

The Solid Scoop



June 2014

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

Vol. 10 Number 2

“Look Us Over at” www.socalsacc.com



Solid Axle Corvette Club (SACC)
A National Organization dedicated to
keeping these Corvettes
"on the road".

Club Features:

- Membership Chapter Clubs across the U.S.
- National Quarterly Magazine
- Annual National Convention
- Web Site: www.solidaxle.org (non-profit affiliation)

**Also visit the
SACC National
Web Site**

www.solidaxle.org

The Solid Scoop is a quarterly Newsletter published for the Southern California Chapter of the Solid Axle Corvette Club (SoCalSACC). The SoCalSACC Chapter is affiliated with the National Solid Axle Corvette Club (SACC). The SACC organization is a non-profit group with the intended purpose of bringing together owners and those interested in the early C-1 Corvettes (1953–1962) to help in appreciating these vehicles and "keep them on the road".

C-1 Ownership is not a requirement for membership.

MEMBERSHIP: A prerequisite to become a SoCal SACC Chapter member, a person must belong to the National SACC. Applications for membership are available on our Chapter Web Site, www.socalsacc.com. Submitting an application along with the appropriate listed dues, is necessary for membership. The SoCal SACC Chapter will forward your National dues to assure your National membership. Once becoming a National member you will receive *On Solid Ground*, the National quarterly published magazine. Again, **MEMBERSHIP APPLICATIONS AVAILABLE: WWW.SOCALSACC.COM**

The Solid Scoop, is intended as a communication for Chapter members about chapter activities, technical articles, classified ads and past events to maintain in keeping our membership informed. The Editor and the Board of Directors of So Cal SACC have made every effort to ensure that the Solid Scoop contains no inaccuracies or errors, either in technical articles, tour information, listings regarding flyer and non-flyer events or in advertisements and is non-offensive and non-political and disclaim liability for any that may occur. Should you find any problem, please do not hesitate to contact the Editor. We will make every reasonable effort to rectify the situation.

Member submitted technical articles are encouraged. Many times these technical articles are based on personal experiences and preferences and as such are intended only as guidelines or helpful information for club members.

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Southern California Chapter Board
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ATTENTION!!**SoCal Dues Date Changing to Nov 1st and late after Dec 1st!****(was Jan 1st)**

Because SoCal chapter collects both Chapter dues (\$20) & Natl SACC dues (\$35) and passes on the \$35 to Natl, the SoCal Board voted to make a dues deadline change. The change was made primarily because Natl's SACC dues are due no later than Jan 1st. SoCal must collect Chapter dues and Natl dues and transmit Natl dues by Jan 1st.

After the Jan 1st deadline, if Natl doesn't receive their renewal dues, they send post cards indicating that members should pay the \$35 dues directly to them. Natl's sending out these post cards tends to cause major confusion, as a good portion of SoCal's members simply send Natl \$35 and think that both Chapter and Natl dues are paid. It then becomes quite time consuming to collect the \$20 for Chapter dues.

To comply with Natl's Jan 1st policy, we needed to shorten the due date so that we can transmit all of Natl's dues in a timely manner. When SoCal's dues notices go out, please remit \$55 to SoCal SACC for dues renewal before Dec 1st, we will send Natl's their \$35 and nobody will get the confusing Natl postcard after Jan 1st!

*i.e. never send Natl SACC any dues regardless of any requests from them
---SoCal handles both chapter and Natl's dues!*

ATTENTION!!**SCOOP COVER CARS****Front Cover Car:**

Dick McClure's (Member # 204) 1961 Vette prepares to be inspected at the recent Tech Session Event. Doug lives in the Manhattan Beach area of LA. The car was restored by Bob Hatfield in Clovis, CA in the mid-90's. It's a 300hp model, with new interior (I replaced the carpeting plus underlay . . . Dynamat and heat insulation), tan soft top . . . Runs great, never overheats.

Back Cover Car:

Bob Ezera (Member # 220) is a relatively new member and acquired his 1962 Corvette after selling his Harley Davidson motorcycle.

The SoCal SACC Chapter Welcomes our Newest Members!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C1 Year</u>
225	Gary Fox	Lindsay, CA	

Calendar of Coming SACC Events:

SACC NATIONAL EVENTS

Aug 18 – 21	SACC National Convention	Lancaster, PA
Aug 22 – 24	SACC Event Corvettes of Carlisle	Carlisle, PA

2014 SoCal Planned Events

Aug 9	Paradise Cove	Malibu, CA	Costales
Sept. 13	Nixon Library	Yorba Linda, CA	
October 18	Riverside Auto Museum or possibly Marconi Auto Museum		
November TBD	Tech Session	TBD	Werstein

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John Costales,
(805) 642-3662
 Costales@west.net

Paradise Cove!

Saturday August 9th, 2014 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. Continue past Pepperdine and 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!



Spring 2014 Tech "Safety-Inspection"



The SoCalSACC Spring Tech Session was held on Saturday, April 26th, at a new venue. The new location was in Burbank, CA at a facility used to work/modify specialty cars. The building is occupied by owners of RODZ and Guldstrand Performance. However the purpose this day was to have inspection teams consisting of Chapter members safety inspect several club cars and document the problems to their owners. Inspection teams were chosen prior to the Tech Session and each individual was assigned a specific area, i.e., electrical, exhaust, lights, engine coolant, tires, etc. Three volunteer cars were inspected during the morning and three cars inspected after lunch.

Four car lifts were available at the location and volunteer cars were pre-selected to be inspected. As is always the case, the cost for each member to attend this session covers a catered lunch and additional club costs, if any.

The inspection teams were comprised by individual members who generally own businesses and work on these vehicles, or members who have extensive experience over the years in either restoration or general C1 maintenance. Each inspector is assigned a specific area to inspect on each car.

Again, Chip Werstein (SoCalSACC Tech Director) organized this Event with the aid of President Phil Roche who suggested and obtained the venue. Previous locations used for our Tech Sessions either were not available or had previous commitments.

Prior to beginning the inspections, hosts Phil Roche and Chip Werstein introduced the facility owners (Joe Freeman and Mike Donotelli) and Dick Guldstrand. Phil also thanked all for the clean-up and the prepared shop for the day.



(l to r front row) Dick Guldstrand, Phil Roche and Chip Werstein sitting.



(l to r front row) Joe Freeman, Mike Donotelli (owner of RODZ), Phil Roche and Chip Werstein sitting.



Many C1's showed up for the Tech Session including the 6 C1's who participated in the inspection. Parking was initially thought to be an issue but Phil Roche obtained a parking strip area from Cal Trans. This area is adjacent to the Metro Train line. Cal Trans usually parks equipment on the same area during the weekend.



The first three cars drove into the shop and were parked on respective car lifts. These inspections are primarily for safety and any discrepancies are given to the owner and discussed. Corrective action is left to each owner at a later date.



Member Dick Whitford's car gets top-side inspection prior to being lifted up for underneath inspection.



Rear end leaks, shocks, exhaust hangers, etc.

Inspectors Teams

1. Legreca, Richardson
.....operations and engine fluids, belts, etc.
2. Dahl, Richardson, Clifford.....suspension, frame, brakes, clutch linkage, exhaust, trans& rear axle fluids and under car leaks.
3. Lefler, Fekete
.....electrical under hood and under dash.

*Johnson and Freedman will be alternates and may end up helping teams 1 and 3.

The following list of issues were compiled from several cars during the inspections. The inspectors discussed the issues with the owners at the time of the inspection.

(Ron Lefler inspector)

- 1) electrical connector (heat shrink) insulation loose at the terminal end.
- 2) Wiper cables rubbing against electrical wires, wiring looms and wiper hoses.
- 3) Improper grounds.
- 4) Bare wires.
- 5) Gages not hooked up.
- 6) Wires not connected (just hanging loose).

(Steve Clifford) Suspension, Brakes, Clutch, Leaks and Fluid Levels, etc.

The number one problem I found was loose wheel bearings, loose king pins, and low lube in transmissions and differentials. Some of the brake lines were frighteningly bad.



Steve Clifford checking looseness in front suspension.



Coolant level and Coolant electrical conductivity is checked by Joe Fekete.



Gear oil in rear differential?



Member Lou Carpiac stands beside his '60 waiting for the Inspecting Team.



The SCOOP's cover car this month belonging to Dick McClure gets ready for the review on the rack.



Inspector showing the areas to inspect and topic of what to look for.



Busy, Busy, Busy!

Many of the new C1 owners expressed how valuable this Safety Inspection turns out as many little items are found and many of the owners do not have the convenience to easily view underneath their car. Also, with so many experienced members the repair tips are explained to the owner on the spot. **THANK YOU CHIP FOR THE DAY!**

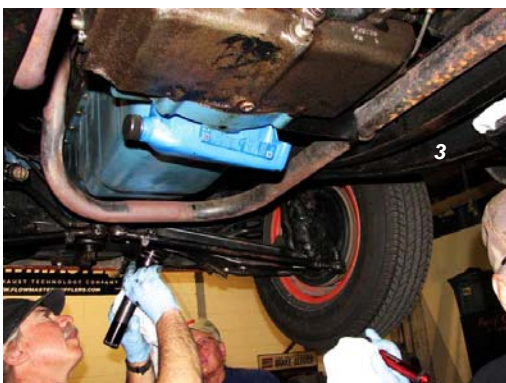
Interesting Solution/Innovation:

SoCalSACC Member Bruce Fuhrman, who had the earliest C1 ('54) at the inspection, showed off his method for preventing oil, leaking from the engine rear main, and blowing back under the car while driving.

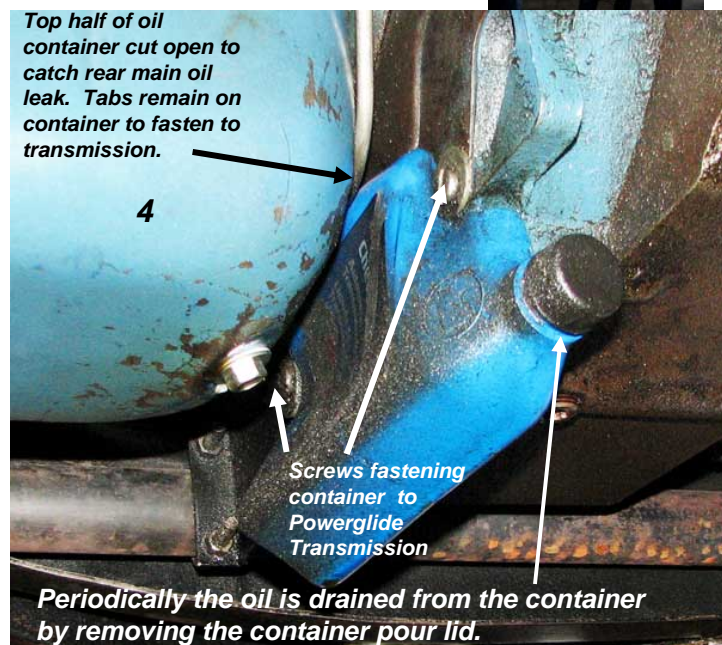
Picture 1 & 2: Bruce's car is seen here driving into the lift area and then raised for viewing and inspection.



Picture 3 below shows what appears to be a blue Chevron quart oil container (which it actually is). It appears Bruce may have dropped the can and it had gotten stuck between the engine oil pan and transmission.



Picture 4 illustrates in detail what Bruce performed for the oil leaking issue. The container is fixed in position with the pouring



cap/lid on the bottom sticking out. It is good that Bruce found a proper color for his "oil sump" to match the Blue Flame engine. Who knows, he could have had to repaint the engine?

SoCalSACC Member Profile



Nyma Ardalan, #89

Editor Note: Nyma Ardalan was elected to the position of Vice President for our SoCal SACC Chapter at the General Meeting held in February 2014.

I was born in Sine Kurdistan, and attended high school in Southfield MI, Boulder CO, and had brief stint in Westminster High in OC as well, my first car was a 1969 Buick Skylark with some nice upgrades, it was a fast car as a matter fact the only car faster than mine was an AMX with a 4 speed, I didn't hold on to the Buick very long it ended up at the wrecker within a few month, not much to it, I was 16, my girl friend's brother in-law had a very nice 1959 Corvette, while I dated her I came to know Corvettes, not sure now! and I guess that's where it started.

I moved back to SoCal in 1981 and attended Orange Coast College, CSULA and Finally at CSUN I graduated with a MS in Industrial Engineering, and bought my 1961 Corvette in 2005, the car was in Bakersfield. It's a 270 HP convertible with a 4-speed transmission and soft-top only car a Honduras Maroon car originally as well. I work in El Segundo for BT Americas as a Network Engineer and drive it to work on the 405 often and enjoy driving it very much. It's a great driver, although I am in the process of redoing the rear-end and transmission at this time.

Last year in November 2013 I talked my wife into needing a Corvette so bought my second 2010 Corvette base car. It is one of the best cars I've ever owned. I am in the process of redoing my engine bay and the drive train, my car is an early 61 with a top-tank radiator it's not ready yet but should be ready in the next month or so.

Automobile Driving Museum – Tribute to the Corvette Design

Saturday, April 12th a non-flyer event was scheduled for SoCalSACC in El Segundo at the Automobile Driving Museum (ADM). SoCalSACC member Dick Block did much of the organizing for our Chapter and member Bruce Fuhrman participated in the Corvette show with his 1954 C1. The car show exhibited one Corvette configuration, C1 – C7.

This event featured Peter Brock, a GM Designer from '57 – '58. Mr. Brock has recently published a book relaying the inside story of how the '63 Corvette Sting Ray was conceived. The book titled "Corvette Sting Ray, Genesis of an American Icon" was on sale at the event.

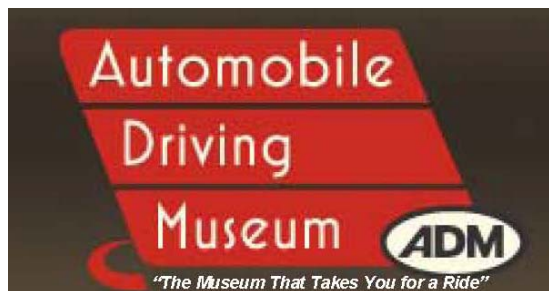
The ADM has a facility which features cars of various makes and also features renting cars to individuals for driving in the area. They are located at 610 Lairport St. in El Segundo, CA.

After lunch Mr. Brock provided a Free presentation to the many people who drove their cars to the museum. During the presentation it was outlined how the '63 Sting Ray design was formulated during a period when GM was considering dropping the Corvette line. The Sting Ray design was driven by Bill Mitchell who raced early Corvettes over several years. The Sting Ray design concept was performed in a clandestine manner and once ready to go to manufacturing was shown to Arkus Duntov. Mr. Duntov's reaction was very intense and insisted that the "split rear window" be eliminated. It was too late to change that feature and it was sold to Mr. Duntov that the '64 would have a single piece rear window.

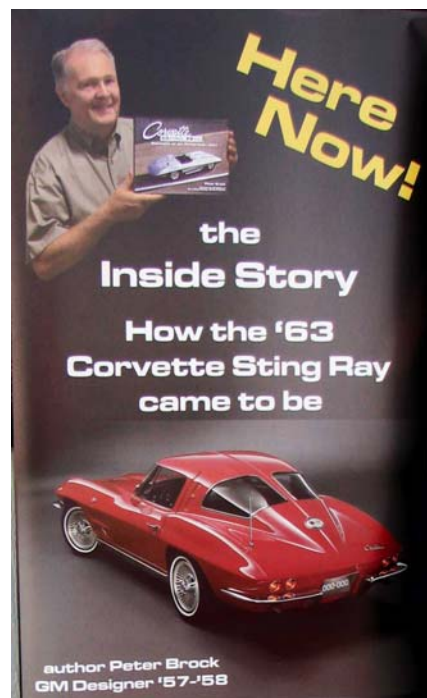
Our own Bruce Fuhrman was interviewed by the local news about his car. This taped interview was shown on the local news station.



Dick Gulstrand with friends in front of ADM.



(right) Peter Brock at the podium. His presentation also included of video slides which were included in a book he had written.



Bruce Fuhrman's '54 in the Corvette Display.



C1 Restoration Part 8.....Chuck Gibney & others

Editor note: Two 1962 C1's in-process restorations began during 2011. Both C1's are being worked on somewhat concurrently. I (Editor) thought it would be of some interest to follow the restoration process over several issues in the SCOOP. These articles might also be some assistance to motivate others or restart their work and/or also share the steps and recommend "how" best to proceed. Both restorations began by dismantling the cars and have completed the Frame restoration stage. The SoCalSACC member owner's of the '62's being reported are Chuck Gibney, #189, and George Iverson, #62. Assisting both owners are Steve Clifford, #58, and a couple additional non-members. The June 2012 SCOOP was the kick-off article and all copy's from previous SCOOP's are posted on the Chapter Web Site (www.socalsacc.com).

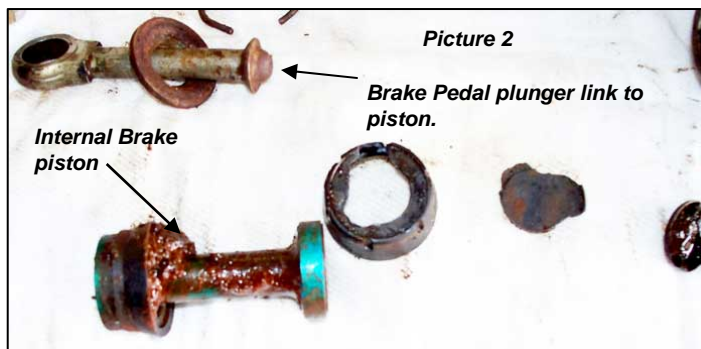
One thing I've been amazed about during the restoration of my 62 Corvette is how many assemblies and parts there are on the car, and how many needed cleaning and repair. A lot can go wrong in 50+ years. I've spent many months restoring the frame, drive train, body, and suspension. This often involved disassembling, degreasing, bead blasting, repairing, priming, painting, and reassembling each part or unit. The last few months I have been restoring many of the smaller units, most of which I never thought about when I first started this project. I would like to discuss some of them in this issue, and as I go along in the future.



Chuck Gibney, So Cal member #139

Master Brake Cylinder

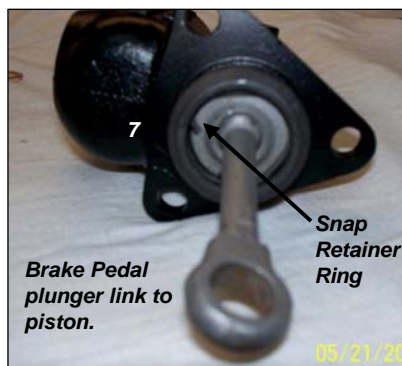
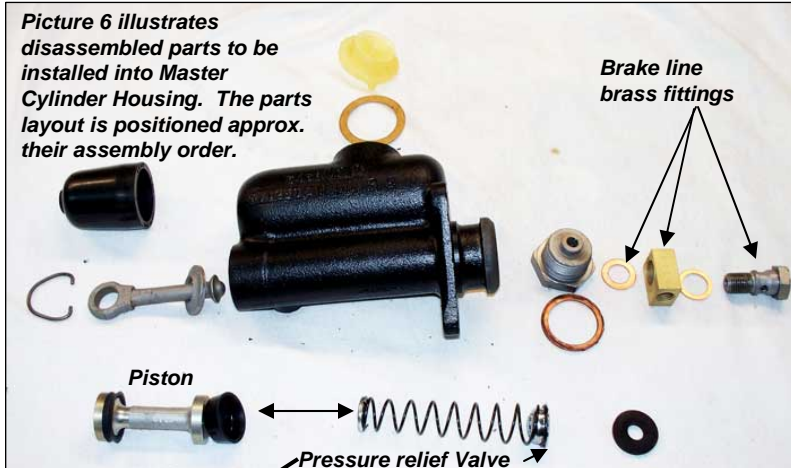
I had replaced all the brake lines, wheel cylinders, and brake hardware during the chassis restoration. I had left the master cylinder sitting on a shelf until now. Since it was an original part, I wanted to restore it, rather than try to replace it. The master cylinder is very simple, with only a few parts inside. The parts all come out in one direction. (picture 1) However, if you are not careful, all the parts will go flying across the work bench and it will be difficult to determine in what sequence they are reinstalled. (Don't ask me how I know this). As soon as I disassembled it, I saw the damage that had been done by letting the car sit for a couple of years without being driven, or without changing the DOT 3 brake fluid. Cars need to be driven. Picture 2 shows how the water ate away the piston, and left a thick coating of rust. Picture 3 shows the same rust/sludge inside the reservoir. In Picture 4, water had been absorbed by the fluid, settled to the bottom of the master cylinder, had eaten away at the cast iron, leaving a buildup of iron. This bore needs to be very smooth so the piston and cups can slide in and out without leaking fluid. This certainly made my decision to change from DOT 3 to DOT 5 Silicone fluid an easy one. Silicone does not absorb moisture, and should prevent future damage like this.



I took the master cylinder to Karp's Brake Services, at 66 N. Central Avenue in Upland, CA (909) 985-0800 to have it bored out and to have a new stainless steel sleeve installed. Picture 5 shows the new sleeve in place. Note the hole drilled in the sleeve to allow the fluid to move from the reservoir into the cylinder. Rebuild kits are readily available, and I ordered mine from Corvette Central. After bead blasting, and repainting, I found a couple of good pictures on the Internet to help me to understand the sequence of reassembly. I laid out the new and reusable parts. (Picture 6) I started by placing the plunger and the retaining clip in place (picture 7). Coat the inside of the cylinder with brake fluid. The other parts are coated in brake fluid and are installed from the other end, and their relative position can be seen in picture 6. The rubber washer goes over the raised portion of the end cap to provide a good seal for the relief valve. (picture 8). The dust boot, the brass washers, and the outlet fitting are last. (Picture 6 & 9) Leave the outlet fitting loose until you reinstall the assembly in the car, to make it easy to connect the brake line.



Picture 6 illustrates disassembled parts to be installed into Master Cylinder Housing. The parts layout is positioned approx. their assembly order.



Heater/Defroster

My heater assembly looked terrible. (picture 11).



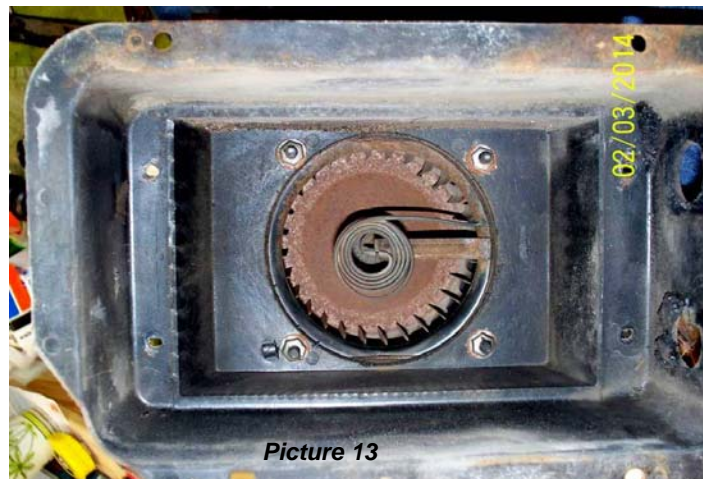
Picture 11 above is the original Heater/Defroster Assembly

It was dirty and rusty (pictures 12 & 13). The old gaskets were hard and brittle and almost gone (Picture 14). It had seen some tough times. The original factory defroster distribution box had made from heavy cardboard. Mine had probably disintegrated, and an industrious former owner made a new one out of sheet metal. (picture 15.) It was functional , but certainly looked strange under the dashboard. Prior to disassembly, the heater had worked properly, but definitely needed some attention.

The Corvette Central Catalog made a strong case for replacing the heater core whenever the heater was disassembled. "Why take a chance on ruining your expensive new carpet, by reusing an old core?" Since mine was at least 20 years old, it seemed like a good idea. (Picture 16).



Picture 12



Picture 13



Picture 12



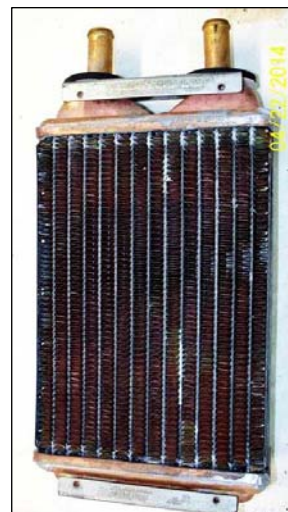
Picture 14 above – Original heater core

Picture 16 below right – New replacement heater core from CC

After disassembly, I bead blasted all the parts, and primed and painted them. Be sure to keep the weights on the fan blades in the correct places, or it will wobble. (picture 16-1). I ordered a new gasket set from CC. (Picture 17).



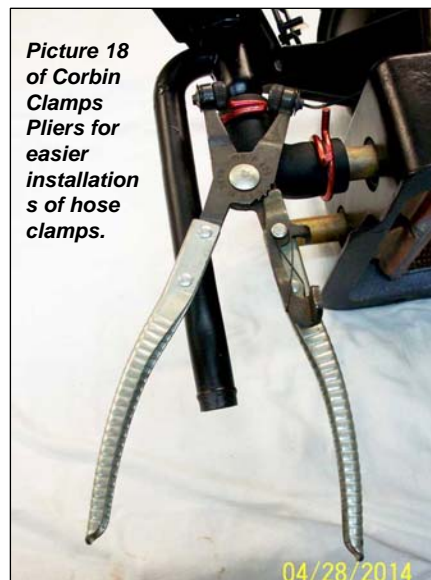
Picture 16-1: Fan Blade Balance Weights



Picture 17 above of restored heater fan and gaskets.

You can order a new set of hose clamps which replaces all the clamps in the car. A pair of Corbin Clamp pliers makes it easy to place the clamps in the correct position on the hoses. (picture 18). I'm always amazed at how many parts are available for these old Corvettes. So Cal member George Iverson is also rebuilding his heater, and he has the original defroster box. Tattered but intact. I bought a new defroster box from Corvette Central, which appears to be made exactly like the original. (picture 19). The heater assembly was easy to reassemble, with all new gaskets, hoses, and clamps. Following all the pictures I took during disassembly really helped. Now it is ready to go back into the car. (picture 20)

Picture 18
of Corbin
Clamps
Pliers for
easier
installations
of hose
clamps.

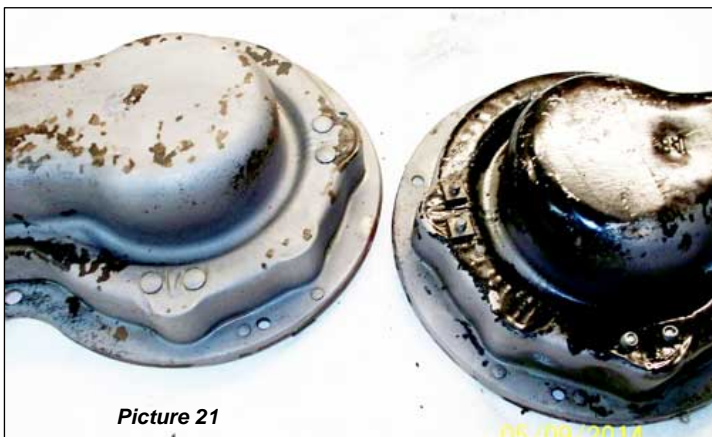


Completed heater Assembly



Headlight Buckets

The headlight buckets are the parts that hold the head lamps and provides their adjustment. Mine were in sad shape, allowing the head lamps to rattle, and change setting. I placed them in the parts solvent tank for a few days to remove the old paint. Someone had tried to fix them some years ago, using screws to hold one adjuster, and the incorrect rivets to hold another, as is seen on the bucket on the right. (picture 21) In picture 22 one of the springs that holds the retaining ring is missing, and one is broken.



Picture 21



Picture 22 05/09/2014

We bead blasted them, and applied a coat of primer (picture 23). A couple of coats of paint (picture 24), and we were ready to rivet in the new parts. We bought repair kits from Corvette Central (picture 25). The kit includes a small tool (not in picture) to help install the rivets. The springs are sold separately.



Picture 23: Primer coated headlight bucket.



Picture 24: Painted Headlight Bucket.



Picture 25: CC kit for headlight bucket repair.

Picture 26 shows the springs installed. Note they are offset. And in picture 27, we have also riveted the adjusters in place.



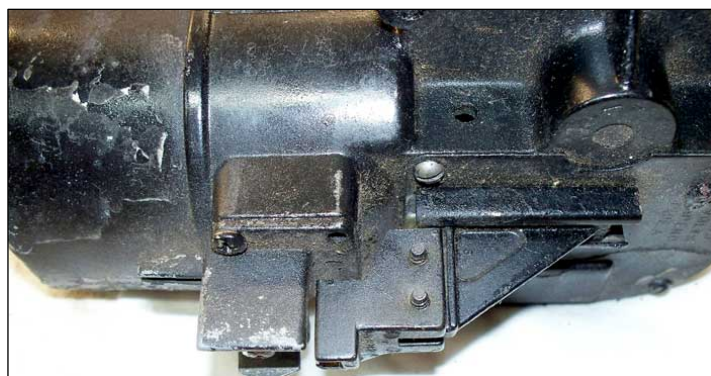
Picture 26 & 27 with headlight bucket kit parts installed.

Windshield Wiper Motor

The windshield wiper motor sits in a very prominent place in the engine compartment at the top of the firewall. Mine had been painted numerous times, and was erratic in operation. (pictures 31 and 32).



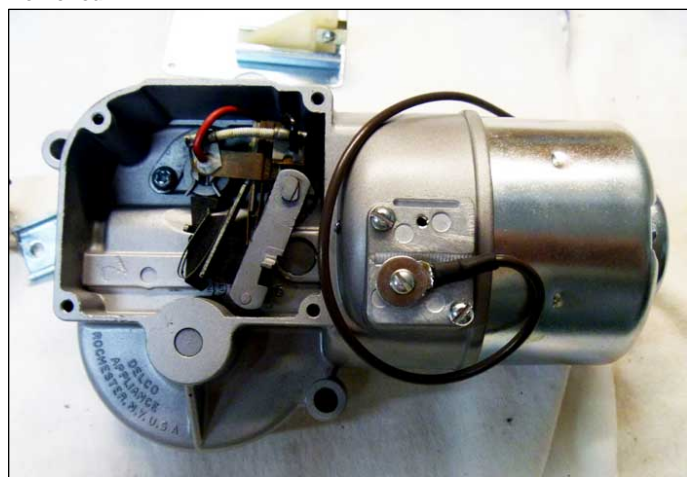
Picture 31 & 32 of unrestored Wiper Motor



I bead blasted the exterior, which helped, but found it was rusty, and very dirty inside where the switch contacts are located, and had no way to tell if the motor was working at 100%. (picture 33).



Picture 33 above of Wiper motor contact cover removed.



Picture 34 & 35 of restored Windshield Wiper Motor Assembly.



So Cal SACC Apparel



Bumper Emblem - \$20

Denim Shirts - \$35

Polo Shirts - \$30

Tee Shirts - \$15

Hats - \$15

Emblem - \$20

We have an ample supply of all merchandise. It can be purchased at events or we will mail it for an additional cost of \$5 an item.

Please send requests or questions to Chip Werstein at Chipsgarage@aol.com

Member Classified Ads

FOR SALE:

'58-'61 used dual quad intake (3739653) \$375.
 '58-'62 used heater/defroster control switch w/knob, spacer, nut & mount kit \$100.
 '56-'60 new rear soft top latch on top \$70/pair
 '56-'59 new ignition shield LH Vertical \$32.
 '62 new front nose emblem \$65.
 '56-'60 new door locks w/keys \$43/pair
 '53-'57 new grille mount bracket (set of 5) \$40/set
 '60-'62 new radio speaker bezel \$30.
 '62-'63 new side fender flag emblems \$48/pair
 '57-'62 new ignition shield RH Vertical \$64.
 '61-'62 new rear soft top latch on top \$70/pair
 '53-'62 new tach face bezel \$34.
 '58-'62 new male deck lid latch assembly \$36.
 '60 new kick panel inserts \$70/pair
 '58-'62 front bumper bracket set of 6 New set \$175. Used set \$140.
 '56-'57 generator pulley 3 5/8 \$90.

Many other parts available.

Call Joe LaGreca @ 909-499-5873

Email: joe.lagreca@att.net

WANTED: Borg Warner T-10 four speed aluminum case and tail housing dated May, June, July or early August 1961. Will buy complete transmission if necessary. Or I have complete transmissions and various transmission parts to trade as well as many other C-1 parts. Chip Werstein chipsgarage@aol.com, 818-554-6560 Or 818-883-5766

WANTED: Pair of 1961~1962 horns. #441 and 442 chipsgarage@aol.com

FOR SALE: Boxes of vette views magazine going back to the early 80s. Pricefree or best offer. Chip Werstein chipsgarage@aol.com. 818 554 6560

1953-55 exhaust extensions, both short (53-E54) and long(L54-55) available. Contact Gary , arunner@frontiernet.net for photos of tips and prices.

Member #26C.

FOR SALE: 2 Nutplates for mounting seats. \$6.00 shipped. Under dash steering column shims (surface rust) \$3.00 shipped.

Water Pump Pulley, low HP ... all C1's \$5 plus shipping?

John 805-642-3662 costales@west.net

WANTED: 066 cylinder head and valve cover for my '53... Gary 559-333-0852

FOR SALE: Last minute entry. Member Phil Parker is selling his '62 modified Vette. Tubular Frame with all Corvette suspension, 5 speed trans., 350 engine, dual qads, and much more. 805-340-4513.

CAR FOR SALE:


1961 Corvette – 275 HP Fuel Injection correct numbered engine (currently Edelbrock dual quads. - complete injection is on the shelf), 4 speed, both tops, black w/silver cove. \$65K
 Please contact Dave Trigg:
 dtrigg1460@sbcglobal.net



SoCal SACC FREE COMMERCIAL VENDOR LIST

C-1 Services by SoCalSACC Chapter Members. Support those in our Chapter.

NOTE: Only those active SoCal SACC Chapter members with a C1 related business/products are eligible to be listed for FREE!

Product or Service	Name & Member #	Contact Information	Details
AM/FM Stereo Radio, 1958-62 Corvette Radio w/Wonderbar New Repro Radios	Len Marino #39	(626) 358-1466	Made in USA 1 year guarantee \$590 + shipping
CALIFORNIA DREAM CARS APPRAISAL SERVICE •Pre-Purchase Inspections •Agreed Value Insurance Appraisals •Resolve Insurance Disputes •Diminished Value Appraisals	Robert Petricca #80	(888) 314-3366 Toll Free, (818) 992-7219, rpetricca@socal.rr.com www.caldreamcars.net	20% discount for all SoCal SACC members. Credit Cards accepted. Recognized by Ins. Co., Lending Co., IRS.
American Motoring Memories C-1 Corvette Repairs	Jeff Reade #33C	11375 Playa St., Culver City, (310) 397-3800 FAX (310) 397-6969	All type repairs, Total & Partial Restoration, Engine Overhaul, Consulting, Sales & Service
Corvette Frame Straightening Corvette Restoration 1953 – 1962 Specialist	Walden Dahl #116	(760) 949-6653 Victorville	Chassis straightening for C1's. We have the attachments to correct any frame problems.
Corvette Mike 	Mike Vietro #60	1133 N. Tustin Av, Anaheim, (714) 630-0700 www.Corvettemike.com	We sell the best..... And service the rest!
Vette Garage 53 thru 67 Restorations From Drivers to Concourse	Ron Lefler #91	(760) 983-5944 Cell (909) 519-7977 rdlef@aol.com	C-1 Hardtop Restoration
Interior Concepts & Design	Little John, Engelhardt #50C	17391 Mt. Cliffwood Cir. Fountain Valley, CA (714) 435-9448 Shop (714) 267-9996 Cell littlejohns@sbcglobal.net	Complete Interior Restoration Convertible Tops
C-1 Corvette Convertible Top and Interior Installation	Adam Parker #215	(480) 251-6352 vettoguy@gmail.com	Providing mobile services. Now scheduling appointments for Nov. 1 st . 1953-55 Conv. Top Kits John Kennedy Patterns



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