting the road after 2 years, a NCRS judging in 2003 helped steer the restoration; score 93.5, not quite top flight. Over a total of four years, with all work done at home; except the instruments, clock, radio pulled and sent for rebuild; and a dual-quad setup from Bob Kunz... and on and on.

Dolores constructed an air-cleaner cover to match the interior. On and on!



The 2005 NCRS chapter judging results were 96+ (top flight), and helped develop a list of could-dos that could inch the score higher. Enough for now! Visitors at occasional local car shows, including Palos Verdes Concours, enjoy the time-trip; and many ask about the color (Signet Red). At last, following the s-curves of Palos Verdes Drive, enjoying the wind in his remaining hair, music of the 50s-60s coming from the radio ... ahhh ...



2010 National Convention – member story!

Tom Parsons, So Cal membership #183, lives in Mustang, OK. Tom has contributed several technical stories in past SCOOP's and when Tom sent his "story" about visiting the 2010 National Convention prior to the last SCOOP issue, I wanted to publish it. I had relayed that I would publish the information but in my haste after returning from a Ship Cruise mislaid the story and then, "heard about it". Tom had sent pictures of his traveling rig being towed by his '56 Vette and his story was informative to relive. Jim Lundal, Editor

Tom's Story.....I just got back from Bowling Green last night about midnight and met a few of the SoCal members (don't remember everyone's names). Bruce was there and the guy with the long hair and beard who has a 57 that he's had since 59. We had a good time, but only 18 cars made it. I left Okla City (west side) about 9AM Mon and by the time I got to the east side of OKC I hit the rain and it rained all the way to the front door of the Holiday Inn (800mi)!!!! PLUS, the windshield wipers on the 56 don't work well at all (been meaning to have the wiper motor rebuilt for years----guess I'll finally get that done now!!!).

I've attached a few pictures from BG, taken just before pulling out on Mon AM.

I left BG about 930 yesterday AM and got home about midnight (I wasn't really interested in staying for the Corvette Homecoming). The drive home was uneventful-----but HOT!!!

At one of my stops for gas in TN., I got a call from my wife informing me that one of our friends was killed on his motorcycle (drunk driver made a left turn in front of him) about 10AM. So that made a long hot drive somewhat more depressing. But all things aside, it was a good event. Needless to say the FI on the '56 DID NOT like the combination of heat and ethanol during idle and low speed conditions, but otherwise, it performed perfect. Depending on how I drove, I got a low of 14.5 and a hi of 18.2mpg. So that was acceptable (I DID NOT build the '56 as an economy car).

On Wed the group toured the Corvette plant in the AM and the NCM in the PM. On Thursday we visited a Corvette specialty shop and a carb manufacturing plant in BG (Quick Fuel Technologies), which is owned by a former Holley employee. They build perf type carbs that are mostly twin look alikes to a Holley all the way up to an 1150cfm version! WOW, what a monster carb!

Tom Parsons





*Tom Parson's 1956 Vette,
Lost in Oklahoma on Rt. 66!*

Monthly Feature Car...Diane Veiller, #127

Editor: I am going to attempt an article in each SCOOP on a particular NEW car to the Chapter. These cars, and owners, are somewhat picked at random and the article is intended to assist our membership knowing their fellow members and "their rides". Much of this article depends on how forthcoming the information is to me and how interesting I think it is to the membership. So Cal member Diane Veiller was asked for info and she responded with much information. I hope this is of interest to the readers.....Jim Lundal

Diane Veiller, So Cal Member #127, participated in our 2010 Tech Session on Safety. She has been a member since 2007 but most have not seen her car. Diane volunteered her car for the Tech Session safety inspection and while the car was being inspected, she asked many questions about her recent restoration on her '62 Fawn Beige/Fawn Beige car. Reviewing the So Cal Chapter Roster reveals we only have 3 women members and owners of Vettes. There may be other women owners (wives) using their husbands as owners but I am not aware of them. Diane Veiller, as another member Diane Strother ('60 Vette), have inherited their cars from their fathers. They want to "know" about the cars and don't want to be "ripped off" if work is needed. Both these women "love" their Vettes, as well as our 3rd woman member Pat Eckert, who also has a '62 Vette.

Diane Veiller's words..... The tech session was great.....I learned so much about my car! The inspectors all were great answering questions and took the time to explain everything. What was really great was learning priority for tweeks/repairs. The most valuable information: what I could do myself and what the work/parts should cost.

I had been looking for this type of inspection when I returned from overseas. When I got charged \$400 dollars for fixing a blinker that wasn't fixed I knew I had to learn more. The mechanic wouldn't test drive it because it did not have current registration. After that, I just gave up



Owner History:

Purchased new (S/N 5698) in Cleveland, Ohio in 1961 by my father, Charles W. Carter II, the car and family relocated to Breckenridge, Texas in 1966.

This car was driven and enjoyed by my dad and older brother (Vance) for many years. In 1974, the car was in a small accident which bent the frame (one year before I obtained my driver's license).

From 1974 to 2007, the car was stored in a family-owned manufacturing facility with the intention to restore the car. In the mid-1980's my brothers began restoration by taking the car apart, but with growing families and new careers, the project was neglected. In 2006 we had the pieces shipped to California and a 2-year frame-off restoration was completed in 2008. It proudly wears its original colors, fawn beige on the exterior and fawn beige on the interior.

Charles Carter II pictured in restored version of the car he originally purchased in 1961



Story update continued on next page....

Diane Update.....I just read this on my brother's FaceBook page and learned for the first time what REALLY happened to the vet in 1974. (I did mention this was just before I got my driver's license!)

Brother Vance's Facebook comments.....Memories of High School in Breckenridge doing a street drag. I had forgotten how good the Corvette sounded!! Diane has the '62 Corvette in California and that's my Dad and her son driving off in it (Facebook Pictures)! For those of my friends who came after, I wrecked it in 1974 or '75 drag racing down main street. Not one of my best or mos...

Highlights from Recent Chapter Board Meetings!

- SoCalSACC Official Apparel is now being ordered. See the Apparel Ad in this SCOOP or on the Web Site, www.socalsacc.com and click on the Chapter Apparel Button. Member Bob Crane, #151, is our Chapter Merchandising Chair. Bob is filling orders as he receives checks.
- President Phil Roche is looking into Business Cards for our Chapter.
- Membership Chair John Costales reported that he is ordering more Chapter badges and holders. If members are in need of a badge, contact John at Costales@west.net.
- The Board discussed 2011 Planned Events and assigned dates for the year. Also a coordinator was assigned to each planned Event.

C-1 Member Classified Ads

Wanted for 60 Corvette. 7 fin aluminum valve covers, straight across holes, no casting flaw and dual quad distributor model 891. Chip Werstein 818-883-5766, 818-554-6560 or chipsgarage@aol.com

For Sale: '62 Corvette, Honduras maroon, ZZ3 aluminum engine, w/black interior and white convertible top, great driver for \$40,000. Contact Bob Crouch, #27C, at 714-839-0243

For sale: Brand New Custom Autosound Radio (Turned ON 3 times) with Corvette lettering on face. Will fit up to 1962 – (I have all the paper work). Call Lee at 714-436-0315, Member #100, \$100.

For sale : Reproduction exhaust extensions, both short and long styles. 53-62 windshield post tab repair \$65 ea plus shipping. Call Gary, 530-259-5997 or E-mail, arunner@frontiernet.net for photos and prices of exhaust tips. Member #26



For sale: 1) 4 Speed: Original 1960 T-10 Stamped March 31 1960. All cast #'s match. Recently rebuilt with new soft kit, bearings, shift forks and shifting collars. Very nice "Known Good" transmission! \$2200 ... pictures available. 2) Nice pair 9 fin Valve Covers ... no notches or mods \$340. 56-57 only. 3) "C" shaped side window channel ... fits right or left doors \$15. Contact John Costales, 805-642-3662 or Costales@west.net

Wanted: 1961 CORVETTE BELLHOUSING # 3779553, preferably not welded or repaired, but please contact me if you have one that needs some work too email: Nyma@ardalan.org Cell: 310 279 6398

Wanted: Right side horizontal ignition shield for a '59. Condition not very important, for driver only. Eric (661-664-9120)


For Sale: Brand new set of Guardian front disc brake pads for a 77 Corvette. May fit other models. \$20.00 1977 Corvette service manual, very good condition. \$10.00 Call Phil Parker @ 805-340-4513

For Sale: Delco generator with tach drive, rebuilt (bearings, brushes, armature, oiler, key), no pulley; tag 1102084 dated 7A29 (57 Chevy, January 29). \$250. 4.1" generator pulley (C1 high HP). \$60. Motor mount crossbracket: original from 58 Vette (functional; good condition, notched, not NCRS!). \$25. Water pump (functional; top plug requires notched bracket; not NCRS!). \$15. Carburetor - Rochester 4bbl, 4GC, 7012128, w/ accel link, return spring, choke fresh air tube, stud & wingnut (1958 Chevy 230hp TurboFire, +). \$250. Fuel pump - rear input, front output (like #4445/4663) fits 55-58e Vette. (No AC logo; not NCRS!). \$35 Thermostat - 180 degree. \$5 A350C air filter elements, qty 4, new (can fit 59-62 Vette) <someone ? wanted these>. \$8 each. Air cleaner - for 1x4bbl - split type, with filter element, used very good (can fit 59-62 Vette; chromed steel, may be from a GTO). \$25. Ignition coil Delco 202. \$50. Distributor caps, qty 2, new (tall, window) - AC Delco D308R \$15.; Standard DR429 \$15. Distributor tune-up set - AC Delco 101-2. \$25. C1 Corvette emblems, qty 2 - disk only (silvered; not NCRS). \$30 each. Al Cellier, 3362 Crownview Drive, Rancho Palos Verdes CA, 90275, 310 833-6278

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 C-1 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!
Vette Garage 53 thru 67 Restorations From Drivers to Concourse	Ron Lefler #91	(909) 945-3111 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



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NEW MEMBER'S: USE THIS FORM FOR NATIONAL SACC & SO CAL CHAPTER DUES!**Welcome to the So Cal SACC (Solid Axle Corvette Club)****So Cal SACC Chapter & National Membership Application for 2011**

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 on to the National SACC.

SoCal SACC annual dues are \$20 and National SACC dues are \$35, (\$55 Total).

Chapter dues includes our quarterly Newsletters "The Solid Scoop"

Natl. Membership includes quarterly magazines "On Solid Ground"

If you are a new member, the National SACC will send you your membership # separately.

If you are an existing National member please insert your national membership # _____

For membership Renewal: Fill out only information that has changed from last year. If you have no changesplease just enclose a check!

Our Chapter Web Site: **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

Or Contact at (805) 642-3662 or Costales@west.net

Applicant: Name: _____

Co- Applicant: _____

Check the boxes below that apply: If not checked you NOT be on the National "Road Assistance List" and you WILL be put on the National published Roster!

☐ I would like to volunteer to be listed for National "Road Assistance" to SACC Members traveling in my area.

☐ I prefer NOT to be published in the National Membership Roster.

Address: _____ City: _____

State: _____ Zip: _____

Home Phone: _____ Cell Phone: _____

E-Mail (Important!): _____ **Fax:** _____

Corvettes presently owned and please include VIN #'s for all C-1's: (C1 ownership not required).

I would be interested in participating in the following club events:

Driving Tours _____

Technical Clinics _____

Overnight Driving Tours _____

Newsletter Contributions _____

Tours to Museums _____

Tour/Event Planning _____

Tours to Shops _____

Other _____

My liability insurance company on my Corvettes is; _____

Liability insurance policy # _____

*Al & Dolores Cellier
visiting Pointe
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in Palos Verdes, CA!*



DICK WHITFORD'S 1961 JEWEL BLUE VETTE