



The Solid Scoop

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

June 2008

"Look Us Over at"

www.socalsacc.com

Vol. 4 Number 2

Future SoCalSACC Events to Plan For!

Saturday, August 2nd: *Paradise Cove in Malibu*

August 19 – 21: *National 2008 SACC Convention in Hershey, Pa.*

Saturday, October 4th: *Annual Membership Meeting in Fountain Valley, Ca.*

Saturday, November 15: *Fall Tech Session in Torrance, Ca.*

July 17 – 21, 2009: *National SACC Convention in Ventura, Ca. (hosted by SoCalSACC Chapter)*

Scoop Features:

- | | |
|-------------------------------|-------|
| • SoCalSACC Coming Events | p. 2 |
| • SoCalSACC Member Profile | p. 3 |
| • Future Flyer Events | p. 4 |
| • The Pine Valley Tour | p. 5 |
| • "The Rest of Their Stories" | p. 8 |
| • Spring Tech Session | p. 9 |
| • SoCalSACC Member News | p. 12 |
| • Chino Air Museum Tour | p. 13 |
| • Classified Ads | p. 15 |
| • Board Meeting Minutes | p. 17 |
| • SoCalSACC Application | p. 18 |
| • Chapter Officers | p. 20 |

SoCalSACC Springtime Tech Session a Smashing Success!



38 C1's with 94 Attendee's

See inside Newsletter and Web Site for more Tech Session Details and more pictures on the Browning Collection!

Another Great SoCalSACC Tour – Planes of Fame Museum in Chino

15 C1's, Beautiful Weather and Great Early Aviation Historical Tour!



Calendar of Coming Events in our Area:

Page 2

(Listed *SoCalSACC Asterisked Events will have flyers and membership notification prior to the Event, Other events have contact 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.

2008

Sat., Aug. 2

***Lunch at Paradise Cove in Malibu. A SoCalSACC Flyer Event, see flyer in this Newsletter.**

August 19 – 21

SACC National Convention in Hershey, Pa.

See your recent National "On Solid Ground" Magazine for details.

Sun., Sept. 14

Red Line Corvettes All Corvette Show, Thousand Oaks.

Sat., October 4:

***SoCalSACC General Member Mtg. in Fountain Valley, Ca. SoCalSACC Flyer Event**

Sat., November 15:

***So Cal Tech Session in Torrance, Ca., SoCalSACC Flyer Event**

July 17 – 21, 2009

***SACC National Convention in Ventura, Ca. Hosted by SoCalSACC Chapter**

Welcome New SoCalSACC 2008 Members!

The following List have joined our Chapter since March 2008.

<u>#</u>	<u>NAME</u>	<u>LOCATION</u>	<u>CAR YEAR</u>
135	Vernon Kjonegaard	Santa Barbara	1962
136	Tonny & Tina Holst	Reseda	1961
137	Rich & Niyom Rusinek	Anaheim	1957
138	Tom & Mary Ellen Stobba	Temecula	1960
139	Chuck & Romona Gibney	Lake Forest	1962
140	Jack & Linda Estes	Seal Beach	1962
141	Tom & Rose Barrera	Cypress	1959
142	Niles & Mary Mel Hallie	Camarillo	1960
143	Ralph & Linda Johnson	Riverside	1961
144	Lance Doman	Victorville	1960
145	Greg Seigler	Riverside	1954
146	Paul Vanderpot	Laguna Niguel	1959

Jerry Palmer, Lucky Number #13C

My name is Jerry Palmer, SoCal SACC lucky #13 C and I own three Corvettes. As a retired U.S. Navy fighter pilot, I flew T-28s, F-9s, A-4s, A-7s and the F/A18 Hornet. While serving as the Commanding Officer of Naval Air Station Lemoore, I learned that a 1954 Corvette (# 2042) might be for sale. The car was owned by a former Mayor of Pasadena. It was purchased by the Mayor in 1955, on the same day it was traded in on a 1955 Chevrolet 2-door hard top. He had owned the car from 1955 -1988 and accumulated approximately 50,000 miles. When I bought the '54, it had been "parked" in his garage for over 10 years. I made the deal, replaced the battery and the original fuel pump (no, I didn't keep it.....rookie move), changed the oil and drove the car 200 miles to Lemoore. It went through four tanks of gas in 200 miles; it was running a "little rich".

I finally had my first Corvette and planned to use as a driver. Things happened; I joined SACC and NCRS then got restoration fever. I did a complete "frame on" restoration of the '54 using all original parts. At my first NCRS chapter meet in San Marcos, I was overwhelmed when the car received a Chapter Top Flight Award. After three more Top Flights, a PV in the rain in Scottsdale, and a Duntov in Grand Lakes, Oklahoma in 1993, I accomplished my goal. The car has been shown at numerous Concours and other car shows. It's also been featured in many magazines including Corvette Fever, All Chevy, Googguys, Super Chevy and 2 calendars featuring "The Greatest Sports Cars of the World, and most recently Corvette Masterpieces, by Jerry Heasley.

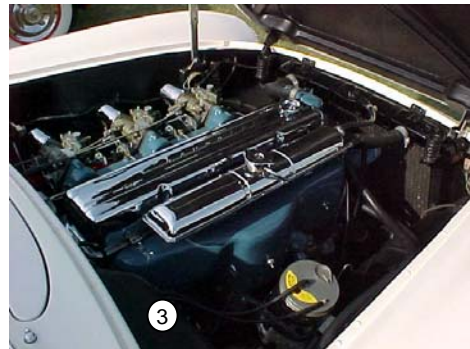
Now that I had the bug of restoring cars, I purchased a 1955 Chevrolet Nomad; a twin to the car I had in high school. I restored the Nomad and received a score of 99.9 points at the Classic Chevy International meet in Reno, Nevada. The Nomad received "Best of Gold" at a Super Chevy Show in Arizona and "Best Paint/Interior/Engine" and "Best of Show" at a National Nomad convention. The metal car was great, but my love was still with Corvettes. My next purchase was a 1968 that was owned by a NASA astronaut. I had it for a few months when a "friend" had to have the car. Next car was a 1962 Fawn/Fawn FI metallic brake car that I purchased from my good friend Dale Pearman (rest his sole). With the help of Bill Verboon, the '62 was restored and received the Duntov Award in 2002. The car was almost immediately sold to a Mercedes-Benz dealer in Edison, New Jersey.

The next car was a 1963 FI, white/red convertible and received two Top flight Awards before someone else "had to have it". I then purchased a 1962 Black/Black 250hp hard top only car and was awarded the Duntov in 2006. Janet and I have also owned a 1996 Polo Green/beige coupe and currently own a 2000 Magnetic Red/beige coupe.

While restoring the cars, I received my NCRS Master Judging Hat. Between flying Navy jets and restoring Corvettes, it has been a great life and I am now looking forward to my second retirement and playing with the toys.



(LtoR: Bill Verboon, Noland Adams & Jerry, site: SACC National Convention in Monterey/Leguna Seca Raceway.



1,2 & 3: First Corvette, 1954 after frame-off restoration. 4 & 5. 1962 Fawn/Biege NCRS Winner. 6. Current 1962, Blk/Blk, 250hp, hardtop only car.



So. CAL SACC Presents: A Return to the Beach!

Saturday August 2nd, 2008 10AM

Tour Details:

- Tours to Paradise Cove and Brunch at their 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 10:00 a.m. or we will lose our spot!
- We will need a head count on this. If you plan to attend, would like to help coordinate, or have any questions please contact:

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

OR Bruce Fuhrman,
(805) 482-4396
bruce4info@aol.com

Flyers, Maps and additional details will be sent by email.



The Beach at Paradise Cove!

As always, if you bring a non- C1 Corvette, please stay to the rear of the caravan. Tin cars are welcome to follow behind all Corvettes.



C1 Turnout during August 2007!



Fall 2008 Tech Session Note:

Saturday, November 15th

The November Tech Session is already in planning. Chip Werstein, along with SoCalSACC members Rick Dufresne & Stan Kiyan (also Toyota employee's), are scheduling the session to return to the Toyota Facility in Torrance, Ca. Topic's considered for the session plan to include "under the C1" details.

Future flyers will be sent by email and included in a next Newsletter, but, put the November 15, 2008 date on your SoCalSACC Calendar.

The Pine Valley Tour

"A Cruise of Eastern San Diego County"

Saturday, April 12th was a "Hot Day" in Southern California. The word Hot was in the mid-90's by meeting time at the I-15 and Hwy. 76 intersection. 13 Corvettes showed up at the meeting location. About half of those showing up planned to spend the Saturday night in Pine Valley while the rest, living in the San Diego County area, traveled home to return on Sunday morning.

Randy and Diane Solle were our member Hosts on this trip and have planned this "week-ender" over several months for our So. Cal. Chapter. In parallel, Randy was also trying to complete his ground up restoration on his 1960 Corvette which he has owned for 25+ years. He completed it and it is beautiful as can be seen by the picture below. Randy's complete story was in the last newsletter which is posted on our Web Site.

The initial leg of our run was to the historic town of Julian for lunch. By the time we arrived in Julian, and climbing a couple of thousand feet, the temperature had moderated to the high 70's and tolerable. After lunch, there was a further run south toward the Mexican border and the town of Campo, Ca.. The highway south was windy and winding through some beautiful country. What must be remembered, and it was evident everywhere, that catastrophic fires occurred through this region last Fall.

Arriving in Campo we went directly to the Motor Transport Museum. This museum is housed in a old Feldspar factory which had ceased to exist in the 1950's. The museum is a collection of large truck transport vehicles long ago abandoned and ended up here. If you want to view pictures of this collection, go to the SoCalSACC Web Site, www.socalsacc.com (Past Tours).

After the museum tour in Campo it was a short drive up to Pine Valley, Ca., just north of the I-8 freeway. The accommodations were very comfortable and we ate at a nearby café. The following morning, prior to leaving, we had a photo-op when we set the cars up for a portrait in the parking lot. Several cars had joined us prior to leaving having arrived from their home in the San Diego area. The return drive from Pine Valley to Temecula (tour's end) was over a different highway which took us up to an altitude of 6000 ft. and we could look down on the desert east of us (Borrigo Desert, I believe). This spectacular drive ended up in Temecula and lunch, and also back into the heat.

Below are picture's taken during this Tour. Many pictures were taken by Judy Lundal while Jim Lundal was driving the C1. The pictorial presentation is not complete but is divided into segments/highlights during the event. The final segment are the incident's which occur during most tours and they are highlighted. "Incidents" are always expected and this tour they were held to a minimum, but what is significant is how every tour participant assists with any problem. Another significant item which should not be overlooked, all of the wives who participate in our touring. This is not just a guy thing. Traveling in a C1 is not "often" the most comfortable but without the wives participation it would not be the same.

More pictures and Tour coverage are posted on the So Cal SACC Chapter Web Site, www.socalsacc.com, Past Events, Overnites! A special offering also shows many pictures from the Motor Transport Museum.



Included in our gathering were member's representing the gamut of our So. Calif. Chapter. Members Eric & Fran Hershkowitz drove from Bakersfield, Several arrived from Ventura, Camarillo and the San Fernando Valley and members drove down from Big Bear, California. Of course a large representation was in San Diego County including two couples who are non member's but knew our Host from another San Diego club.

Thank You Randy & Diane Solle for your work on this Tour. Their organization was evident throughout the weekend, even down to their planning of being an "incident" on the tour. Everything was going so flawlessly that Randy (Mr. Lugnut, see below) had to provide something to let all the guys rally to his assistance. Also, congratulation on completing your beautiful car.



1. Randy & Diane Solle stand beside their "freshly-restored" 1960 Corvette. 2. Our first stop is lunch in the town of Julian. 3. This picture shows the fickleness of the fire last Fall. The top of the picture indicates the fire path and the scorched bushes below indicate how the fire went around this small group of houses. 4. Heading to Julian! Note the burned trees on the right side of the road and the CHP on the left.



5. The Rong Branch in the historic town of Julian was the site of our BBQ lunch. 6. So. Cal. SACC Chapter founder (1 or several) Richard Block appearing like a stuffed bumper feature usually found at street-rod shows. (editor) I will not comment any further without the indicated "person" explaining his antics. You see, Richard is an attorney with a Harvard Law Degree. 7. The Feldspar factory in Campo, Ca. housing the Motor Transport Museum.





1. Pine Valley Inn parking lot photo-op prior to beginning our 2nd day on this tour. The color red is in the minority? 2 & 3. Cruising at 6000 ft. altitude. 4. Stopping at the highest point. 5. The view down to the desert floor. 6. While stopped, Mr. Lugnut performs some last second restoration completion. How many SACC members does it take to tighten a lugnut? 7. Members, Jim & Judy Lundal enjoy the tour-end! Little realizing they would be incident #2 on the way home.



And Now, The Rest of Their Story's, or Testimonials!!!

This page features the explanations of why these members became "Incidents" while on the Pine Valley Tour.

Randy Solle, now referred to as Mr. Lugnut!

"After recently finishing a Frame Off on our 60, we took it on the "Run through the Hills of San Diego County" a couple of weeks later. After enjoying a wonderful view at one of the stops, we started out and I heard a noise coming from the back of the car. It was soon discovered that one of my lug-nut's had come loose. After returning home and checking into it further, I realized that this had been the first wheel I had put on the car. The paint shop had gotten the paint a little thick, and as I tightened the lugnut's, it was flaking the paint around the hole. On the remaining three wheels, I had taken a 1/2" Abrasive Barrel, and cleaned all of the paint down to the bare metal in the countersink where the taper on the lugnut seats. These three wheels were still as tight as when I put them on. Even though I tightened it on the road, the fourth wheel was still not completely tight when we got home. So when you get your wheels painted, be sure to clean all of the paint and foreign material out of the holes, or you may wind up with a serious problem, or if nothing else, a new nickname."

Yours truly,
"Mr. Lugnut"

"I asked him way back what the tinny rattle was in my side of the car!"



Is It Fuel Injection This Time?

Jim Lundal

Although the Pine Valley Tour was officially over in Temecula, after 2 days of driving eastern San Diego County, Jim & Judy Lundal didn't experience a problem until heading home. The outside air temperature was in the 90's and we were caravanning north on the I-15 freeway with John & Judy Costales who was driving to their home in Ventura, Ca. The Lundal's bid the Costales's a good-bye wave and began to transition over to the 91 freeway west when their Corvette stalled and we had all we could do to pull over to the shoulder.



The engine temperature had spiked up prior to stalling. Is Chip Werstein correct? After 16 years and 40,000 miles of driving, the fuel injection finally died was all Jim could think!

After several anxious moments on the side of the freeway transition with heavy traffic, 90-degree temperatures and two over-heated Corvette owners, Jim got the car restarted and worked his way back onto the I-15 freeway north to the first off-ramp. We cooled down in a mall parking lot and added some water after removing the radiator cap. It didn't take much which indicated that wasn't the problem. "Thermostat" was the another thought! Starting back up we got on the west bound 91 freeway and the temperature continued to slowly climb and after stopping at the first off-ramp, we dialed AAA. Jim accused Judy, laughingly, that she just wanted to drive home in an air conditioned vehicle.

Two days later! Jim and SACC member Steve Clifford changed out the coolant and added a 170 degree AC Delco thermostat. This was the thermostat still available from your local Chevrolet dealer. The car was started and as it warmed up, the thermostat obviously worked, according to the temperature gage. So let's take a test drive! Idle somewhat rough, acceleration moderate with what appears to be some missing in the spark plugs. Something still wrong! Oh yes, maybe the Fuel Injection has finally begun to be a problem!

Another day goes by and Jim had always wanted to change the muffler's as they were sounding "crappy" but still had exhaust exiting. Down to the muffler shop and installation of a couple muffler's. Prior to paying, Jim got into the car to see what the muffler's sounded like and the car instantly started and roared to life with a totally different sound and feel. After driving this car for 16 years and 40+K miles including driving from Chicago to LA on Rt. 66, etc. the engine sound was obviously different. Could it be? Exiting the muffler shop and a left turn onto a no-traffic light road parallel to the freeway, Jim punched it and Wow is the only word! This performance hadn't been felt since some time ago.

Yes, the muffler's solved all the problem's with temperature, idle, acceleration and overall performance. BACK PRESSURE was the problem (similar to a plugged catalytic converter) on modern cars. Who would have thought! Oh Yes Chip, the FI still works!

The Spring 2008 Tech Session was held on Saturday, May 10th at a building housing the car collection of So. Cal. Chapter member Kent Browning, #118. Kent has obviously been collecting for sometime and recently acquired a building to display his car collection and memorabilia. Kent is seen at the center in the adjacent picture flanked by Jim Lundal, #19C (left) and Rick Dufresne, #86 who assisted in placing chairs, tables and obtaining a PA System. Kent's secretary, Collene Fiore, organized the caterer's and rented all the chairs and tables. Leo Hamabata, an employee of Kent's, puts in the time maintaining this facility and car collection. During the week prior to the Tech Session the planned attendance grew to over 90 individuals. This many attendees would undoubtedly be a Chapter record. Recall that our first Tech Session was held in Chip Werstein's garage and approximately 15 people attended.



Kent Browning has been associated with the automotive retail business beginning with his father, Richard, first acquiring a dealership in 1960 (formally C Sandlee Martin dealership) in the Long Beach area. The first dealership was Browning Oldsmobile. Now the Browning Auto Group manages several dealerships in the So. Cal. Area, primarily in Cerritos and Victorville.

Kent's car collection was started by himself and features his "first" car, a 1928 Olds Coupe. Additionally the collection consists of Corvettes (1953 through 1968), approximately 20 Oldsmobile's and other various cars collected over the years.

As our Tech Session day began, C1 parking was allowed in an adjacent parking lot to the Kent's building. The final count on the C1's was 38 and these are seen on the cover of this newsletter. Prior to the start of our speakers was tire kickin' time and browsing through the Browning collection. Kent's building was spotless and most of the cars hoods were up for engine inspection. Beginning with the 1957 Corvette, all of the C1's were FI. Many of the cars on display were set-up for racing. A 1962 was displayed with the large gas tank and big brakes. The Corvettes continued beginning with a split-window '63 and on to a 1967. There was also a 1964 Chev 409 sitting in the corner. For esthetics, there were two FI units sitting on Kent's workbench. "This was a real Candy Store" for the attendee's.



The Tech Session began at 11AM and consisted of four speakers addressing four subjects pre-selected by our Chapter Tech Advisor (and member suggestions). Each speaker had 45 minutes to address his topic. All the topics were directed toward the C1 Corvette. After the first two speakers everyone picked up their chair and placed it around the many tables available for lunch. The catered lunch was welcome because tire kickin' and knowledge makes one very hungry. Also available at the session was a visit by Robert Genat who was selling his book "Fuelies". It appeared that book selling was brisk. The book had many great pictures and good text on the FI unit and cars with the installation. By count there were 19 FI cars at the session.



Robert Genat poses behind the book he authored, "Fuelies".



The lunch table row was down the aisle flanked by Oldsmobile's.



At the far end is the lecture set-up with chairs and speaker table.

The Spring Tech Session is highlighted below describing the Topics covered and pictures of the presenter's.

More information will be posted on our Chapter Web Site, www.socalsacc.com soon. On the Web Site go to C1 Technical/Tech Sessions/Spring 2008.

The speakers & topics were covered at this Session:

Ed Justice Jr.: Oils & Additives for C1's

Ron Lefler #91: Hardtop Restoration

Dave Schwartz: (Euro Body Painting) Painting C1's

Larry Pearson#5C: Restoring C1 Taillights & Parking Lt's.



Justice Brothers, Oil & Coolant Products

Ed Justice Jr. and associate Steven Flowers perform a demonstration of the various products manufactured by Justice Brothers Inc.. Ed Justice Jr. is the Chairman and CEO of Justice Brothers continues the legacy from his father Zeke and Uncle.

There are approximately 100 Justice Brothers products on the market. Their oil additives are well known and Ed and Steven provided a demonstration on friction control between metal components. They also discussed the latest Zinc (Zn) reduction for environmental reasons and how they still achieve frictionless properties.

Another product "Stop Leak" was also demonstrated by adding a small amount to a can containing coolant and as the coolant drained through several holes in the can the additive stopped all leaks. Additional testimonials were added by Chapter members in the audience who have had positive results using Justice Brothers products.

Follow-up Memo from Steven Flowers (Justice Brothers Co.) to Chip Werstein:

Hello Mr. Werstein, we apologize for any confusion. Our product being a professional brand is not sold in retail outlets or part stores. We go to market directly to the dealerships, independent repair shops, industrial, and ag. customers. The good news is to let your members know that if they contact Becky on our order desk at 1-800-835-8784 we would be happy to ship to them directly. You may also visit us here in Duarte and purchase what your needs are here. A great excuse to visit us. Thank you again and please contact me directly at the above number if you or any member has any questions about our product.

C1 Hardtop Restoration..or, How to Get Into Trouble Very Quickly!!!

Speaker: Ron Lefler #91



Ron Lefler had a veritable impossible task to describe C1 Hardtop Restoration, in a 45-minute time span. Ron came with his props on display boards containing hardtop parts and a comparison on how the parts changed through the C1 years. Ron indicated, using his own color coding, on removal requirements for restoration. Pictures on many of these parts are posted on the Chapter Web Site.

Hardtop Restoration most likely cannot be contained in a weekend seminar but Ron made it very clear there is a proper order for dismantling and reassembling these assemblies. Replacement parts are available (contacts available on the Chapter Web Site) but caution is the keyword in replacing those parts. Ron began working on Hardtops almost 25 years ago and the lessons-learned sometimes are the result of mistakes.

C1 Fiberglass Painting Q&A

Speaker: Dave Schwartz of Euro Body Painting

Dave Schwartz, who has over 30 years experience in automobile painting, relates he loves the early Corvettes and essentially opened his 45-minute talk by asking the question, "Are there any questions?". Questions abounded from the discussion of old versus new paint technologies, primers and where to begin a paint task. Dave's advice on the questions:

- The newer paints are great performers and the painting technology has vastly improved over the years. The days are over for painting your car with lacquer in your driveway (in California at least).
 - A popular series of questions concerned on how far down do you take your existing paint off to begin applying your new coating. The first question is do you know what is on the car now. Then do you know what is under that existing paint. Your final paint job is only as good as the base beneath the final coat.
 - Is it necessary/best to go down to the bare fiberglass to begin you paint job? Another response: your final paint job will appear and last primarily on the quality of the body and preparation underneath.
 - Cost: Dave responded that the only way to assess the cost of a paint job is on an individual basis. Depending on how much you personally do to prepare the job, your pre-work on the fiberglass, etc., a paint job will begin in the \$10K range and go up.
 - Dave's company uses the Glasco Paints, because the results are good when their process is followed. Other paint manufacturers have there own paint systems and until you understand and experience their system he would not comment. He understands the Euro Paint System and knows the results.
- When Dave's 45-minute,s were up and he left the podium, he was observed being followed by several audience members and only Dave knows whether any jobs were obtained by his company. Dave did relate that if he was scheduling your future paint job, it would be sometime in 2009.



Speaker: Larry Pearson, #5C



Our Chapter C1 Hobbyist!

Larry Pearson is Secretary of our So. Cal. SACC Chapter and participates in every Tech Session Forum with various topics. He always begins by saying "I am a hobbyist" and receives his knowledge from working on C1's and rebuilding, restoring and repairing his several C1's

Larry's topic for this day was electrical wiring. Larry began by describing one of the key components in our C1 wiring system, the Grounds.

Automobile electrical systems are Direct Current (DC), contrasting a home electrical system which is Alternating Current (AC). The source for powering a automobile electrical system is the DC battery (12-Volt) which supplies a positive voltage to the electrical components (lights, wipers, heater fan, starter, etc.) and each component to function properly **MUST** have a return "path/wire" back to battery (Negative terminal). Obtaining the positive 12-V to each component is performed by the electrical wire harness containing individual wires (of various sizes and colors) connected (through fuses) to a specific auto component (radio, heater, ignition, etc.). The return path to the negative battery terminal in most automobile relies on the metal body which is connected to the Negative terminal on the battery. However, our C1's are a nonconductive fiberglass body and the various components must rely on grounding through return wires, engine metal grounding or frame grounding. This background is the basis why Larry began by describing the grounding system for the C1.

The primary electrical ground is the large wire from the battery Negative terminal usually and is connected to the engine block. The second significant ground is a wire in the wiring harness coming from the fuse block and bolted to the rear drivers side engine valve cover. Larry pointed that this latter connection is one of the most missing items as when the valve covers are removed and reinstalled they many times are left off. Larry continued to indicate other grounding straps:

- Strap between engine motor mount and frame.
- Strap for electrical Wiper motor.
- Heater grounding straps.
- Radio antenna grounding.
- Gas Tank Gage.
- Etc. This list is extensive and could become a subject topic for a future Tech Session.

Larry continued with another subject from the wire harness and describe the various connectors in our C1's and the proper method for dismantling and removing wires if needed. Connector topics are discussed further on the Chapter Web Site for this Tech Session.

SoCalSACC Member News!

Chip Werstein and Jenni's Car.....

Chip Werstein, #3F, and Technical Session Coordinator for SoCalSACC had a knee replacement during this last April. Due to the recovery time he did not attend the May Tech Session and worried (at home in bed) about how the event was proceeding. He had plenty of time to sit home and worry about all the details. As those who did attend, many members pitched in and implemented Chip's plans.

David Schwartz, one of the presenter's at the recent Tech Session on C1 painting has received Jenni's (Chip's wife) Car for paint. This car was featured in the March 2008 newsletter and Chip indicates that it will probably be in the paint shop for 5 to 6 months.

Chip reportedly is "feeling better every day, but still not able to work in the garage. I start out patient physical therapy next week so that should help move me along".

SACC National Convention in Hershey, Pa. August, 2008

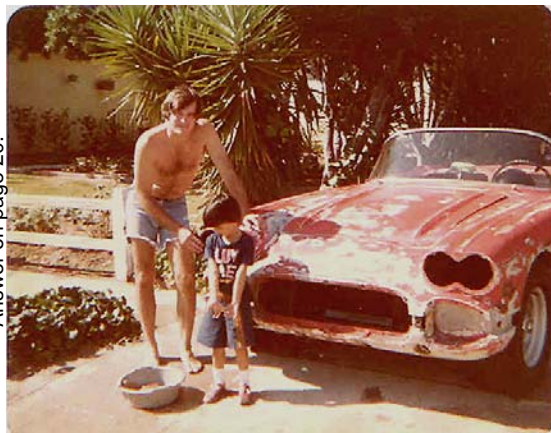
A reminder that this August, 19 – 21st, the SACC National Convention will occur and there are several members traveling back to attend. If you want convention details pick up your last issue of the National Club magazine, "On Solid Ground". If you want more details on those attending the convention and their travel plans, contact Bruce Fuhrman, SoCalSACC President and you can ask your questions.

Transmission parts Information

....submitted by Mike Nougara, #109

Member Mike Noguera, #109, wanted to share with everyone the find he just made. Today I purchased some parts for my 1957 Powerglide that I've been looking forFOR YEARS. Ron (of Trans-Matic Parts) has quite a collection and you could NOT ask for a nicer guy. Ron's been in the business for years and is more than reasonable in the pricing as well. Trans-Matic Parts, www.transmaticparts.com, (818) 246-7788, tmparts@sbcglobal.net.

**New SoCalSACC
Guessing Game.**
Guess who the Hunk is?
Answer on page 20.



Planes of Fame Air Museum Tour

Our 15 C1's sitting in front of the "to be restored aircraft" at the Planes of Fame Museum.



This SoCalSACC Tour was coordinated by Chapter Vice President Mike Gibbon's, who is no stranger to early-warbirds, and it was another smashing success. 15 C1's showed up for the event with some arriving earlier to dine at Flo's Restaurant located "on the flight-line" nearby the Planes of Fame Museum. Flo's is very "original", large amount's of food, and a legend in the area. Planes of Fame Museum is an active organization with many volunteers preserving the history of early flight through jet aircraft. The displays are located in several hangars. After arriving we were directed to park amongst the aircraft and featured to the visitors who were paying to enter the museum. "I guess we're part of the aviation, being high-flying Corvette owners"!

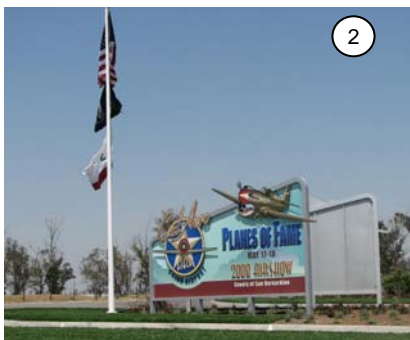
Our tour date was the first Saturday in June and being the first Saturday, the museum had a presentation about a specific facet of aviation history. Grumman Iron Works was the presentation and the featured aircraft was the Grumman Avenger (TBM-3), which was sitting next to the guest participants. Featured speakers spoke about Grumman history, the manufactured aircraft and other guests were pilots who flew this aircraft in "The Big One", WWII. After the presentation we had a walking tour of all the hangars and display aircraft.

This is a First-Class Museum with a First-Class Presentation. SoCalSACC coordinator Mike Gibbon's (who actually crewed a Mitchell B-25) is to be commended for his work.



Above (L to R), a P-38 Lightning with SoCalSACC President Bruce Fuhrman and VP Mike Gibbon's talking, next is a P-51 Mustang. Both planes were featured following a Navy Grumman F8F-2 Bearcat during a performance flyby over the museum, which was awesome to experience. The sound was worth it all.

The picture collage below: 1) member Tony Siragusa's, #124, first time out with SACC, 2) Entry sign to Cal-Aero Planes of Fame, 3) our contingent of C1's, 4) SoCalSACC member poses next to a T-6 trainer aircraft which was just sitting on the flight-line 5) member Randy Solle, #94, poses with the Curtiss P-40 Warhawk sporting the Flying Tiger design, and 6) the North American Mitchell B-25 (WWII Doolittle-Raid type aircraft) sporting the "Photo Fanny" nose art (I hope I didn't offend anyone, but that is what it says!).



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- Correct knobs
- Wonderbar seeks on AM or FM
- Wonderbar duplicates action of original (seeks UP, then rapidly returns to bottom of dial and starts over)
- 10 presets (5 AM, 5 FM) Why settle for a goofy looking cheap imitation or an original that costs twice as much without these features?
- Fits your dash without any modifications. Uses original antenna. Chrome plated die cast nose piece, Wonderbar and pushbuttons look all original. Correct knobs. Wonderbar seeks on AM or FM. Wonderbar duplicates action of original (seeks UP, then rapidly returns to bottom of dial and starts over) 10 presets (5 AM, 5 FM)

1961-62 model shown. 1958 model and 1959-60 model have different knobs and pushbuttons

4 x 45 watts RMS output allows up to 180 watts of audio power. AM dial scale in foreground looks original – FM dial scale in background. Analog controls look and feel like the original radio. All controls easily accessible. Volume, Bass, Treble, Balance, Fader and Tuning from original-looking controls. CD or XM (satellite) inputs included. LED dial lights will never need replacing. Digitally tuned AM/FM/Stereo front end provides stable, high quality reception 1/2" shafts on controls for mounting (same size and thread as original shafts) Memory retention for pushbuttons.

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**SoCalSACC Vice President Mike Gibbon's
(driving), #72, and George Tuer's, #38C, are
photographed as they leave our recent Spring
Tech Session.**

Sorry guys, this is what they call "filler".

So Cal SACC Classifieds

Classified Ad Policy: This listing contains Wanted and For Sale Items submitted by the So Cal SACC members. Items must be Solid-Axle Corvette related (parts, information wanted, etc.) and contact of a current So Cal Chapter member. No general ads will be accepted.

FOR SALE: generator, with tach drive, rebuilt (bearings, brushes, armature, oiler, key); Delco 1102084 tag dated 7A29 4" generator pulley (high HP) motor mount crossbracket; original from 58 Vette, good condition but notched (not NCRS!) water pump with plug requiring notch in bracket (not NCRS!) carburetor - Rochester 4bbl, 12128, w/ accel link, return spring, choke fresh air tube, stud & wingnut; (used on 58 230hp TurboFire Chevy), used (rebuilt many years ago) fuel pump - rear input, front output like #4445/4663 but no AC logo on top, used but OK (fits 55-58e Vette) thermostat - 180 degree, new air filter elements - A350C, qty 4, new (can fit 59-62 Vette) air cleaner - for 1x4bbl - split type, with filter element, used very good (can fit 59-62 Vette; chromed steel, may be from a GTO) ignition coil 202 distributor cap - tall, window - ACDelco D308R, GR2.367, CC1236081, boxed, new distributor cap - tall, window - Standard DR429 - CC271011, new distributor cap - tall, window - DelcoRemy Pat.#xxx047, DR script inside, barely used distributor tune-up set - ACDelco 101-2, 12338695, CC271009, new emblem inserts - front/rear, silvered not gold, disk only not mount ring, qty 2, appear like new.
Contact: Alfred Cellier #34C, Rancho Palos Verdes CA, 90275, 310 833-6278, n6ac@arrl.net ...Al '58 245hp

FOR SALE 1954 Corvette Completely original and restored White/red 800 miles \$80,000.

1959 283 Corvette engine, Completely rebuilt, Needs starter and carburetor \$3000.
Engine number:GM 3756519 L – 18, Head number:3756550 L – 38
Contact Vic Colello # 121 805-522-4049 or acolello@sbcglobal.net.

ANY HELP APPRECIATED: I'm in a budget crunch and can't afford the \$1800 to overhaul my cooling system, so I need to advertise for some used cooling system parts for my 61'. I need the following parts dated October/November 60'. Aluminum radiator, expansion tank with brackets, and radiator core support. Thanks, Eric May #71, ericmay@adelphia.net or (805) 208-9342

WANTED: Looking for: front, rear bumpers, convertible frame, 4900 F/I, air cleaner for 58. Andy Zimbeck (818) 631-9405, andrezimbeck@yahoo.com

STILL WANTED. T-10 4-speed maincase and tail housing dated April, May June, July or early August 1961. Will purchase complete transmission if necessary. Condition of gears and other internal parts is unimportant. Chip Werstein 818-883-5766 or chipsgarage@aol.com

**EXECUTIVE BOARD MEETING MINUTES
SOUTHERN CALIFORNIA CHAPTER, SACC
MONDAY, MARCH 17, 2008**

The Minutes listed for March 17, 2008 has been approved by the Executive Board.

This Months' Meeting was held at Weiler's Delicatessen in Canoga Park. The Board Meeting was called to order by President Bruce Fuhrman at 7:17pm. The following Board Members were present: Larry Pearson, John Costales, Richard Block, and Chip Werstein. Also present was Jeff Block.

Officer Reports:

Copies of the Minutes from the February 4, 2008 E-Board Meeting were e-mailed to the Board Members by Secretary Larry Pearson for review by the Board. There were two corrections. John Costales made a Motion that the Minutes be approved as corrected. The Motion was seconded by Richard Block, voted on, and carried unanimously.

Bruce Fuhrman reported on our Newsletter, The Solid Scoop, for editor Jim Lundal. Our new printer, Copy Center Too! in Westlake Village, did an excellent job on the last Newsletter. The total cost per issue was \$3.18, which included printing, putting labels on, postage and tax. The press run was 150, and the issue had 20 pages. We have the best newsletter by far of all the SACC Chapters. Jim needs articles for the next issue. Jerry Palmer is the next Member Profile.

Bruce suggested that all Newsletter ads must be from Chapter Members in good standing and must be restricted to Corvette parts and cars. The cost is free up to 1/8th page. Discussion on paid ad space was tabled until the next Board Meeting.

Chip Werstein, Tech Session Chairman, reported that our spring Tech Session on Saturday, May 10th at Kent Browning's new facility is on track. There will be four topics: Justice Brothers automotive products, Dave Schwartz on Corvette Painting, Ron Lefler on hardtop restoration, and Larry Pearson on parking and tail light repair. A flier is in work.

John Costales, Chapter Treasurer & Membership Chairman, reported that as of tonight we are up to Membership # 136. Fifteen of these are delinquent, leaving a net Chapter Membership of 121, as of tonight. John reported that as of tonight we have \$4334 in the bank, plus \$149 in petty cash.

Old Business:

2009 SACC National Convention in Ventura, July 17-20:

Bruce Fuhrman, Larry Pearson, and John Costales are planning to attend the 2008 SACC National Convention in Carlisle to promote our 2009 Convention. Jim Lundal is working on a logo for the brochure and for T-shirts. We will have a proposed agenda worked up by August to take to Carlisle. We still need a guest speaker. Martin Milner from the Route 66 show would be great if we could get him. We need to contact the manufacturers for raffle prizes. Barbara Tuers is working on the harbor progressive dinner tour.

2008 General Membership Meeting on Saturday, October 4th:

Everything is set up. We need a guest speaker.

Chino Air Museum tour on Saturday, June 7th:

A tentative flier was e-mailed to the Board members for review. The cars will be changed to Corvettes.

San Diego Area Overnighter Tour, April 12-13:

Randy Solle is in charge. This is a go.

Point Vicente Lighthouse Tour: Cancelled.

Drive-in Movies: Leland McCoy is working on.

Paradise Cove Brunch Tour, Saturday, August 9th: This is a go. John Costales is in charge.

Bruce Fuhrman proposed that the next Chapter Board Meeting be held at Weiler's Deli in Canoga Park on Monday, May 12th.

There being no further business before the Board, John Costales made a Motion that the Meeting adjourn. The Motion was seconded by Chip Werstein, voted on, and carried unanimously. The Meeting adjourned at 8:34pm.

Respectfully submitted,

**Larry Pearson
Secretary**

ATTENTION ALL CORVETTE C-1 OWNERS



Southern California now has a Corvette C-1 ('53-'62) Club which is affiliated with the National SACC (Solid Axle Corvette Club) Organization. The SO.CAL SACC Chapter was initiated in February 2005 to provide a place for C-1 owners to meet with other Corvette C-1 owners and enjoy driving their cars as well as socializing during coordinated events. The Chapter covers owners from **Bakersfield** to **San Diego** and from the **Pacific Ocean** to the **Arizona Border**.

As of June 2008, we have 140 C-1 Members. The club holds a couple a General Membership Meetings during each year, several organized tours to various locations and at least two Tech Sessions. The Tech Sessions are held to provide the members a opportunity to find out details about their C1 and fellowship with other owners to discuss specific problems.

Our newsletter, "THE SOLID SCOOP" (Lots of color photos), is published quarterly. This newsletter provides information on club activities, access for selling and seeking "wanted" parts or services, and provides technical information when supplied.

Also visit our Web Site to review more of our activities: www.socalsacc.com



If you are interested in joining the SO. CAL. SACC Chapter of SACC, here are the details:

- Annual dues for the local Chapter are \$20 per year, renewable in December.
- Membership in the local Chapter requires membership in the *National SACC*. The *National SACC* dues are an additional \$35 per Year.
- Your membership in both organizations entitles you to quarterly issues of the local Chapters Newsletter, "*The Solid Scoop*" and National SACC's quarterly magazine, "*On Solid Ground*".

If you are interested in joining or have any questions, please contact

John Costales (Membership Chairman SO. CAL. SACC)

(805) 642-3662 or costales@west.net

Membership application(s), for both organizations, will be mailed to you, and, those joining late in the year, copies of that years "The Solid Scoop" Newsletter will be mailed to you.

We hope to see you soon at one of our events!!!

"SAVE THE WAVE"

Welcome to the So Cal SACC (Solid Axle Corvette Club)

So Cal SACC Chapter Membership Application Year 2008

Because of 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, renewable every December.

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 # _____

www.socalsacc.com

Make checks for \$55 payable to: "SoCal SACC" and mail to:

John Costales / SoCal SACC Membership

7026 Sonora Ct.

Ventura, CA 93003

(805) 642-3662 Costales@west.net

Applicant: Name: _____

Co- Applicant: _____

Address: _____ City: _____

State: _____ Zip: _____

Home phone: _____ Work phone: _____

E-Mail: _____ Fax: _____

Corvettes presently owned and please include VIN #'s for all C-1's:

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

Driving Tours _____

Technical Clinics _____

Overnight Driving Tours _____

Newsletter Contributions _____

Tours to Museums _____

Tour/Event Planning _____

Tours to Shops _____

Racing _____

Car Shows _____

Other _____

My liability insurance company on my Corvettes is; _____

Liability insurance policy # _____

I currently am a member of the following Automotive clubs/organizations:

Solid Axle Corvette Club

Southern California Chapter

2008 Club Officers

ELECTED OFFICES

President	Bruce Fuhrman	bruce4info@aol.com	2264 Glenbrook Av., Camarillo, 93010
Vice President	Mike Gibbons	gibbonsltd@aol.com	3133 Anasazi Way, Simi Valley, 93063
Secretary	Larry Pearson	lpears1941@att.net	1108 Palm Av., Burbank, 91506
Treasurer/Membership	John Costales	costales@west.net	7026 Sonora Ct., Ventura, 93003
Tech Session Coordinator	Chip Werstein	chipsgarage@aol.com	23317 Schoenborn St., West Hills, 91304

VOLUNTEER OFFICES

Newsletter Editor	Jim Lundal	jlundal@socal.rr.com
Webmaster	Jim Lundal	jlundal@socal.rr.com

Events Coordinator

Chapter Liaison to SACC

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 Englehardt	714-435-9448	littlejohns@sbcglobal.net

Guessing Game Answer: Chip Werstein and daughter Lisa. You compute the year, Lisa is now 35.

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