

# *The Solid Scoop*

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



## *June 2011*

Vol. 7 Number 2

*“Look Us Over at”* [www.socalsacc.com](http://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](http://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](http://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.

**SCOOP COVER CARS: Cars from the Borrego Flower Tour at the Anza-Borrego State Park Visitor Center in Borrego Springs, CA. Missing was Bob Brown's '59 as he drove home on the previous day.**

**Also visit the SACC National Web Site at:  
[www.solidaxle.org](http://www.solidaxle.org)**

**Solid Axle Corvette Club  
Southern California Chapter Board  
2011 Club Officers**

**CHAPTER VOTING BOARD OFFICES**

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<b>Interior</b>	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net



## The SoCal SACC Chapter Welcomes our Newest Members!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C-1 Year</u>
197	Joe Fekete	Victorville	58
198	Scott & Marilyn Davis	Apple Valley	55, 59
199	Michael Klasma	San Dimas	58, 59

## 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.

Event Progress Bulletins are issued between SCOOP Newsletters (J. Lundal) on Event progress or changes. The Bulletins will be emailed.

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

Usually Event flyers are included in a SCOOP issue. If you don't see a flyer go to [www.socalsacc.com](http://www.socalsacc.com) and see Event flyers.

**Ronald Reagan Ranch Tour:** This popular tour scheduled for June 11 was canceled when the new Ranch Director made a decision not to permit drivers from going up to the property. Also weekend tours were discontinued. Future tours will be held on weekends and visitors will board minibuses in Santa Barbara and travel to the Ranch. This decision pretty much UNDOED all the coordinator Mike Gibbons had organized so the tour was canceled. Thanks Mike!

### 2011 SoCal SACC Chapter Planned Events

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Coordinator</u>
June 11	* Reagan Ranch Tour <b>Tour Canceled!!!!!!</b>	<b>Tour Canceled!!!!!!</b>	Gibbons
Sat., July 23	* Mullin Auto Museum, Lunch at Camarillo Airport	Oxnard	Barry Charles
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 ?

### 2012 Events

Jan 15 – 17	2012 National Convention	Fountain Hills, AZ	AZ SACC Chapter
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**BACK COVER CARS:** TOP: Tony & Vicky Siragusa's 1962 Vette. Picture taken at 2011 Plastic Fantastic in San Diego. BOTTOM: Bob Crane's 1957 Vette. Picture taken at 2011 Spring Tech Session.

## Tour to Mullin Auto Museum in Oxnard, Lunch and Visit the WWII Aircraft Museum in Camarillo.

**Saturday, July 23<sup>rd</sup>, 2011.**

**Oxnard/Camarillo, CA**



**Tour Details:** Meeting at 9AM at Mullin Museum: (Was formally known as the Otis Chandler Museum)

- West on 101 through Camarillo to ROSE Ave. in Oxnard, CA.
- Exit and go left (south) on Rose 2.5 miles to Emerson.
- Then go right (west) about 3 blocks on right. Look for a lot of cars in the parking lot.
- Tour the museum of very high class foreign cars from the Art Deco period. Cost: \$10 or \$7 Seniors

**Lunch Tour Details:** Drive to Camarillo Airport for Lunch, Maps provided at Museum.

- Way Point Café located at Camarillo Airport.
- Lunch Cost: Paid individually on your own.

**Optional Tour:** WWII Commemorative Aircraft Museum nearby to the Café.

- Drive to the Museum from the Café (Instructions provided). Museum features Aircraft and Memorabilia.
- Cost: The suggested donation is \$7 per adult and we are working to have a "Photo Shoot" on the ramp with our cars in front of the museum with WWII A/C .

**Please RSVP to Barry Charles at 818-377-330 or [bc@cbc\\_cpa.com](mailto:bc@cbc_cpa.com) if you're attending!**



**John Costales,**  
**(805) 642-3662**  
**[Costales@west.net](mailto:Costales@west.net)**

## Paradise Cove!

**Saturday August 13<sup>th</sup>, 2011 9:30 AM**

### **Tour Details:**

- Tour to Paradise Cove and Lunch 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 head count on this. If you plan to attend or have any questions please contact John Costales.

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 Corvette's at Paradise Cove!**

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

## **“OFFICIAL” SOCAL SACC CHAPTER APPAREL!**



**FRONT CHEST**



**CENTER BACK**



**RIGHT SLEEVE**



### **Order Instructions are Below!**

**\$15/ea for any Item!**

**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: \_\_\_\_\_**





# 2012 SACC National Convention January 15-17 Fountain Hills, AZ

The Arizona Chapter SACC invites you to sunny Arizona for the 2012 Solid Axle Corvette Club National Convention in Fountain Hills. The highlight of being in the Phoenix area this time of year, aside from the 66 degree average temperature, will be the 41st Annual Barrett-Jackson Collector Car Auction in Scottsdale, AZ. We have planned our event to coincide with the start of the auction, meaning you can maximize your convention & vacation travel dollars. Come early and stay late to take in all that Arizona, the greater Phoenix Area, and the auction have to offer.



The Holiday Inn & Resort in Fountain Hills will be our host hotel. It is an intimate hotel located in the heart of Fountain Hills, and just across from the famous Fountain Hill fountain. The fountain was built in 1970 by Robert P. McCulloch (also constructed the London Bridge in Lake Havasu City), and for a decade was the world's tallest Fountain (it is now 4th tallest). Fountain Hills neighbors the Fort McDowell Yavapai Nation, Salt River Pima-

Maricopa Indian Community and Scottsdale, AZ.

There is much to do in and around Fountain Hills, which has several golf courses and the Fort McDowell Casino is right around the corner for when you are "feeling lucky." Downtown Scottsdale is home to lots of shopping and fine dining, and of course the Barrett-Jackson Auction.

If you want to extend your stay but not interested in the auction, then across Arizona and within a day driving distance there is Flagstaff (skiing), the Grand Canyon, Sedona (shopping, sight seeing), Benson (Kartchner Caverns), and of course downtown Phoenix (golfing, shows, sporting events).



Now for the 2012 Convention. Arrival day is Sunday, January 15th. For those who arrive early, you are welcome to join us at CRUIZ'n @ PHIL's, a local car show just down the road from the hotel at Phil's Filling Station Grill (starts at 1pm). At 6pm that evening will be our opening reception at the host hotel. Depending on weather conditions we hope to be outside enjoying the sights of the fountain. On Monday there will be road tour out to Tortilla Flats, where along the way you will enjoy some great desert

landscapes. That evening, you are free to spend some time on your own or with other SACC members taking in a dining and/or local event experience. Tuesday morning we'll have a series of technical sessions, and during the afternoon will be the annual business meeting, and in the evening we'll have our closing SACC Reception & Banquet.



The host hotel rate will be \$159 (plus tax), and will include breakfast each morning. This is a great rate for hotels around the area during the time of the auction. Full details regarding registration and the hotel will become available by April, 2011. For general questions regarding the SACC 2012 National Convention, please contact John Randolph at [lcuisse64@aol.com](mailto:lcuisse64@aol.com), or Garry Mion at [gmofaz@cox.net](mailto:gmofaz@cox.net).

**Mark your calendar now, and see you in Arizona come January 15, 2012**



## BORREGO SPRINGS – DESERT FLOWER RUN

Randy & Diane Solle organized a Spring Run to the Desert to view the Springtime Flowers. Although the California climate this year did not cooperate (temperature & rain) the Run was a super-success for the participants. With a participation of 20 members and 12 cars a great time was had during the 2-day event. Several participants stayed the Friday night before beginning the tour in Temecula because of their long driving distance to begin the tour on Saturday morning.

The weather was somewhat marginal on Friday with showers traveling over the area but over the whole weekend showers were around on the west side of the mountains bordering the Borrego Desert. When you drive a C1, you must travel with the weather whether sunny, hot or wet.



The pre-run dinner on Friday Night.



Larry Pearson arrives at our starting time of 10AM. Randy Solle receives Larry's insurance waiver.....and we are off driving.



A somewhat chilly send off in Temecula at 10AM



Our first stop after leaving Temecula was an overlook above Palm Desert. Note the snow on the mountains in the background. However, temperatures were warming as we descended into Palm Desert. Randy & Diane Solle are seen kneeling in front of the group. The Solle's coats are heavier because they run with their top DOWN.



Left., First time out touring are members Bill & Teri Kupper, #10C, in their '56 Vette.

Driving through Palm Desert.



Arriving at Palm Canyon Resort in Borrego Springs.



Sunday Morning Departure







Saturday Evening arrival festivities in Borrego began with a visit to a restored mid-century Motel, The Palms at Indian Head. Sitting out enjoying the relaxation, joking and camaraderie. The right picture shows Jim Lundal displaying his broken water glass (water glass with a stem?) which was accidentally dropped.



Sunday morning after departing the Palm Canyon Resort a stop was made at the Anza-Borrego Desert State Park.

This State Park is located just outside of Borrego Springs and provides much history of the desert, Salton Sea, the plants and a great video on the year long changes experienced in the local desert.

Our Chapter's Dental Doctor simulating a local creature.



Driving up the long hill west of Borrego. Note the clouds on the west side and we did hit a shower or two. After reaching the hill top, many put coats back on and some put tops up.

The scenery was awesome!

**Thank You Randy & Diane Solle  
for Another Great Weekend Tour!**



## Paramount Race Track and Paramount Ranch

*This tour had a limited amount of entries and it filled up fast. Entrants were required to drive a C1 but each car could carry a passenger. So Cal SACC Chapter member Evan Williams, #107, coordinated the tour with the Park service. The Tour was held on Saturday, May 21<sup>st</sup> and the Raceway is located near Agoura, CA. The following was submitted by Evan Williams.*

*On May 21, 2011 over fifty members and guests of the Southern California Chapter of the Solid Axle Corvette Club attended a tour of the old Paramount Race Track located at the Paramount Ranch in Agoura, California. The track was in operation for only two years in 1956 and 1957 and hosted five sports car races and two USAC stock car races.*

*We met at World Class Motoring who graciously hosted our members for Coffee and Tire Kicking at 9am. All attendees received a vintage style Dash Plaque featuring a 1957 Corvette Race Car. Over 50 members and guests attended driving 29 Solid Axle Corvettes to the event. We returned to World Class Motoring following the tour for lunch by Tacos Zefe and finished the day with a drive on Mulholland and on to Pacific Coast Highway.*

*Paramount Ranch, although originally owned and operated by Paramount Studios and used for movie filming, is currently owned and operated by the United States Park Services and the tour was hosted by U.S. Park Ranger Tom Young. The first part of our tour was a classroom session presentation. Ranger Young gave a fantastic presentation on the history of Paramount Ranch and the Paramount Race Track. In addition to viewing clips of some of the more than 50 movies filmed at the ranch (and on the track) our members then had the privilege of actually driving their C1 Corvettes on what remains of the original raceway.*

*The race track was actually designed and built by legendary driver Ken Miles. The track was narrow and demanding and featured an over and under bridge that was extremely challenging for the drivers. Drivers that raced at Paramount included Ken Miles, Dan Gurney and Richie Ginther just to name a few. Andy Porterfield raced the highly successful #283 Corvette sponsored by Harry Mann Chevrolet.*

*Today only portions of the track remain and are a mixture of the old original concrete and dirt. Although the original over and under bridge is still there and functional, the "under" portion of the track is washed out and not useable.*

*Following the classroom presentation and video portion of the tour we were guided onto the track driving our Corvettes. We slowly drove over a narrow bridge into the old Paramount Western Town movie set that is still used today. It was quite a site to see 30 vintage Vettes driving down an old western street past the Sheriffs Office, Saloon and Jail. As you can see in the photos Bruce Furhman got thrown in the hoosegow for speeding.*

*We slowly drove over the remaining portions of the race track stopping at Turn 1 and Turn 6 for presentations and pictures. We also got to drive over the over and under the bridge. Ranger Young's presentation included the history of the serious and sometime fatal accidents that occurred at the track. It was these incidents that eventually brought a close to racing at Paramount Ranch following the 1957 season."*



*World Class Motoring in Agoura were our morning coffee and afternoon lunch hosts.*



*Morning arrival at World Class Motoring.*



*Evan Williams & Chip Werstein sporting their Harry Mann T's signed people in as they arrived.*



*(right)  
Caravaning to  
Paramount  
Ranch  
Location*







Approaching over/under bridge from bottom.



Approaching over/under bridge over top.



Entering Turn 1



Turn 2 & 3



Max Balchowsky in the famous "Old Yaller" leading Ken Miles in a Porsche Cooper during a 1956 race. Miles went on to win the race.

(Photo supplied by Evan Williams from book "Paramount Ranch Remembered" by Art Evans.)



Turn 7



Banked portion of Turn 7







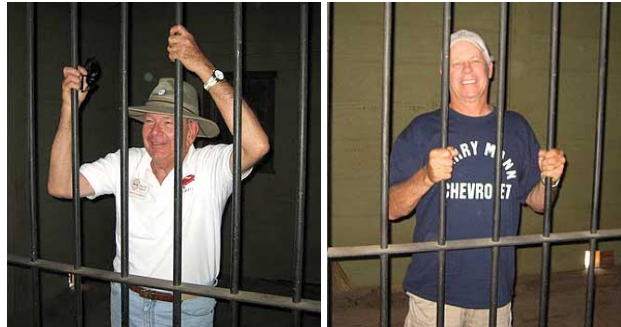
A group gets together at the Western Village.



Chapter President Phil Roche presents a Thank You Plaque to J.S. Park Rangers Tom Young and Eddie. A Thank You Plaque was also presented to our hosts at World Class Motoring.



Western Town Walking Tour.



Bruce Fuhrman and Evan Williams, scoff laws in the Old Western Town Jail.





# SoCalSACC Member Profile

## Bob & Liz Brown, #37C

*I was another Corvette wannabe from the moment I sneaked behind the curtain of an Indianapolis Chevrolet dealer's showroom and saw a beautiful 1956 Copper roadster prior to its official debut for the '56 model year. However, finishing high school in southern Indiana, 4 years at Purdue U., a 20+ year career as a Naval Officer and marriage to Liz, my high school sweetheart, put a hold on any dreams of owning a Corvette.*

*Not too long after retiring from the Navy, Liz & I stopped by to look at a local car show, and Liz said, "When are you going to get that Corvette you've always wanted? You aren't getting any younger you know". Lordy, I love that girl! That started a long search and in 1989 buying a 1959 all white roadster, serial # J59S100048 from a 75 year old lady in south San Diego who had owned it for 31 ½ years. The next ten years were spent doing a complete body off restoration and the all white, red interior roadster's first trip was to take the now 85 year old lady to lunch in her new 1959 Corvette. She loved it and has remained a friend all these years.*



*The first photo (right) is of the "little ol lady from Pasadena" going to lunch in the restored 59 in early 2000. She has a million stories, many of them about her little white Corvette of course, and many interesting anecdotes about her late husband who worked with Oppenheimer on the Manhattan Project during WW II."*



*In the spring of 2002 Liz & I drove our restored 245hp, 4 speed T-10 59 to Laughlin, NV for the NCRS Western Regional meet and were lucky enough to drive home with the coveted Top Flight award. The trip to Laughlin was meant to be just a shake down cruise for a major trip later that summer. The car had been selected by the NCM to represent the 59 MY in the Historic Motorama that was being held to celebrate the Corvette's 50th Anniversary. I drove the 59 to Chicago via The Mother Road/ old Route 66 and that is one of the most fun things you can do in an old Corvette with your clothes on. From there it was on to Flint, MI to meet up with the other 49 Corvette participants and we all parked on the roof of the factory where the first 300 53 Corvettes were built.*



*From there we formed a caravan and drove (always in chronological order with the 53 leading the way) to Corvette Central, Mid America, St Louis (home of the second factory), Evansville, IN, and finally, Bowling Green, KY, home of the present assembly plant and the NCM.. One of the highlights, among many, was the privilege of getting to drive the 59 through the assembly plant (below right).*

*Following the run to the NCM, I returned to San Diego via old Route 50 with only one major incident when I had an engine fire near the little town of California, MO. A new found friend at the local Chevy dealer helped me rebuild both carbs and I was back on the road early the next day.*



*In 2003, we were once again privileged to represent the 59 Model Year at Disneyland's Salute to Corvette's 50th anniversary. Thousands of visitors checked out the 50 Corvettes parked inside the theme park over the two day Father's Day weekend.*







In 2008, the NCM & GM again organized another Motorama to celebrate GM's 100th anniversary. Once again, my 59 was lucky enough to be selected (don't think many want to drive their 59 Corvettes a long distance) and I again drove Route 66 as far as Joplin, MO on the way to our rendezvous in Bowling Green.

This time there were now 55 participants who met in Bowling Green, KY, and made the 1000 mile caravan to Flint, MI, via St Louis, Indianapolis, South Bend (home of Tire Rack & the Studebaker Museum), and Corvette Central. This was a particularly memorable caravan as we were hit by Hurricanes Gus & Ike which gave everyone a chance to test the watertight integrity of their Corvettes.

This is a photo of Liz & the Navigator of the 1960 Corvette showing just some of the water they collected during the run from South Bend to Battle Creek in the old straight axles. Liz & I both drove in parkas to try and stay a little bit dry!



During the festivities at the Renaissance Center in Detroit, there were ample opportunities to visit with GM execs such as Bob Lutz pictured here. Following the Motorama, I drove to Chicago and once again picked up the Mother Road for the return trip to San Diego.



Route 66 in Dwight, IL



Chain of Rocks Bridge spanning the Mississippi on Route 66.



Liz & I have enjoyed our terrific old 59 Corvette to the Nth degree with numerous displays, car shows, road trips and Cruise-ins. Two Motoramas, a SACC National Convention in Truckee and in Ventura, an NCRS National Convention in San Jose, an NCRS meet in Albuquerque, NM, and numerous other road trips have put nearly 40,000 miles on the odometer since completion of the restoration. We are both semi-retired; Liz as a property manager for a small development company, and me as a Navy contractor that designs, builds and orchestrates Navy war games. That just gives us more time for road trips. My son Brad will inherit the 59; in fact, he calls every month or so to say, "How do you feel dad?"

(Right) Blake (left) and Mike Yager of Mid America Motorworks pose with the 1957 Corvette they recently unearthed from a barn just 40 miles from their business' corporate headquarters in Effingham, Ill. According to Mike Yager, the Corvette had been parked for 35-40 years and, "needless to say, this thing has had possums sleep in it."

## Barn-Find...

Article copied from *Old Cars Weekly*:

By Angelo Van Bogart; photos from Mid America Motorworks



Those who dabble in cars occasionally get leads on interesting cars for sale.

Those who eat, sleep and breathe cars in business and pleasure get barraged with them. Mike Yager, "head cheerleader" for the largest outfitter of Corvette parts, repairs and upgrades, falls under the latter category.

"Pretty regularly, people say 'I have a Corvette for sale,'" said Yager of Mid America Motorworks in Effingham, Ill. "The older it is, the more you hold on to your chair for the price — most are not very reasonable."

Even though Yager receives tons of tips, most of them don't pan out. But a lead Yager received last summer grabbed his attention.

"A guy stopped by my office a few days before the Fourth of July and said he had a Corvette for sale," Yager recalled. "I asked how long he had it and he said, '35-40 years.'"

About that time, Yager's ears perked up and he grabbed on to his chair as he prepared to ask the "big" question — how much?

"I said, 'What are you asking for the car?' and he said, 'I have been looking at the prices of these cars and I know what they're worth.' Then he quoted me a price and it was reasonable," Yager said.

The thought of a straight-axle Corvette was appealing, but the idea of hunting down a true "barn find" Corvette was irresistible. Yager knew he had to jump on the Corvette — a desirable 1957 model — lest he lose out on the opportunity. When he asked about looking at the car the next day, the car's owner said it wasn't possible. It would have to be that day.

To share in the rare experience, Yager called on his son, Blake, the corporate director for Mid America Motorworks and a Corvette enthusiast himself. This would not be the first time Blake had bought a Corvette with his dad, but it was one of the first times he had 100 percent approval from his father.

"Well, the first car that I bought 'with my father's guidance' was our blue 1964 [Corvette] Styling Car," Blake recalled. "My brother and I decided we had to get this car for my dad for Father's Day a few years back. We helped him bid on the car and even let him write the check for it in the end!"

This experience would be different. Together, the duo hopped in their car and made the 40-mile trek to examine the mysterious Corvette. The Yagers soon realized they were about to uncover a car so well-hidden, Louis and Clark would have walked right by it.

"We pulled up in the country and the weeds were growing up 3-4 feet tall and I said, 'Where's the car?'" the elder Yager recalled. "You could see an old house about 250-300 feet in the woods, then two barns came into view." Traversing through tall grass and brush wasn't half as challenging as opening the barn door where the Corvette was said to be stored.

"The door was nailed shut, so we found the pry bar and it moved 2 feet and it hit a tree," Yager said. "A tree had grown up and the door wouldn't open. On the ground was an old rusty saw and we picked up that saw and started sawing on the tree. Finally, the saw broke but the tree went down and there was this '57 Corvette."

The elusive fiberglass two-seater was a solid representative of one of the most popular years of Corvette models. Its colors were an attractive red-and-white scheme and the white hardtop was definitely an added bonus.

On the drive over to see the car, questions were spinning through the elder Yager's mind, from the condition of the car to its options. Some of those questions were answered with the opening of the barn door, but from its steel shed tomb, some mysteries remained. Blake's mind also spun through the possible secrets kept by the nearly forgotten straight-axle Corvette.

"The first thing that crossed my mind when I saw the car was, I wonder if this car has a race history," Blake said. "Does it have the correct engine? Could it be an 'air box' 1957? All the stuff most Corvette guys will ask themselves when they find an old car that hasn't been touched in many years."

It would be a while before all of the Yagers' questions would be answered. First, they had to determine whether they wanted to buy the car. Once the question was answered with a definitive "yes," it had to be moved, but that wouldn't be an easy task. The car had been placed in the barn in the early to mid 1970s on a homemade trailer made from pipe, and its tires were flat. To move the car, additional devices would have to be employed.



The next morning, with a rollback tow truck at hand, the Yagers aired up the trailer's tires and managed to pull the Corvette from its hiding place of approximately 40 years.

"We had to clear debris to get the trailer out and we just winched it all — car and trailer — on the back of a rollback trailer," Mike Yager said. "As we were extracting the car, I was half expecting a neighbor to say, 'What are you doing?' The guy didn't have a title [handy], so the whole time, I was looking over my shoulder."

With the assurance the seller would produce a title, the father-son team had the Corvette driven to their shop so they could figure out exactly what they had bought.

"Driving down the road, there was 35 years of dirt and crap blowing off the car," Mike said. Then there was the question of how to get the Corvette and its trailer off the back of the rollback tow truck. They decided to use a forklift to lift the pairing, drive the rollback out from beneath its load, then lower the Corvette and trailer to the ground together.

With the Corvette safely on the ground, the Yagers began looking for clues to the car's past and researching its original configuration. They learned it was a relatively early Corvette (number 1,258 of 6,339 built) and originally carried an automatic behind its standard four-barrel-equipped 283-cid V-8. A few teeth from the grille had been removed and the interior showed other custom tastes of a previous owner.

"It came from California, and in the '50s and '60s, it was very typical to take your car down to Tijuana and have [diamond-tuft] seat covers installed," Mike said. Fortunately, the original red upholstery appears to remain under the 40-plus-year-old "south of the border seat covers", although the Yagers have no idea what condition the original seats are in beneath. And they will probably never know.

"When we got the car home, I started thinking about it and put it on social media [websites]," Mike said. "I said we were going to wash the car and people started responding, saying don't wash the car, leave it as it is. We have not attempted to get the car running; we haven't attempted to do anything but put the car on display. We never washed it and we are just going to display it as it is."

In its dusty, dirty state, the car offers endless possibilities and inspires infinite day dreams to those who gaze upon the Illinois earth still covering the stainless, chrome and paint. It also allows the Yagers to share the barn find experience with all who see it.

"We put it out at Corvette Funfest [2010] as its first public display, and you just stood around and listened to all the things people would say about the car," Mike Yager said. "It's a great conversation piece. This one has a better story with it than one that is restored. It just makes the mind wonder. The cool thing about any barn find, you wonder, why did they park it? What was wrong with it? Why did it get put away? Well, a week turned into a month, a month turned into a year.

"It can always be restored," Yager said. "It is kind of like an original — a car can only be original once — and it will only be a barn find once. Once I wash it, it will just be a clapped-out, parts-missing Corvette."

Yager admits that if the car had been an ultra-rare, high-performance Corvette, such as an airbox car or a fuel-injected car, his philosophy might differ.

In some ways, Yager is fortunate the car is a run-of-the-mill Corvette. Not only does he have a great story, he can illustrate it while leaning against the archeological dig. Best of all, it's a story he shares with his son.

"The fun of it is telling the story — it's like any quest for something," Yager said. "I would do this everyday. You really get the adrenaline pumping. I am sure that anybody that has gone on a barn find expedition would tell you the same story. You never know what you are going to find.

"Doing stuff with your children is pretty cool and normally, a lot of people aren't blessed to have their children involved with their business and hobby, but with Blake being involved, it made it so much more special," Yager said.

"I think the barn find was greatly enhanced by being able to experience it with my father," Blake Yager said. "Being able to look at that car and have the memories of walking through the thick weeds and overgrown trees, down to a rusted-out old shed and having to cut a tree down to even get into the shed will always be a pretty neat memory in my eyes every time I think about this car."



**Want To Join So Cal SACC? Go To  
www.socalsacc.com and Click on "Want To Join".**

# 2011 Spring Tech Session Review!

Chip Werstein, So Cal SACC Technical Director, organized another Great Tech Session for the club membership and invitee's. Kent Browning, member #118, again graciously donated his facility for this meet. The 70 members attending were surrounded by Kent's great car collection, which has been added onto this year. During lunch the membership were treated to a catered lunch and seated at large tables.

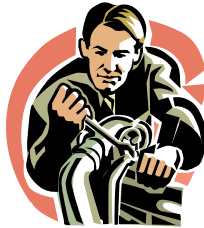
Four (4) C1 associated topics were covered at this session as in the past, and they were: 1. Engine rebuilding with roller rockers and tappets, 2. Modern day engine lubricating oils, 3. Modern day engine gasoline, and 4. The California Yellow Plate and licensing the Year of Manufacturer (YOM) plate.

The parking lot at Kent's building was reserved for C1's and we had approximately 30+ parked. Member Walden Dahl drove in from Victorville and car pooled with several others in his 1955 Nomad. New So Cal member Alex Claytor, #195, drove with his fiancé from Bakersfield in his 1956 C1. The '56 C1 can be seen below. The meeting sat 68 people for the presentations.

(left) New member Alex Claytor and his fiancé drove their 1956 Vette from Bakersfield.



(below) Two 1958 "yellow-vettes". The left C1 belongs to Charles Berry and right belongs to Brian Schulz.



Brad Lagman describes improvements available when rebuilding engines.



(left) Engine hardware includes flat & roller tappet, roller rocker arms and flat & roller cams

Quarter Mile Performance  
9530 Owensmouth Av.  
Chatsworth, CA 91311  
818-572-0816



Our first speaker of the day Brad Lagman of Quarter Mile Performance in Chatsworth, CA. Brad discussed the many facets of upgrading our C1 small blocks to achieve the desired performance that can be obtained. Brad's first agenda item was reducing friction from out "Flat Tappet" engines where the tappets "riding" the cam lobes are essentially rubbing (friction) on the cam lobes. Reducing the friction is installing tappets (with new cam shaft) using rollers, i.e., roller tappets. Likewise the friction on the other end of the push rod used to actuate the rocker arms and the engine valves can have roller rocker arms reducing the friction further. Brad then went into the many additional improvements that can be made with engine performance. Depending on the \$ budget (\$3K and up) dictates what Brad can perform. Each engine he works on is dyno tested upon completion and a certification supplied. Also, the bottom-line is he can make the engine appear very stock to most viewers.



Brad's further comments was a direct lead-in to the second speaker (Modern Engine oils) when he stated, "after 20+ years of building engines, he hasn't seen such a quantity of "flat-lobbed" camshafts as in the last 3 years". Primarily this flat lobbed or worn camshafts is due to the reduction/elimination of specific lubricants in current day oils. These missing lubricants are necessary for flat-tappet engines. Current day oils will work with roller tappet and rocker engines.

Quarter Mile Performance performs all types of engine rebuilding under one roof and handles all facets of engine and cylinder head modifications.



## ***What Today's Oils are Doing, or Not Doing, for your Engine! Better Listen Up!.....Bruce Fuhrman***



***IF, speaker #2, Bruce Fuhrman doesn't scare you with his information, wait till speaker #3. Not to minimize Bruce's information but the current oils on the market make all sorts of claims, but if you are driving an OLDER car, LISTEN UP! In many cases, including the Editor, you will go home and change your oil!***

### **"NEW OILS & OLD CARS DON'T MIX"**

If you own a car with an engine that was manufactured prior to 1990, please read the following information;

#### **Engine valve train design (History)**

Prior to 1990's the typical production engines used flat type valve tappets with either mechanical or hydraulic lifters riding on the cam shaft lobes. In the early 1990's, as engine designs and fuel injection became more efficient, engine manufacturers switched to "roller cams" in lieu of mechanical "flat" tappets. This change reduced friction, wear and noise plus it enhanced the valve opening dwell which optimized engine performance and fuel economy.

#### **Engine oil (History)**

Up through the 1950's, the normal engine oil was referred to as "SAE 30W". In colder climates, SAE 10W was used in the winter months. This oil contained approximately 1,600ppm of ZDDP (Zinc Dialkyl Dithio Phosphate) which was added to preclude wear and deterioration of metal to metal wear surfaces (flat tappet cam lobes). It was normal to expect one quart of oil consumption every 1,000 miles. Seals leaked, fits and clearances were somewhat "loose" as were the bearings. Oil filters emerged in the late 1950's which did help extend oil change intervals.

In the 1960's, multi-weight oils emerged (SAE 10W/30, etc.). The cooler climates benefited from the 10W and 5W viscosity. Oil additives were developed to control corrosion, lower the pour point, prevent oxidation, keep solids in solution, etc..

In the 1970-1980 time frame, smog became a big issue and the final solution eventually became the catalytic converter.

As mentioned above, the 1990's brought the roller cams. It also brought demands for longer life engines and the "Extended Warranty". When the EPA asked auto manufacturers to provide a 120,000 mile warranty on the catalytic converter they declined. The 3 major elements that are detrimental to the life of the catalytic converter are; Lead, Zinc & Phosphorous, in that order. The EPA had already eliminated the lead content in fuel ("Un- Leaded") in the 1970's. Where was the Zinc & Phosphorus coming from?

In the oil and the crankcase gases which are now vented to the intake manifold (PVC) which ends up going through the catalytic converter! So, lets eliminate the zinc and phosphorus (ZDDP). This was started in 1996 when the EPA required the ZDDP not to exceed 800ppm (was 1,600ppm). Then in 2004 they reduced the ZDDP to 400ppm maximum. The result was the catalytic converters are now lasting much longer than the required 120,000 miles. However, engines with flat cams no longer have the proper ZDDP to preclude wear and have been known to exhibit "flat cams"!

### "Solution (Recommendations)" for engines produced before 1990

1. Use any major brand of oil, SAE 10W-40. This is sometimes referred to as "High Mileage Oil" for an obvious reason! It is for older cars! This would be OK for year round use in SO CAL. This oil still retains 800ppm of ZDDP and is not rated by the API (American Petroleum Institute) as "Energy Conserving".
2. Do not use any oil rated by API (Symbol) as "Energy Conserving" since it can contain as low as 400ppm of ZDDP.
3. MOBIL 1 "Extended Life" oil has no "Energy Conserving" label and can contain up to 1,000 ppm of ZDDP.
4. Shell Rotella T diesel oil has reduced ZDDP since 2006 to meet the "Energy Conserving" EPA requirement. Since diesel engines do not currently require catalytic converters, diesel oils still have some zinc added. However, diesel oil with it's cleaning additives are not considered not compatible with higher bearing loads in gas engines with a higher shear pressure rating.
5. To assure adequate flat tappet lubrication consider adding an additive such as "ZDDPlus" at every oil change. ([www.zddplus.com](http://www.zddplus.com)). "hy-per Lube"- ZINC-Replacement Additive.

**Editor's Note:** I understand that the engine's subject to this problem, are those of "us", who drive distances (long club tours, etc.) and I immediately headed down to my local parts store (Kragen/O'Reilly) to see what was available. There are many of the oils listed as Long Life, etc. and are acceptable. BUT, check the reverse side for the container for the Logo listing if the oil is "Energy Conserving".

Most of your Long Life oils don't have Energy Conserving on the Logo. These oils have at least 800 parts per million of zinc and will be adequate for your flat-tappet engine. I was about to go on a several hundred mile tour with my '56 Chev and changed oil immediately. Due to Bruce's information, I WILL definitely pass the word.



No Energy Conserving  
Words means Zinc



Energy Conserving  
means no Zinc

## Next, On To Gas, or Best Term is Considered, "No Gas"!

### California Gasoline's.....Doug Prince

Current gasoline's that are sold in our state are possibly the worst available in decades.....poor garbage for our C1 Corvettes.

All gasoline's, regardless of grade, are produced with at least 10% ethanol.

All gasoline's, regardless of grades, are produced either with a Winter blend of additives or a Summer blend of additives. The addition of these additives which are various amounts of oxygen molecules do nothing for the performance characteristics of our C1 Corvettes, especially in the hot summer months.

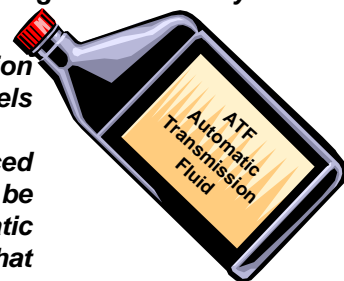
Ethanol is hygroscopic additive which attracts water from the surrounding atmosphere and when combined with gasoline forms an acid compound called salitic acid.

All C1 carburetors and fuel injection units are made from a component call "pot metal". This metal is a combination of various left over components of car manufacturing and is a cheap leftover product which can be easily die-cast into various metal components such as carburetor and fuel meter bodies.

When a vehicle is left not driven for any length of time the formation of salitic acid begins to eat away at the exposed interior parts of the carburetor and fuel meter parts.

How to protect against this chemical process. Add ½ quart of automatic transmission fluid to every full tank of gasoline. This will stop the acidic process in the fuel bowels of carburetors and fuel meter bodies but will not repair existing damage.

I use Dexron ATF which I purchase at Pep Boys. This ATF is undoubtedly produced by some major oil refinery and is rebranded by Pep Boys. The label says it can be used by vehicles that recommended either Dexron or Mercon for automatic transmissions. The beauty of this quick fix for the problems caused by gasohol is that it is a real no brainer.





In order to avoid any confusion as to the proper ratio of ATF to gasoline. I use this formula: There are 32 ounces to a quart and we want to add a ½ quart to the 16 gallons that our C1s hold. This works out to 16 ounces or one once per gallon. Most of us never run the tank to empty so if you are having difficulty in the ratio. The proper ratio is one once per gallon. Doug Prince

Tech Session Final Speaker was Dwight McDonald, retired CHP (pictured at right) and SoCalSACC member #61, the same year as his C1. Dwight's topic for this Session was "The Yellow Plate" which refers to the yellow 1956 license plate issued in California. These plates can be issued to all 1956 to 1962 cars, with restrictions, as a useable license. Dwight's presentation was done in a visible slide format and this entire presentation will be available on our Chapter's Web Site ([www.socalsacc.com](http://www.socalsacc.com)), soon.



The Yellow Plate and the subsequent Black Plate and all previous plates to 1956 can be licensed to a specific year car under a Year Of Manufacturer (YOM) California Law, i.e., a 1932 California plate on a 1932 vehicle, a 1956 plate (with an appropriate 1960 sticker) on a 1960 car. Dwight covered all the restrictions during his presentation.

## "The Yellow Plate" .....Dwight McDonald

The Yellow Plate design is shown below with an example of the plate. The year 1956 was embossed into the plate and slots were available to mount subsequent year metal tabs (as done with previous year plates) when the following year registration was paid. This metal year tab idea changed to issuing Year/Stickers instead of metal tabs. The Stickers were placed between the state name and embossed 56 area. Note: Stickers did not have month/year indicators and followed a calendar year format.

In October 1955 the State started issuing the new style plates to all California registered vehicles, and by March 1, 1956, all vehicles were to have the new style plates attached.

The old style was no longer valid.



The only two (2) requirements:

1. The plate was to be a designated size and shape of :  
**12" x 6"**
2. The name of the issuing State be clearly visible:  
**CALIFORNIA**



Letter/Number sequencing for the Yellow Plate is indicated below. Particular license plates were issued during the indicated calendar years. Sometimes this practice was not strictly followed and deviations can be found because each DMV office received a quantity of plates and the issuing DMV kept issuing as long as plates existed in a particular DMV office. The chart indicated was more a guideline.

Year Stickers used during years following the "no sticker" year of 1956.



### Dates of Plate Issuance

October 1955 through December 1956  
January 1957 through December 1957  
January 1958 through December 1958  
January 1959 through December 1959  
January 1960 through December 1960  
January 1961 through December 1961  
January 1962 through December 1962

### Letter/Number Sequence

AAA 000 through EZZ 999  
FAA 000 through HZZ 999  
IAA 000 through KZZ 999  
LAA 000 through NZZ 999  
OAA 000 through RZZ 999  
SAA 000 through VZZ 999  
WAA 000 through ZZZ 999

The ZZZ series of the 1956 plate was never issued, but  
ZAA through ZZY was issued.



**YOM yellow plates can be registered for your car with the following requirements:**

**To register a 1962 or older vehicle with "Year of Manufacturer" plates you have to meet three requirements:**

- Own a 1962 or older vehicle.
- Have both original license plates.
- Plate must have current year tab matching the vehicle year to be registered with the plates.

**Additional Gotcha's when registering a YOM plate:**

- The plates must be clear in the DMV computer, i.e., the selected letter/numbers cannot match any number in the computer no matter what type of vehicle the number is registered. Example: Sometimes early year (30's & 40's) plates can match motorcycle plates. Always get assurances that your plate is "clear" with the DMV before purchasing.
- The plates must be legible, although they can be bent (not perfect), must be clearly legible from a distance.
- The obtained Letter/Sequence on the plate does not have to match of the original numbering sequence listed on the previous page. But the year sticker must match the vehicle year being licensed.



Registration  
Month

Current  
Registration Year

**YOM Plates Display Requirements on Vehicle:**

- Plates are to be securely attached to the vehicle.
- One plate on the FRONT of the vehicle.
- One plate on the REAR of the vehicle.
- Original year tab matching year tab of vehicle on the rear license plate.
- Current Month sticker mounted on metal sticker tab mounted above and behind top left of license plate.
- Current Year sticker mounted on metal sticker tab mounted above and behind top right of license plate.

## **"YOM Black Plates"**

- YOM law amended in 2009 to include Black Plates
- Black plates appeared in 1963 and REPLACED Yellow Plates. Yellow plates were removed and owners received a new plate.
- Note: Letter/Number sequence same as Yellow plate.
- When registering a Black Plate verify displayed letter/number is Clear in DMV computer.
- When registering on a 1963 vehicle, not year stickers are used as 63 is embossed in upper right corner.



**Vehicle Code Section 5004.1 (a)** amended to permit additional vehicles registered with "Year Of Manufacturer" license plates, with limitations:

- Must be a 1963 to 1969 Automobile, Trailer, or Motorcycle.
- Must be a 1963 to 1972 Commercial Vehicle including pick-up trucks.

**To register a 1963 to 1968 vehicle with "YOM" plates you have to meet four (4) requirements:**

- Own a currently registered 1963 to 1969 vehicle. (1963 -1972 Commercial vehicle.
- Have both officially manufactured California serviceable and legible license plates issued in 1963 – 1969 originally assigned to the vehicle being registered.
- Plate must have current year tab matching the vehicle year to be registered with the plates.
- Have documentation of registration of original license plates to the original vehicle.





Location for Month Sticker:  
Exact month not defined in YOM law. Take plate to DMV with Year sticker for registration and ask about a month sticker. They probably will supply your registration month, or have no comment. The important item is "get it registered".



Original 1968 Tab/Sticker

Correct "cleared" Sequence

Good ONLY on a 1968 model car for which it was issued

**Dwight's entire Presentation is not completely presented here for space reasons, but will be on the Chapter Web Site. Dwight continued with a complete discussion presenting California License Plates configurations to the current issued plates.**

Dwight McDonald has DMV sources for license plate information. In response to questions after his presentation, Dwight provided some answers with the following:

Question: When did YOM Law begin?

Answer: The YOM Plate started in 1988. In fact it became effective 1-1-88. The presentation indicated 98 which was a typo.

Question: "Slots in '56 Plates.

Answer '56: All initial 1956 license plate blanks were made at one time with slots in the upper right. All the (AAA000 – ZZZ999) 56 series blanks were stamped out in 1955, but in middle to late 1961, the original blanks had been used up. Slots were not in the new reorder of the 56 series, and the series which were slot less started at "TUU \*\*\*", and were distributed in late 1961, (no record at DMV Sacramento knows what month). I pointed out that the 56 series run of SAA 000 was projected for distribution in January 61 and projected to reach VZZ999 by the end of 1961. This would coincide with a reference to the 56 series UUU\*\*\* plates on a 61 vehicle. Again remember, ALL INITIAL 56 SEIRES BLANKS WERE STAMPED AT ON TIME. The Alpha Numeric was not stamped at one time. Plates were produced in runs, 56 – 57 being the greatest distribution, with 58 -59 to a lesser extent, a major distribution. The TGA\*\*\* run was issued in mid 1961, and were slotted, again in line with the 1961 series distribution. Being that 1962 was to be the last year of the 56 series plates, and given the influx of people into the state, there is a strong probability that the original production of 56 series blanks were exhausted.

Question: Stamping of '63 Plates.

Answer: In 1962 DMV again made and initial order of license plate blanks, and the "63" was stamped into the upper right tab location. The "63" was stamped into the first batch of 63 series blanks. Remember, a batch is in the thousands. Somewhere along the line the "63" was eliminated, but DMV has no record of exactly when. In early part of 1967 DMV was made aware of the limited number of license plate blanks, and because of the law that now required a bid process, the provider of the license plate blanks went out to bid. The winning bidder did not stamp the "63" in the blanks, and those plates went into use starting July 1, 1968. To the best of DMV's records, the series is somewhere around "QGA \*\*\*". If you notice the new plates, they are stamped "Month" in the upper left, and "Year" in the upper right.

Question: Replacement Year Tabs

Answer: As for the year tabs, they are easy to get. They are reproduced on 3M material that is purchased on line, or over the counter. Graphics companies can buy the same exact material, and stamp them out. As for the numbering of the sticker, all you need is one original number and you can make a production run from that. The sequential series for year tabs of the 50's and 60's are no longer kept, and the ONLY way to tell an original from a reproduction is to have the DMV backing paper on the sticker that was issued. Once on the plate the original and the repro look alike. There are some true original stickers out there, and they were probably retrieved when DMV disposed of them in the trash, instead of destroying them. Put on a tag, bring in the plates, and DMV will take your money after checking to see if the Alpha Numeric sequence is good.

Question: Number of '56 & '63 Plates on the market.

Answer: DMV DID NOT call in the old 56 series plates when the new 63 plates were issued. People were sent new plates, and the 56 series were no longer valid after March 1963. This is the reason for the vast number of original 56 series plate in the market. Due to the same Alpha Numeric system, it makes getting the 56 series plates authorized so difficult. DMV has only issued "New Series" plates twice. Once in 1956, and once in 1963. The 1993 series was not a new issue series, rather a color change. That is why some older vehicles are still registered with the 63 series plates.

**For Sale:** 1958 CORVETTE, VIN #4201, Feb 14, 1958 birthday. 2 California owners. NEVER DAMAGED. Original family 1958-2002. Was Frost blue on blue when new. Now 65 Nassau blue, with fresh 2007 Frost blue Al Knoch interior. 327/340hp engine, Muncie 4 speed, 3:55 rear diff. New wire harness, shocks. All restoration work by Waldon Dahl, and famous race driver Joe Freitas. CAR HAS BOTH TOPS, ORIGINAL CANVAS NEVER BEEN RESTORED. GREAT SO CAL HISTORY. **\$38000 Joe, 760-567-6904.**



## C-1 Member Classified Ads

**WANTED** for my 58 low horse FI car: all ignition shielding, soft top frame, drive shaft, electric window switches, windshield washer wipers and arms, arm rests without chrome ends, washer nozzles, right door mech. Original or nos only. Please no repos. Contact Andy Zimbeck @ 818 631-9405 or andrezimbeck@yahoo.com.

**For sale:** 59 rear axle assembly, complete drum to drum, stamped AH 4 29, (3.70 open) \$450. Restored 62 seats, no tracks, black \$800. 57-62 gas tank, clean inside \$45. 56-62 headers, several sets, cheap. Chip Werstein 818-554-6560 or chipsgarage@aol.com

**FOR Sale:** 1958 light blue steering wheel with hub (hub painted black). Covered for last 37 years. \$250 Richard Block 818-716-1585

**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

**Wanted:** I am looking for a 57 good body and frame - . no engine or trans OK Greg Davidian gdavidian@socal.rr.com

**For Sale:** 1958-1962 CORVETTE T used Steering Wheel, needs restoration, has a few small cracks asking \$125.00 can be restored nicely and its an original, used C1 Gas Tank, please contact me if you need pictures or more information.

email: Nyma@ardalan.org Cell: 310 279 6398

**For sale** Exhaust manifolds. GM# 3749965 LH fits 58-60, 61, 62 (except 300,340,360HP) and '63 base engine. Excellent condition. No rust or pits, \$125 + Frt. Also pair of 3749965 LH & 3750556 RH fits same cars. Some pitting and rust. Numbers not readable. Mating surfaces fine. Excellent for driver, \$50 pr. + frt. Or will deliver to SACC event. Also, have several sets of "fuelie" (double hump) heads. Various dates, #'s and condition. Call for details. Mike McCloskey, clutchmccloskey@yahoo.com or 660-257-4330

**For sale:** 1984 El Camino. Every C-1 owner needs a pickup truck for hauling parts. I bought this for my son in law .....and he doesn't want it, so I need to sell it.....I already have a 67 El Camino. I bought it from a 90 year old man who was the 2nd owner. He bought it in 1987. California car, NO RUST anywhere, 305, AT, PS, PB, A/C, gauges, AM-FM stereo, tilt wheel, cruise, sport mirrors, trailer hitch. Always had camper shell...the bed is PERFECT. 118,000 miles. Runs great, just passed smog on 5-10-11 with ease. Oil is clean, doesn't leak anything. Paint is faded, seat cover is worn, dash pad is cracked and air shocks don't hold air. Everything else works, air blows cold, owners manual, warranty book with original owner info, lots of docs and receipts. Recent repairs include new tires,, alternator, water pump, hoses, belts. The former owner was very meticulous in his maintenance with receipts to prove it. If nobody wants it I'll put it on Craig's List and Ebay. \$4500. Chip Werstein 818-883-5766. cell 818-554-6560. chipsgarage@aol.com


**For Sale:** 1965 Corvette. 350/4speed. Hardtop only roadster. Black on black on black. Aftermarket add-ons: power steering, power brakes, fender flares and American Mag wheels. Reputed to be in very excellent condition. Price open to negotiation. Richard Block 818-716-1585



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AM/FM Stereo Radio, 1958-62 Corvette Radio w/Wonderbar <b>New Repro Radios</b>	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
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