

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.

<u>MEMBERSHIP</u>: 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, <u>MEMBERSHIP APPLICATIONS AVAILABLE: WWW.SOCALSACC.COM</u>

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 CARS:

FRONT & REAR COVER: 1955 Harvest Gold Corvette. With 3-speed transmission and a Harvest Gold color this car is of low production for the year. Mike & Sandy Cromer of Downey own this car and Mike has done all the work. The Green top was done by John Kennedy of Utah. Further pictures on Page 20.

Solid Axle Corvette Club Southern California Chapter Board						
2010 Club Officers						
President CHAPTER VOTING BOARD OFFICES						
President	Phil Roche	pdr44@aol.com	UTH			
Vice President	Mike Gibbons	gibbonsltd@aol.com				
Secretary	Larry Pearson	lpears1941@att.net	OLID ALL			
Treasurer	Jenni Werstein	jbccars@aol.com	1953 m			
Membership	John Costales	costales@west.net				
Technical Manager	Chip Werstein	chipsgarage@aol.com				
Newsletter Editor	Jim Lundal	jlundal@verizon.net	1962 4			
Member at Large	Dick Block	blockra@aol.com				
Merchandising Manager	Bob Crane	bcrane@socal.rr.com	Keen E			
	VOLUNTEER OFF	FICE				
Webmaster	Jim Lundal	jlundal@verizon.net	CHAPTER			
SACC Western Reg. Rep.	. Larry Wright	glvette@aol.com	TAPIE			
Events Manager	OPEN					
	TECH ADVISORS					
1953 – 1955	Bruce Fuhrman	805-482-4396	bruce4info@aol.com			
	Larry Wright	818-705-4884	glvette@aol.com			
1956 – 1957	Chip Werstein	818-883-5766	chipsgarage@aol.com			
1958 – 1960	Mike McCloskey	661-257-4330	clutchmccloskey@yahoo.com			
1961 – 1962	Larry Pearson	818-848-2653	lpears1941@att.net			
Fuel Injection	Doug Prince	818-348-6998	spankey496@socal.rr.com			
Body & Paint	Dan Dempsey	818-846-2948	glassman@glassmandan.com			
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net			

Calendar of Coming Events in our Area:

(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.

The following List are planned Events for the year 2010. Details and Flyers will be forth coming and supplied to the Membership when available.

2010 Scheduled Events

July 16-18 August 7 November 6

Fall 2010

SACC National Convention in Bowling Green, KY. *Paradise Cove Lunch Tour, Malibu *Fall Tech Session, Toyota Hi-Bay Engineering Center in Torrance, C-1 Vehicle Safety Inspection *Reagan Ranch Tour, Buellton

Scoop Features:

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The following List are our New Members joining since March 2010 The SoCal SACC Chapter Welcomes you!

Member #	Name	Location	<u>C-1 Year</u>
183	Tom Parsons	Mustang, OK	56
184	George & Laura Maggay	Thousand Oaks	62
185	Bill Hoffman	Costa Mesa	54
186	Don Hooper	Northridge	
187	Don Novotny	Hector, MN	<i>54, 55</i>
188	Gerry & Jo-Ann Cutshall	Anaheim	62
189	Eric Munson	San Diego	60
190	Stewart & Judith Peterson	Chatsworth	55, 58, 59,62

The Corvette Hobby's Best Kept Secret!!

ATIONAL

HOMECOMING Bowling Green, Kentucky

I8.

SLOAN CONVENTION CENTER-HOLIDAY INN 1021 WILKINSON TRACE

6-1



SET UP & MOVE IN FOR VENDORS & SAN PAREIL, SHOW & SHINE ENTRANTS

PLANT AND MUSEUM TOURS (IF AVAILABLE)

A Touch of Class by Invitation Only Meet & Greet VIPs, Celebrities, KY and City Officials. Hordourves Cash Bar Complimentary Wine

MISS CORVETTE HOMECOMING BEAUTY PAGEANT

SATURDAY Gates Open 8:00am

Joe Spielman, Grand Marshal Vice President GM (Ret)

SANS PAREIL

SHOW & SHINE SHOW

DRIVE & SHINE SHOW

SWAP MEET

PARADE THROUGH BOWLING GREEN (FREE)

OPEN CRUISE IN/LIVE MUSIC ING CONCERT (Open to the public)



FREE SEMINARS

ALL MAKES CAR SHOW

SWAP MEET

CORVETTE REUNION CAR SHOW FOR 1960, '70, '80, '90 models

> HUGE AWARDS PRESENTATION

CUSTOM TROPHIES

FOR SALE CORRAL OPEN ALL 3 DAYS!!

PRE-REGISTER BY JUNE 1ST FOR BEST PLACEMENT, FREE GIFTS AND SPECIAL INVITE TO A Touch of Class Kentucky 270.791.2117 FOR MORE INFORMATION AND FORMS HTTP://WWW.CORVETTEHOMECOMING.COM

Go To the Chapter Web Site for Sign-up Application: www.socalsacc.com and click the 2010 Convention Button on the Home Page, or, find application in "On Solid Ground", the SACC National Magazine.

NOW IS THE TIME TO ORDER YOUR CONFICUAL' SOCAL SACE CHAPTER APPAREL CENTER BACK CENTER BACK INFORMATION INFORMATION

FRONT CHEST



Initial Order Deadline: July 15, 2010. Order Instructions are Below!

Los angeles

<u>Order Details:</u> SoCal SACC member Bob Crane, #151, is our Chapter Merchandising Manager. Email Bob: bcrane@socal.rr.com, or, Call Bob at (714) 458-6395 to order.

Tee's are

\$15/ea

Be sure to tell Bob the Quantity Tee Shirts and the SIZE (S, M, L, XL, XXL).

<u>Note to SoCal SACC Members:</u> The following is a list of Recent Chapter Board Meeting Highlights. This is being done to provide a briefer review of Board Activities without reading all of the Business Minutes. It also saves space in the SCOOP.

Any questions about any topic can be directed to a Board Member using their personal email addresses or phone listed on Page 2 of the SCOOP. SCOOP Editor

Highlights from Recent Chapter Board Meetings!

• The SoCalSACC is now incorporated.

• <u>Voted in New Chapter Board</u> (voting member positions). Max number is 9. New structure is as follows: President: Phil Roche, V.P.: Mike Gibbons, Secretary: Larry Pearson, Treasurer: Jenni Werstein, Membership: John Costales, Newsletter Editor: Jim Lundal, Technical Manager: Chip Werstein, Member at Large: Dick Block, Merchandising Manager: Bob Crane.

• <u>Chapter Insurance</u>: Bruce Fuhrman gave the report. Bruce is proposing that National extend Directors and Officer's (D&O) insurance coverage for the Chapter Board Members at the July National Convention Board Meeting

• <u>Chip Werstein, Technical Chairman</u>, reported on the agenda for our Fall Technical Session at the Toyota Technical Center on Saturday, November 6th. Chip suggests that we need to start charging in advance for lunch at future Technical Sessions due to the money we lost from no-shows at Browning's Spring Technical Session. Chip plans to use the 11 lifts available at Toyota to do an "advisory" Safety Inspection of Member's Corvettes. This is a novel approach that the Toyota facility allows us to do, and we are not aware of any other car club ever doing this. Members submitting their cars for inspection will be actively involved and will sign a disclaimer acknowledging that this inspection is only "advisory" before we start. No repairs or adjustments will be done by the inspectors.

• John Costales, Membership Chairman, reported that as of tonight, we have approximately 156 active Members, and are still the largest Chapter in SACC.

• Jenni Werstein has surveyed the Membership about their wants for Chapter shirts and hats. Jenni reports that the Members want shirts, sweat shirts and hats. They like black and gray colors. Bob Crane was voted in to be Merchandising Manager, a voting Chapter Board Position.

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San Diego "Run for the Hills" 2.....Randy & Diane Solle

Two years ago, Randy & Diane Solle, SoCal SACC members #94, hosted a driving tour known as the Pine Valley Run. The Pine Valley Run drove the back roads to Campo, CA, spent the night in Pine Valley and drove back roads to Temecula, CA. The tour was fantastic!

Now Two Years later the Solle's hosted their second tour of East San Diego County, driving to different locations. The Solle's "always" have their act together when it comes to Tours. Trial Run's over and over, checking and double checking reservations is the name of the game. This tour was held over the weekend, Saturday & Sunday, June 12 & 13th. This second tour visited different sights and locations and was equally FANTASTIC. Several SoCal members drove down to Escondido Friday before the tour began to avoid the long drive Saturday morning. Bruce & Janice Fuhrman, John & Judi Costales and Jim & Judy Lundal stayed at the local Best Western and Randy reserved parking for the Escondido Friday night Cruise Night. Unlike the first Pine Valley tour which had temperatures over 100-degrees along I-15, this tour had very mild conditions, even a short burst of rain during the first night. Randy can arrange that also with his "connections".

Attending this function were: Fuhrman's, Costales's, Lundal's, Bob Brown #37C, Larry Pearson #5C, Bill & Dottie Ulmer #51, Bret & Julie Botzong #40C, Ed & Candi Daher #175, David Payte's car and two visitor's. Our visitor's had viewed our Chapter Web Site and got interested in our Tour Flyer. They called Randy Solle and wanted to know if they could attend and they met our crowd Saturday morning at Deer Park Winery in their C6.



Friday Night Group, Cruise Night in Escondido.



Saturday Morning, Deer Park Winery:

The "official" start of our tour was at Deer Park Winery & Car Museum off the I-15 freeway, north of Escondido, CA. This is an active winery which was began years ago and continues open to the public. Not to jeopardize our Chapter Liability Insurance, no one was wine tasting at 10AM in the morning, everyone was enjoying the extensive automobile and memorabilia collection housed in several buildings on the property.



(Below LtoR): Building houses many cars and memorabilia.

Large building stores convertible collection.

Building on right is Deli Restaurant and more cars.





Car's, Dealer Signs, Appliance's, TV's, Radio's, Bicycle's, and on and on. (more pictures are available on Chapter Web Site soon for "Run For The Hill's 2"!



Muntz Jet



Collection of many convertible's in the Large house on hill.



Only one of many collections of radio's and TV's.



Kaiser-Darrin, note sliding drivers door.



During our departure from Deer Park the San Diego Model T Club showed up for a visit. Some SoCal SACC members think riding/driving a Vintage Corvette is "Hard".

Stop and consider "others" alternative touring vehicles. Especially the Brown (Rust) colored one above. These guys traveled with a Breakdown Truck with trailer, just in case.



Lunch By The Lake!

After leaving Deer Park and driving through Julian, we arrived at the cool crisp location of Lake Cuyamaca.



(below) Lunch at Lake Cuyamoaca at several thousand feet elevation.

(left) Lakeside parking.

(below left) A group shot in front of restaurant.





Back on the winding roads we headed and drove past Pine Valley and made a left turn east on Historic Highway 80. The original highway parallels Interstate 8 out of San Diego. This drive continued with a fuel stop at a Casino (somewhere) and on down the hills to Calexico, CA. We were now down in the desert to feel some of the heat but most realized that it was going to be considerably hotter in the coming weeks. During this portion we were also driving parallel to the "Border Wall".

At Calexico, Randy did another left turn northwest toward the mountains we just left. Our destination was Warner Springs Resort after a stop at an old Butterfield Stage Rt. stop. Since Calexico we continued to climb to a higher altitude.



Stopping at the Butterfield Stage Rt. location we relaxed, had drinks, ice cream and did the potti thing. Our cars were lined up against a Fire Truck from Nazereth, PA. Randy took some of the kidding since he is from PA. The Fire Truck must have a lot of stories.



Warner Arriving at Springs Ranch facility we all checked in got our small duplex and bungalow's. This is when Larry Pearson met us to join the tour.

A feature of this facility is a large fenced compound with no phones or TV's. This is a good place to spend time with a family as there is many interests for kids and wonderful shady grounds to enjoy. Our group also enjoyed a very good dinner at the Warner Springs Restaurant. The dinner also came with a 4.3 earthquake which wasn't on

the menu. Breakfast in the morning had us driving to Julian where Bob Brown was waiting at our table at the Julian Café & Bakery. After our breakfast we were back on the road headed for Mt. Palomar mountain to visit the observatory. Traveling up the 14 mile winding road we did a stop at an over look of Lake Henshaw.

One of the other features on this trip was the amount/quantity of wild flowers and green grass covering the area. Later in the month I imagine the terrain will be getting more barren with the heat.





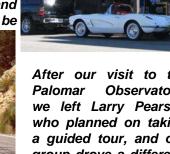


After our visit to the Palomar Observatory, we left Larry Pearson who planned on taking a guided tour, and our group drove a different, shorter, steeper route down the hill. All were worried about Bruce

Fuhrman's brakes on his '54 and new Powerglide. He made it fine.

Then it was a quick lunch and departing for home.

Thank You Randy & Diane, it was Awesome!











So. CAL SACC Presents: **Paradise Cove!** Saturday August 7th, 2010 9:30 AM

Tour Details:

Tour to <u>Paradise Cove</u> and <u>Lunch</u> at the Beach Café
Paradise Cove is a remote beach location a few miles north of Malibu and was used as a filming location for the James Garner TV series "The Rockford Files."

Paradise Cove will provide a Corvette Corral for our cars.
We all must converge on Paradise Cove by 9:30 AM. or we will lose our spot! Eating will begin around 10:30 AM.
We will need a begin around 10:30 AM.

• We will need a head count on this. If you plan to attend or have any questions please contact John Costales:



Costales@west.net

John Costales, (805) 642-3662

If driving north on PCH through Malibu you pass Pepperdine University on the right at Las Virgenes Rd. The exit to Paradise Cove has a sign on the left and a traffic light at Paradise Cove Rd. Turn toward the ocean. If somehow you miss it and come to Kanan Dune Rd. you have to turn around and go back.

The road to the Cove is narrow and curvy but you will eventually come out at the parking lot. Go through the Parking Entrance and circle around to park with our group.

The Beach at Paradise Cove!





SoCalSACC Member Profile

Carlos and Sherry Vivas, #32

Carlos has been involved with cars since high school. His first car was a 1958 Chevy Del Rey. He also owned a 1960 Thunderbird during his teenage years.

His interest in cars was put on hold until his three children were grown and out of the house and he and Sherry decided to buy a 1964 Corvette from their doctor. Sherry taught with his wife and she saw the car in the parking lot at school. They agreed on a price and the little red Corvette and all its paperwork changed owners in 1986. We still own our first Corvette and have driven it all over California, to Arizona, and also to Illinois and back to California.

After buying the 1964 coupe, many other Corvettes followed in quick succession: 1982, 1962, 1963, and 1957. What started as a hobby quickly grew into a business. C & S Corvette officially opened its doors in 1993 in Torrance and specialized in C1s and C2s Among the awards won by the cars restored by C & S Corvette Restorations are the Bloomington Gold award and the prestigious Duntov Mark of Excellence Award from the National Corvette Restorers Society (NCRS). Most cars were restored for local owners, some from other states. Many of the cars were shipped to collectors in Japan, and other cars were shipped from Japan to Torrance to be restored and then returned to Japan.

Profile Continued.....

Carlos said that he likes to drive the coupes better than the convertibles "because they have more room. When we travel, we like to take the coupes because we stop at a lot of antique stores and you can fill them up with a lot of stuff." That "stuff" includes a collection of Corvette toys and memorabilia including Jim Beam and Famous First decanters, vintage gas pumps, a 1964 Wurlitzer jukebox.

Currently the only C1 in the collection is a 1958. It was bought by the first owner as a graduation gift to himself when he graduated from the Naval Academy. When he was killed in Viet Nam, his sister, took over the car. She was our friend and we got the car from her. Over the years we have owned two1962 Corvettes, serial #s 808 and 505. We also did a complete body off restoration of a 1960 dual quad power window car which was taken to Japan.

To house all 10 Corvettes, the lifts, toys and other display items, Carlos had a 4300 square foot garage built. This past January, the building was invaded by a 1947 Ford deluxe Tudor hot rod. We like to host a lot of activities here and last summer we had over 50 Corvettes parked on our property for a BBQ. All years, all colors! What a beautiful sight!





The scenes inside the garage were taken when the Vivas's hosted a SoCalSACC BBQ while the Chapter was on a weekend tour.









If you have not had a chance to see the June 2010 Corvette Magazine, Carlos and Sherry Vivas have an article about their tribute to Corvettes. They plan events, share their garage for events, and plan numerous events for NCRS and Vapor Trail Vettes/NCCC members.



SoCalSACC Spring 2010 Tech Session

SoCal member Kent Browning, #118, was again our Host Location for the 2010 Spring Tech Session. The date was Saturday, April 17th. Chip Werstein, the SoCal Technical Coordinator selected 4 topics to be covered during the session.

Our lead-off speaker was Kent Browning providing the audience with an overview of his life progression and his association with cars. Kent also provided information on many of the cars in his collection which is housed at his on-site building.

Len Marino, #39C, spoke second about the after-market radio's which he sells for our C-1's. Then it was on to our catered lunch.

After lunch, Walden Dahl, #116, presented a description of the C-1 window washer system and the "good, the bad and the ugly" of such a system.

The last speaker was Larry Pearson, #5C, who described the electrical restoration of C-1 taillights and parking lights.

Attendance for this Tech Session was 75 people and many C-1's. The parking lot at Kent's facility was filled.



A nice participation of early C-1's showed. (far right) Tech Session Coordinator opens the session by introducing our first speaker, Kent







(Below left and center) Scenes of Kent Browning Collection (Below right) Kent relaxes with appropriate wall décor while speaking to the audience.





(LtoR) Sandy Mayer (rode with Bob Brown), with SoCal members Ed Daher and Randy

First Speaker, Kent Browning.

Kent is pictured to the right seated while discussing his background and car collection.

Kent's family has always revolved around cars beginning with Kent's father Dick (who passed away in 1991) becoming a employee at an Oldsmobile car dealership in the 1930's. In the early 1960's Kent's father was in partnership and shortly afterward purchased the dealership which became Browning Oldsmobile.

Kent attended Long Beach Poly and later USC where he admitted he was not a "shining" student. Kent is married and has 4 children. Kent, with the concurrence with his father Dick, purchased a dealership in the 1980's located in Cerritos. This current location in part of the Cerritos Auto Mall where Kent now is a dealer for Honda, Toyota and Nissan products. He also has dealerships in other cities around Southern California. As he was part of a Auto Dealers family, many of Kent's family participates managing his current dealerships. Kent's car collection began with a 1929 Oldsmobile (his first car) and has grown over the years. Oldsmobile's were a natural central theme of his collection until he admittedly was introduced to Jim Gessner and the Corvette world. Jim, who always is in touch with the "unique Corvettes" from the past deviated the Browning collection to a collection of very unique early Corvettes.



Pictured at the left is Kent's current project, an "air box" '57 racing Corvette. The chassis is in the final stages of completion featuring a 283" FI engine, big brakes, large fuel tank, and on and on. The body is currently being completed and detailed. The body color will be white as indicated by the "white" war paint painted on the front chassis cross-member.

More pictures of Kent's car collection can be seen on our Chapter's Web Site, www.socalsacc.com, C1 Technical, Tech Session Spring 2007.







Kent and his brother each have restored Amphi-Car's. Yes, they do float and operate.

Do You Want Some Good Sounds...And Still Look Like Your Radio Is Original?

SoCal member Len Marino, #39C, has a product which when installed appears like your original Wonderbar AM equipment but can play music from almost any type of electronic source. This radio is pictured below and comes in two designs: 1958 – 1960 and 1961 – 1962.

Len has published an ad in our SCOOP Newsletter now for several years advertising this equipment. Len can answer all your questions about electrical hookups and the Do's and Don'ts for these connections. Music sources vary from the standard AM, FM to ipod's, satellite radio, CD's and more. Many in the audience provided positive testimonials about personal use of this equipment.

CustomAudio, the company which has provided after-market audio equipment for many years which can be designed and installed into our classic cars. In the past however, viewing these aftermarket radio's, although they will fit into your car it is obvious it is an after-market. The latest radio's now strive to appear like the original and CustomAudio has succeeded in this task. Even slight changes in dial appearance has been altered to make this "original" appearance better.

Len, distributes this equipment for \$590, he is local and he is ready to assist. No, he won't stand on his head to install these, which as most car owners are aware, but he stands behind the equipment. At present, there is no radio available for '53 – '57 cars.



1958 - 1960





1961 & 1962

SoCal Member Len Marino

Your CO-ORDINATED Window WashersAn RPO to install, But Do They Really Work?

By Walden Dahl

Walden Dahl, SoCal member #116, took on a topic that most likely has frustrated many C-1 owners who have this equipment in their cars and want to make them operational, the simple Window Washer (?).

<u>A short Window Washer History (data taken from the Corvette Black Book)</u>: Early C-1's ('53 – '57) who have window washer equipment installed, know that there was an evolution from the early designs and the later design that was used on the '58 –'62. Early '53 cars (up to #175) used a foot-operated washer system. Later are vacuum operated. The '54 lists RPO 422A, a vacuum washer system operated by button on windshield wiper switch. The '55 RPO 422A lists a foot operated system found on the cars floor in conjunction with a Co-ordinator. The early systems used a glass jar to contain the washer cleaner. The '56 was an RPO 109, using a blue vinyl bag and I don't know what type a system was used. The '57 RPO 109, I assume was similar to the '56 system except for the liquid reservoir.

For the '58-'60 models the windshield washer system (RPO 109) was changed to "something better" and a Co-Ordinated system design integrated with the wiper motor and engine vacuum system. GM was successful but the test of time on the equipment resulted in a system which most likely currently doesn't work, or after you dump a bunch of money in parts (repairing or replacing) you might achieve something which will squirt water. This latter windshield washers system was optional on '58 – '60 cars but standard equipment on '61 and '62.

Most of the SoCal members live in CA and don't really see the need for an operational washer system, just that the components "appear" original, but Walden proceeded to provide his experience and suggestions. Walden does have a NCRS '59 car with an operational system, which he rarely drives and living in Victorville, rarely needs. Member Dwight McDonald drove his '61 to the Tech Session and, demonstrated to some doubting Thomas's, his cars window washers <u>do work</u>. During Walden's restoration on his '59, he proceeded to learn about how this system works and funded a equipment restorer to achieve a correctly operational system, but be prepared to spend around \$1K. Walden, and audience members, relayed that the primary single reliable source for this equipment restoration is Tom Maxwell of Capital Auto Restoration, 13 Bradenton Court, Gaithersburg, Maryland (301-948-9481). Some items in the washer system are available from Corvette suppliers but the critical items to make the system functional are usually not available. These Washer components can be found (swap meets, etc.) and must be deemed "restorable".

The Windshield Washer System Components: (See page 14)

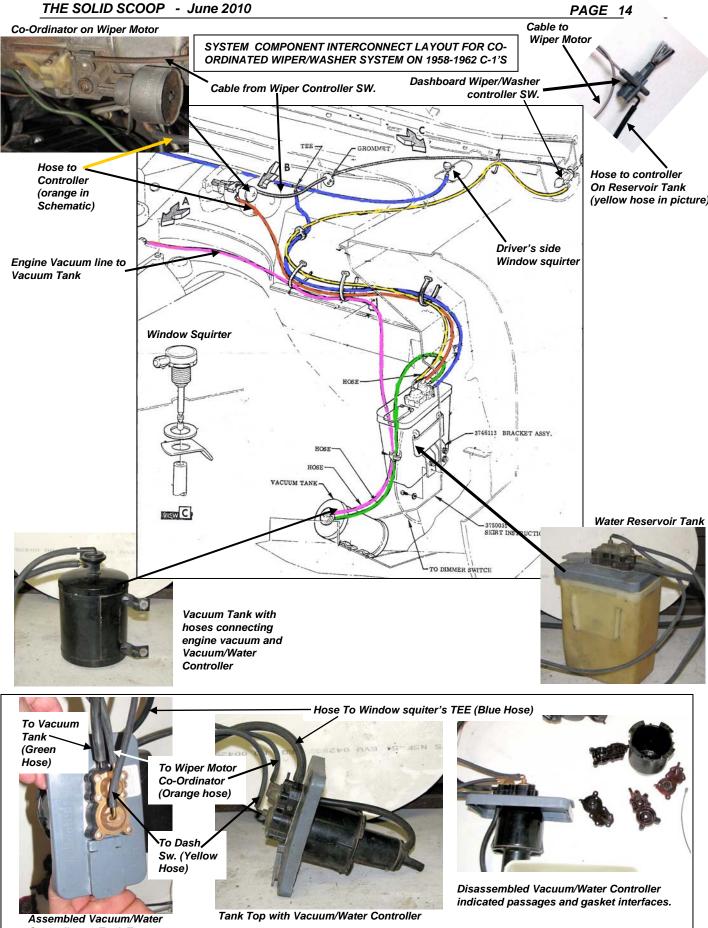
<u>The Washer Reservoir Tank with Vacuum/Water controller</u> (Picture Group A, page 14): This component is usually very obvious and is located on the inner fender shield, inside the engine compartment on the drivers side for carburetor cars and passenger side for FI cars. The tank on FI cars is near the Battery and uses a metal heat shield to prevent the exhaust manifold heat from melting the tank. In many cases the heat shield is missing and the heat does a melting job on the tank. The Vacuum/Water Controller is on lid of the water tank. This controller is "full" of passageways and critical gaskets. The controller assembly needs to be restored and is not available although some companies do offer restoration. Your current controller, or a item you "found" needs to be deemed restorable as it is a critical component for this system. In large print on the top lid is CO-ORDINATED WASHER with smaller print identifying the hose connections.

<u>The Vacuum Tank with internal valve</u>: The vacuum tank is simply a reservoir connected to the engine vacuum by a hose and another hose which goes to the Vacuum/Water Controller. The purpose of Reservoir Tank prevents any oil from the engine vacuum being sucked into the controller. The Vacuum Tank is located under the fender in the engine compartment. The tank is mounted on the side near the Water Tank and the location depends on if the car is a carburetor or FI car (driver or passenger).

<u>Windshield Washer/Wiper Control Switch</u> This control is the item you see on the dash board, marked wiper. The switch has a spring loaded button extending away from the center of the wiper switch and pushing the button activates the washer controller and turns on the wipers. This is another critical item which is not available but can be restored by Tom Maxwell.

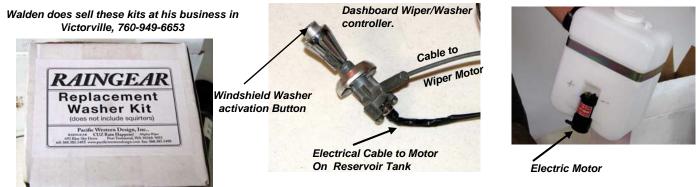
<u>Windshield Washer units</u>: These items are the two window washers, "squirters", which eject the water on the windshield.

A Winshield Washer Schematic layout is shown on the next page, illustrating (in color) the location for the several vacuum or water lines. The locations shown are for a carburetor car. As stated above, the primary difference on FI cars is the Vacuum Tank and Water Reservoir are on the passenger side of the car. Also, on FI cars the Reservoir Tank Lid is reversed so the rubber hoses extend toward the outside of the car to avoid exhaust manifold heat. The mounting bracket for the Tank is also different on FI cars and is not reproduced as it is for carburetor cars. Additionally, a heat shield is located on FI cars.

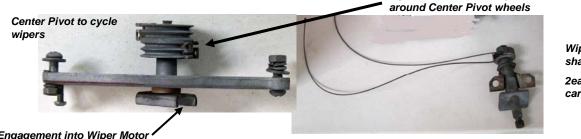


Controller on Tank Top PICTURE GROUP A: WATER TANK RESERVOIR (LID ONLY) WITH VACUUM CONTROLLER

After a description of the original CO-ORDINATED washer system, Walden then "suggested" an alternative system for those that want an operational washer system for their C-1 Driver. Below is a replacement washer kit from Raingear. This kit is interchangeable with your original system but operationally uses an electrical motor seen in the picture below. It is stated on the outside of the box, "the kit does not include squirter's".



Additional original wiper equipment was addressed by Walden at the end of his presentation. The Center Pivot mechanism which engages the wiper motor for rotary motion and the two Wiper Shafts containing cables that wrap around Center Pivot pulleys. Walden touched on the do's and don'ts of the components operation and repair. Wiper Shaft Cables wrap

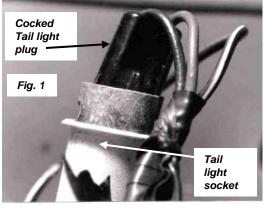


Wiper shafts 2ea. on a car.

Engagement into Wiper Motor

TAIL LIGHT ELECTRICAL REPAIR 1953 – 1962 Corvettes......BY LARRY PEARSON

Problem: Tail light plug doesn't stay in contact with bulb contacts. Problem is most likely broken locating pins on connector.

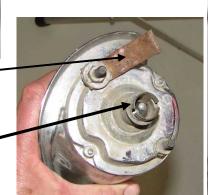


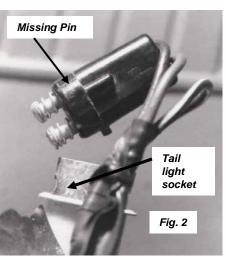
Tail Light Ground Strap

Tail Light plug inserts into a bulb socket on rear of tail light with 2 slots. Plug inserted must have 2 pins to keep plug and contacts in correct contact. If one pin is missing, you can get condition in Fig. 1.

Figure 1: "Cocked" tail light plug due to broken pin on left side. This may result in a blown fuse if contact grounds out to the socket housing. Sometimes both pins are broke.

> Figure 2: Note missing pin on left side of plug. This probably was causing the "cocking" of the plug when installed.





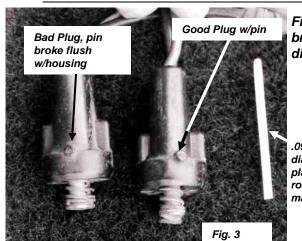
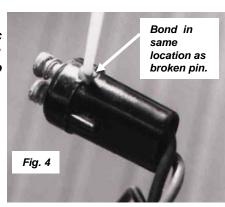


Figure 3: Right plug has pin: Left plug pin is broken off flush with plug housing. .090 in. dia plastic repair rod on right side.

.090 diameter plastic rod material Figure 4: Plastic repair rod being J-B welded onto "Bad" plug housing.



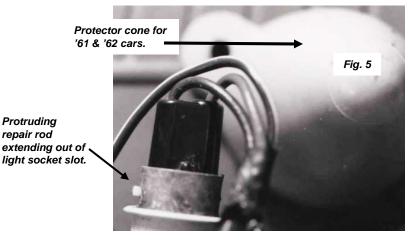
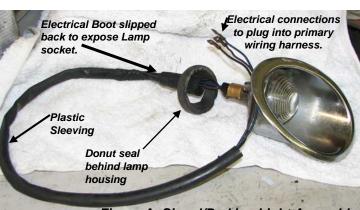


Figure 5: Repaired tail light plug in place, note bonded repair rod protruding on left side.

1961 & 1962 Cars should use the protector cone shown in the background. These cones are available in reproduction.

1958 – 1962 FRONT PARKING LIGHT ELECTRICAL SOCKET REPAIRBY LARRY PEARSON and Waldon Dahl w/photography by Jim Lundal



Larry continued his Tech Talk switching from Tail Lights to the front Signal/Parking Lights. Figure A shows an original Signal/Parking Light Assembly. The electrical boot in the Figure A is slipped back to expose the Lamp socket.

A fairly "common" problem experienced with these original Light Assembly's is intermittent operation of either the parking, turn-signal light, or both. A double filament lamp is used with separate filaments for Signal and Parking illumination. Intermittent bulb illumination can be caused by corrosion inside the bulb sockets. These lamps are installed on the low side of the car and in many instances water will travel down the plastic sleeving and into the rear of

Figure A: Signal/Parking Light Assembly the lamp socket causing corrosion.

Corrosion inside the lamp socket can affect the bulb contacts, the tension springs needed to make bulb contact, or corrosion inside the bulb base socket. If the bulb base does not make good contact inside the socket (ground), this will break the circuit and the lamp filaments will not operate.

Depending on the extent of corrosion, usually two alternatives are available to repair these Signal/Parking Lights. The quickest (and most expensive) is to order new assemblies at approximately \$100 for each assembly, or, a second method, remove the Light Assembly and repair the electrical socket. The repair kit cost is about \$4 per assembly.

Replacement socket hardware is available at your local auto parts store. This hardware is seen in Fig. H on page 18 (Dorman Product #85860). The purchased packet contains a "double pigtail contact" bulb socket with 2 short black wires. The repair will use the components inside the new bulb socket. The repair does retain the existing bulb socket currently installed in your original Signal/Parking Light. Figure B illustrates the detail configuration for an original Light Assembly.

Sliding the Electrical Boot back exposes the exterior Lamp Socket (Fig B). If necessary, use a hair dryer to heat and soften the plastic boot to avoid ripping prior to sliding it away from the lamp housing. As explained above, the intent is to keep the original socket attached to the reflector. If this socket is unusable it might be better to look for another Light Assembly. These sockets are installed by a process which does not allow changing. Review the pictures in Figure B and note wire color, wire placement, ground wire attachment and the black plastic housing orientation with respect to lamp socket slots for bulb pins. As noted earlier, the bulb (Figure C) has two filaments and there is only a single orientation for acceptable operation, i.e., the blue and violet wire must connect with the proper bulb filament otherwise brightness levels of Signal or Parking lights will not be correct.

will not be correct. Figure B: Rear Socket of an Original Signal/Parking Lamp Assy. Plastic housing containing Another View of bulb socket, sleeved springs for pushing NOTE: WIRE POSITIONS AND SOCKET PIN LOCATIONS. rotated 180 degrees wire contacts against bulb Indentation Bulb Socket, from previous picture. contacts. THIS IS THE PART w/second Do not remove **TO BE REPLACED!** indentation on from Assembly far side. Elec. Boot long depth slot/indentation for bulb Black Ground wire Short depth indent. Note wires and pins. Note orientation soldered to outer orientation of black plastic base. with colored wires and socket surface. around wire. Figure F Light Assembly Disassembled

> Bulb contact wires pushed through socket from rear, Remove contacts with wire cutter, but SAVE THEM.



Remove bulb contact and using 1/16" drill bit clean the wire hole in original contact. These will reused.

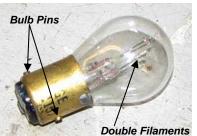
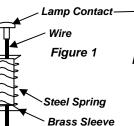


Figure C: Signal/Parking Light Bulb

Figure D



The series of photos and illustrations on page 17 indicate how the wires poke up from the back to be exposed inside the Light. Each wire has a contact which must be removed using a wire cutter. Save the original contacts to be reused. The Black plastic assembly on the rear of the socket must also be removed. Figure B shows one of two indentations which secures the plastic assembly to the base of the bulb socket. Carefully with a small drill bit remove the metal at each indentation. The plastic assembly will slide forward out of the bulb socket.

Slide the black plastic housing out over the blue and violet wires. A new black plastic assembly with new springs and sleeves will be installed.

Electrical Repair Assembly Procedure

• While the components are disassembled, clean the internal surface of the bulb socket of all dirt and corrosion.

• Prepare the removed original contacts by drilling out the contact holes in the bottom (see drawing Fig E). A small drill bit will assist this effort.

• Remove the purchased lamp socket repair kit from the package. Push the wires out through the socket and remove these wires (Figure H). Slip off the black plastic retainer with the sleeves and springs intact.

• DURING REASSEMBLY, OF NEW PLASTIC RETAINER INTO ORIGINAL SIGNAL/PARKING LIGHT, IT IS VERY IMPORTANT TO KEEP THE PARTS INSTALLATION AS THEY WERE ASSEMBLED IN THE PICTURES (FIGURE B) SHOWN ON THE PREVIOUS PAGES.

• Pull the blue and violet wires through the original lamp socket. Pull the blue and violet wires through the NEW black plastic component. Install and solder the "cleaned up" contacts from the original Light Assembly on the blue and violet wire ends.

Insert the black plastic retainer into the original lamp socket.

• Verify the orientation of the wires with the bulb pin indentation slots noted in the pictures of Figure B. <u>DO THIS BEFORE COMPLETING THIS PROCEDURE</u>.

• Carefully with a center punch indent the lamp socket into place to secure the black plastic into the bulb socket.

• Test the repaired lamp housing in the car. If it works properly, use caulking to seal the open end of the plastic sleeving over the wires to keep moisture from getting back into the socket.

•Reassemble and install the Signal/Parking Light Assembly with the parts indicated in Figure D.



Butchered Light Repair, Note no Black Plastic insert w/springs.

More on Electrical Repair to Signal/Parking Lights

Larry Pearson did the Signal/Parking Light Electrical repair procedure Tech Talk at our latest session. After the session, a previous speaker, member Walden Dahl offered a similar/alternative approach and Larry wanted Walden's addition to added as it did produced a more "general" approach described earlier in this SCOOP.

Continuing on to this SCOOP write up, Editor Jim Lundal received 2 old original Light Assemblies from member Wally Carroll, #6C, who replaced his Lights with new units several years ago. One of Wally's assemblies was original and pictured in Figure B. After doing the article the Editor decided to rebuild Wally's 2nd Light which had been butchered. Since the Editor purchased the replacement hardware for this article, this will become a future project and the results included in "C1 Technical" in our Chapter's Web Site (www.socalsacc.com). A pictured "butchered" assembly appears to the left (Notice, no black plastic assembly) at all.

<u>Editor's Note:</u> Good information and great collaboration from members to develop this repair.

Thanks to Larry Pearson and Walden...... Jim Lundal



hardware



Component to be used In Light Assembly Repair



THE SOLID SCOOP - June 2010

Other SoCal SACC Happenings! Randy Solle Spots a 2nd Owner '60



I was at Plastic today, and I was talking with a man that has a '60 Corvette that he bought from the original owners daughter, and has 22000 on it. It seems to be a pretty much original car, but he was asking me if I had any idea what the following item was on it (see right picture).

The unit is mounted to the top of the sediment bowl, and has a rubber hose that goes to the vacuum port on the back

of the carburetor. If you have not seen one of these, I thought perhaps one of our readers may know what it is. The owner did a search on the internet, and all he came up with was some kind of unit to improve fuel usage on lawn mowers.

The gentleman bought the car in Texas 10 years ago, and it had 15,000 miles on it then. He has the original paper work for the car from the Dealership in Texas, and just enjoys driving it occasionally. Some things have been replaced over time on the engine, such as the water pump, but for the most part it is still original. At some point they also had put a Toneau Cover on it, which he still has. The cover is black with red trim, talk about color clash. Luckily they put most of the studs for the cover in the dash pad, rather than in the trim or something solid and harder to fix. The soft top, which he never puts up, is still in the car, also very pliable. It's amazing how much better it folds down into the well, than my new one.

The car is Sateen Silver with white coves, and has the optional Blue/Gray interior. It's the base 230 horse single 4 barrel engine with a 4 speed.

I looked at the serial number, but I don't remember it other than it was in the 2000's, and I believe it was built in February, 1960.

The cars owner has joined SoCalSACC, Eric Munson, #189, and lives in San Diego.

Feedback on FI Article in March SCOOP

<u>Editor:</u> I "copied" an article on '57 FI's in the March SCOOP and received the following feedback from one of our new members, Tom Parsons (#183), in OK. I believe I received the article from member Joe LaGreca and it was copied out of a magazine from the '58 era. Gentlemen,

I really don't like to point out errors or tell people they are wrong, unless it is REALLY an issue.

BUUUUUUUUT, on pg15 of the Mar SCOOP newsletter, there is an error in the FI article which appears to be quoted from Mike Antonick's Black Book.

In the last paragraph of the right column, it is stated that the FI option for Corvettes didn't became available until Apr 57. Wrong. Fuel Injection for the CORVETTE was a factory installed option on late Oct, early Nov 56 produced 57 Vettes, and this is well documented (of course, you all know that). ALL of those units were (701)4360 units. BUUUUUUUUUUUUU, for the Chevrolet PASSENGER cars, FI DID NOT become available until approximately the 1st of Apr 57. And those were 4520 units. The 4800 and 4960 units came along later in 57 production. Some of you probably have purchased (and if you haven't, and if you're an FI fan, you should purchase) Ken Kayser's new FI book. Not only does his book have LOTS of information about FI and its origins, but it is FULL of virtually undisputable documentation (which I'm sure throws several FI "expert gurus" on their ears------I LOVE IT!!!). The best part about Ken's book, is that he has been a long time GM employ who had access to all of the documentation. Makes it tough for anyone to dispute his information! Anyway, I just wanted to mention that FI WAS A FACTORY installed option on Oct-Nov (56 built) 57 Vettes, and

Anyway, I just wanted to mention that FI WAS A FACTORY installed option on Oct-Nov (56 built) 57 Vettes NOT until Apr 57.

It is absolutely true (and Ken really avoids any conflicting comments) that FI did in fact get installed on SOME 57 pass cars prior to the Apr 57 availability of FI on pass cars, BUT MOST PROBABLY those were engineering test, special, prototype, pre-production, etc, etc, type pass cars, such as the infamous Black Widow cars that made their way through SEDCO.

Tom Parsons

Further Garage Snooping in the Cromer Garage!



Mike & Sandy Cromer, SoCal SACC member #165, own the '55 on the front and rear cover of this June SCOOP. Their home is in Downey, CA and upon further snooping around the property I found several other cars in the garage and under tarps. Mike does all his own restoration work, painting and mechanical. However, he did relinquish the '55 convertible top to John Kennedy, a renowned top creator and installer on early Corvettes.

The 1955 Cover car was a ground up task and is #422 (May '55) out of a total number of 700 Corvettes produced in 1955. Being a later '55, the car has a 3-spd transmission which began about mid-year. Prior cars were equipped with the Powerglide transmission. The color combination (option 632) indicates only 120 units were produced and only 75 (out of total production) were 3-spd transmissions.

The green top was done by John Kennedy who came to the house (from Utah) to install the soft-top. John was a Tech Session speaker at the 2005 SACC Convention in Truckee, CA. At the time he said, "you bring the car to me or me to the car".

Mike is a machinist for the past 28 years and is about to "hang it up" soon. After all more time is needed on his toy-work.

Mike also has a '58 which he purchased as a parts car in Tehachapi, CA and is about to complete it after a ground up restoration. This was a original Fuelie and it will be a beauty when it hits the road.

Other cars on the property were a '54 Pennant Blue, Corvette Copper '55 and a mid-year coupe belonging to Sandy. Scanning around the garage the usual Corvette stuff is seen which were good buys when found. For instance a complete '56 engine and many engine parts. Who knows, maybe a '56 will appear on the scene sometime.

1962 Owners Dealer Delivery Inspection Doc's

For all you '62 owners in the group who aren't NCRS members, an item of interest that was advertised in the latest NCRS DRIVELINE. One of our NCRS members recently obtained a group of dealer delivery records for a number of '62 Corvettes. This dealer delivery inspection document will tell you the original owner and many of the important codes for your car as it was delivered including engine number, car color, key codes, trans id, rear id, etc. For anyone trying to trace the history of their car this will give you the starting point of the original person it was delivered to. Just FYI....all these cars were delivered to the same south FLORIDA dealership. My car IS one of them and it currently resides in PA and I obtained the car from a friend in NJ.

5483,6373,7690,6804,6807,6809,6912,6915,6949,7009,7063,7361,7413,7434,9598,9847,10031,10456,10524,11290, 11488,11524,12201,12423,12560,13173,13180.

If your car is one of these and you are interested contact me off list and I'll give you the contact information. Asking price is \$40 according to the NCRS Driveline Ad. Hal Emrich hemrich@att.net

1956 License Plates: Slots or No Slots!

Dwight McDonald, SoCal SACC member #61, submitted an article identifying the "correct" plate number with the correct era car. This article is on the Chapter Web Site at C1 Technical/Tech Topics/1956 CA License. The 1956 CA License Plate began its issue in the Fall 1955 and ended in the Spring of 1962. This was the first year CA began using the same plate for several years, each year sending out a new sticker. In the Fall of 1962 a new plate (black with yellow letters) was issued and remained for several more years.

Recently while on a weekend car tour to San Diego Co., members John Costales and Jim Lundal noticed that some of the 1956 License Plates had mounting slots at the location of the embossed 56 date. Actually John C. brought the subject up and asked Jim, why? One would think that this subject was small but after reviewing a good population of cars in a museum tour the issue of "slots or no slots" became a Question, Why? John Costales runs a no-slot plate and Jim Lundal runs a slotted plate.

When we have a question of this level, why not go to the TOP and ask Dwight? Dwight also has an closet "expert", someone who worked with DMV and the prison system during this era. Dwight's response is documented below.

"The answer to your question is simple, and you will understand when I explain. In 1955, the State, in compliance of Federal Regulations for standardization of vehicle license plates (size only), set up the stamping of new plates using the old system, but with a smaller format for the new license plates. Prior to the 1956 plates, the year tab was mailed (or picked up at DMV) and the metal insert was attached to the plate. When the State started stamping out the new blanks with the slots punched into the metal blanks, the intent was to continue using the metal year tabs, but due to theft of the tabs, and the cost in producing and mailing the metal tab, the State went to the year sticker.

It saved money in producing, and mailing. There is no record of how many blanks were stamped out, but blanks were packaged for plate making, and sent out to the Department of Prisons for Letters & Numbers application. In 1962 the State was changing the plates color and numbering format, and since the year tab was a sticker, and in preparation for future changes to the now U.S. Standard License Plate, the slot was no longer necessary, and was eliminated."

Dwight McDonald

Our next question is pictured in the corner of the page. It is a 1956 Oldsmobile insignia at the Deer Park Museum. The question is why is North & South America in the insignia. Most viewing the insignia thought only North America was shown. This would be a possible question for member Kent Browning.

C-1 Member Classified Ads

<u>For sale</u> very early 1963 IF unit (7017375) with distributor (11/62) and manifold; needs rebuild - \$5,300.00. Darold M. Shirwo, dshirwo@aol.com, (310) 278-2000.

For sale 1958 Blue Steering Wheel \$350.00 Dick Block 818-716-1585 Weekdays

<u>Wanted</u>: Left rear bumper for 1961 or 62 suitable for replating. Will both if you don't want to separate a pair. Mike McCloskey Member #12C e-mail: clutchmccloskey@yahoo.com or call 661-257-4330

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

<u>**TRADE</u>**: I would like to trade my Black '61 Stock Steering Wheel for a Red '61 Stock Steering Wheel. My wheel is a Corvette Central Repop in excellent condition. Would like to trade for same. Evan Williams - 818 640-6319.</u>

For sale 1962 Corvette for sale. Totally restored, 42 miles on the odometer, both tops, red with black interior and 300hp. His contact is: Lee Mannheimer 805-490-0621. Price is subject to negotiation.





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<u>Car Appraisal Service</u> Per-Purchase Inspections Stated Value Insurance Appraisals Resolve Insurance Disputes Diminished Value Appraisals	Robert Petricca #80	(888) 314-3366, (818) 992- 7219, rpetricca@socal.rr.com www.caldreamcars.net	20% discount for all SoCal SACC members. Credit Cards accepted. Recognized by Ins. Co., Lending Co., IRS.
American Motoring Memories C-1 Corvette Repairs	Jeff Reade #33C	11375 Playa St., Culver City, (310) 397-3800 FAX (310) 397-6969	All type repairs, Total & Partial Restoration, Engine Overhaul, Consulting, Sales & Service
Corvette Frame Straightening Corvette Restoration 1953 – 1962 Specialist	Walden Dahl #116	(760) 949-6653 Victorville	Chassis straightening for C1's. We have the attachments to correct any frame problems.
Corvette Mike	Mike Vietro #60	1133 N. Tustin Av, Anaheim, (714) 630-0700 www/Corvettemike.com	We sell the best And service the rest!
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PAGE 23

USE THIS FORM TO MAIL IN YOUR NATIONAL SACC & SO CAL SACC CHAPTER DUES! Welcome to the So Cal SACC (Solid Axle Corvette Club)

So Cal SACC Chapter & National Membership Application for 2010

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 # _____

<u>For membership Renewal:</u> Fill out only information that has <u>changed</u> from last year. If you have no changes<u>please just enclose a check!</u>

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: _____

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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	e following club events:			
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Overnight Driving Tours	Newsletter Contributions			
Tours to Museums	Tour/Event Planning			
Tours to Shops	Other			
My liability insurance company on my Cor	vettes is;			
Liability insurance policy #				

