

# *The Solid Scoop*

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

**June 2009**

Vol. 5 Number 3



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



## SACC National Convention Update

***We want you, your family and your C-1 to join us. Our Goal is 100 C-1's***

As many SoCalSACC Chapter members are aware, your SoCal Chapter is hosting this years SACC National Convention in Ventura, California. The dates are July 17 – 20, 2009. The following is the Convention status at "The Solid SCOOP" publication.

The present count of registration's is over 80 with over 130 people attending. Activities are planned from your arrival time on Friday till the Banquet on Sunday evening. Pre-Registration for many of the functions is advised as there are attendee limits for some of the functions. The following are a list of functions to plan on:

### Friday, July 17:

- **Arrival and Registration:** Upon arriving you park in our C-1 only lot with nighttime security. The Registration Desk is near the Lobby and receive your pre-packaged Registration Envelope.
- **Our Registration area will have on display:** SACC merchandise, Raffle items and Information on Convention activities. An additional Table is for purchasing Raffle tickets and Convention activity tickets.
- **Evening Time:** A Welcome Reception hosted by CORVETTE MIKE (Mike Vietro, SoCal member #60) will feature buffet items and allow everyone to mingle and meet other Convention attendee's.

### Saturday, July 18:

- **Continental Breakfast** from 6:30 to 9 AM. Our Breakfast Host is JEFF READE (SoCal member #33C). Jeff operates American Motoring Memories, repairs and restoration specializing in Corvette's.
- **A Tech Session** at 9 AM with our Tech Session coordinator, Chip Werstein planning presentations on 4 C-1 topic's: Special C-1 tools, T-10 4spd., clutch linkage and generators
- **While the Tech Session is occurring,** spouses will have the opportunity to board a Shuttle Bus which will transport them to Old Town Ventura (about 3 miles) for a day of browsing unique shops, antiques and selecting their own eatery for lunch.
- **Meanwhile, back at the hotel,** there will be a parking lot Swap Meet, a Corvette Racing Film (hosted by Jim Gessner) and a SACC Chapter Director's Meeting.
- **Evening Time:** A Dinner Cruise in Ventura Harbor. This event will have an attendee limit, so don't delay, pre-pay.

### Sunday, July 19:

- **Continental Breakfast** from 6:30 to 9 AM. Our Breakfast Host's are RON LEFLER (Vette Garage) & STEVE LUVISI (Automotive Expertise Unlimited). Both individual's operate Corvette Repair & Restoration Shops and are very active with Corvette owners in the So. Calif. area.
- **10 AM** is the start of our Driving Tour. The driving tour is on back roads past Lake Casitas and the Santa Barbara foothills with lunch for about 100 of us at the Timbers in Goleta. (A little history: The wood constructing the Timbers came from the pier that was shelled by a Japanese sub in WWII)
- **Returning to the hotel** will allow enough time to meet at a 5 PM mixer before our Dinner Banquet.
- **The Banquet** will offer 3 entrée selections (selectable at registration), drawings for Raffle prizes and featuring our guest speaker DICK GULDSTRAND.

### Monday, July 20:

- **Farewell's and depart.**



# SACC National Convention

*The Convention location is in beautiful Ventura, Ca. and we are planning our stay at the Four-Points by Sheraton along Ventura Harbor. We anticipate a good crowd from out-of-town and expect to see a sizeable participation from our So. Cal Chapter.*

*Convention information is listed on the previous page of this Newsletter and we encourage you to sign up and ask questions if you need information.*

*A Convention Application Form is included with this newsletter, on the Chapter Web Site and in your latest SACC "On Solid Ground".*

*However, you must remember the following*

- *You NEED to make your own Hotel Reservations and the information is on the Convention Registration Form.*
- *You NEED to PAY the Convention Registration Fee (see application) to receive a Convention Badge.*
- *You NEED a Convention Badge to attend the Convention functions: Host Breakfasts, Tech Sessions, Parking, Swap Meet and Driving Tours.*
- *You NEED to pre-pay for those Convention functions that need pre-paid tickets and have a Convention Badge: Friday's Welcome Reception, Saturday's Harbor Dinner Cruise and Sunday's Driving Tour and Banquet.*
- *No Judged Car Shows*

## SAN JOSE



## 2009 NATIONAL

## NCRS National Convention

**San Jose, California July 12-17, 2009**

*The Western Chapter Consortium would like to invite all NCRS members to enjoy beautiful scenery and camaraderie with your Corvette friends at the 2009 National Convention to be held in San Jose California July 12th to July 16th 2009.*

*The 2009 NCRS National Convention is highlighting the 1959 Corvette which is 50 years old. The total production was 9670 units. This year's convention will feature the usual lineup of NCRS Flight Judging®,*

*Performance Verification®, Duntov Marque of Excellence® Judging, McLellan Marque of Excellence® Judging, Chevrolet Star/Bowtie Judging, American Heritage®, and special displays.*

*Your convention hosts have also planned a number of informative presentations/tech sessions on a variety of topics ranging from Corvette documentation to vintage Corvette racing to Corvette restoration etc. Click on TECH SESSIONS for tech session details. As always all tech sessions and presentations are free to members who have registered for the convention.*

*Complete registration information is in the NCRS Driveline and on the Convention Web Site*

*<http://www.ncrs.org/sanjose2009/index.html> Make your summer vacation plans now and be sure to include the San Jose Convention!*

**After the NCRS National Convention, Drive a few hours south on Highway 101 and Enjoy the Weekend in Ventura, California at our SACC National Convention.**

*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 SoCalSACC Chapter member, a person must belong to the National SACC. Applications for membership are available on our Chapter Web Site, [www.socalsacc.com](http://www.socalsacc.com). Submitting an application, and the appropriate listed dues, is necessary for membership. The SoCalSACC Chapter will forward your National dues to assure your National membership. Once a National member you will begin receiving *On Solid Ground*, the National quarterly published magazine. **MEMBERSHIP APPLICATIONS AVAILABLE: [WWW.SOCALSACC.COM](http://WWW.SOCALSACC.COM)**

*The Solid Scoop* is published expressly for Chapter members to communicate 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 SoCalSACC membership is encouraged to submit articles, classified ads and commercial ads if pertaining to 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 listed in this newsletter.

## Solid Axle Corvette Club Southern California Chapter Board 2009 Club Officers

### ELECTED OFFICES

<b>President</b>	Phil Roche	pdr44@aol.com
<b>Vice President</b>	Mike Gibbons	gibbonsltd@aol.com
<b>Secretary</b>	Larry Pearson	lpears1941@att.net
<b>Treasurer/Membership</b>	John Costales	costales@west.net
<b>Tech Session Coordinator</b>	Chip Werstein	chipsgarage@aol.com

### VOLUNTEER OFFICES

<b>Newsletter Editor</b>	Jim Lundal	jlundal@socal.rr.com
<b>Webmaster</b>	Jim Lundal	jlundal@socal.rr.com
<b>Events Coordinator</b>	Open	
<b>Chapter Liaison to SACC</b>		

### TECH ADVISORS

<b>1953 – 1955</b>	Bruce Fuhrman	805-482-4396	bruce4info@aol.com
	Larry Wright	818-705-4884	glvette@aol.com
<b>1956 – 1957</b>	Chip Werstein	818-883-5766	chipsgarage@aol.com
<b>1958 – 1960</b>	Mike McCloskey	661-257-4330	clutchmccloskey@yahoo.com
<b>1961 – 1962</b>	Larry Pearson	818-848-2653	lpears1941@att.net
<b>Fuel Injection</b>	Doug Prince	818-348-6998	spankey496@socal.rr.com
<b>Body &amp; Paint</b>	Dan Dempsey	818-846-2948	glassman@glassmandan.com
<b>Interior</b>	John Englehardt	714-435-9448	littlejohns@sbcglobal.net

**COVER CAR:** *This Black/Red 1962 Corvette belongs to Russ & Susie Bergan, #25C, of the San Diego area. The Bergen's are this issue's Newsletter Member Profile. The profile begins on page 9 of this "The Solid SCOOP" issue. In the background is the Coronado Bridge connecting San Diego and Coronado Island.*

## Calendar of Coming Events in our Area:

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

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

### 2009

July 12 – 17:

**NCRS National Convention, San Jose**

July 17 – 20, 2009:

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

August 8:

**\*Paradise Cove Brunch-- Malibu, Ca.**

Sept. 13:

**Red Line Corvettes, All Corvette Show in Thousand Oaks**

October 17:

**\*SoCalSACC General Membership Meeting in Pasadena**

Nov. 7:

**\*SoCal SACC Fall Tech Session at Toyota Museum**



### Scoop Features:

- Chapter Information p. 3
- SACC '09 National Convention Information p. 4
- NCRS San Jose Convention Info p. 4
- SoCalSACC Coming Events p. 5
- Spring Tech '09 Session "Tires & Wheels" p. 6
- Member #25C Profile p. 9
- Big Bear Driving Tour p. 12
- Bob Brown's Photo Gallery p. 15
- Classified Ads p. 16
- SoCalSACC Member Vendor List p. 18
- Board Meeting Minutes p. 19

## Welcome New SoCalSACC 2009 Members!

*The following people have joined our Chapter since March 2009.*

#	<u>NAME</u>	<u>LOCATION</u>	<u>CAR YEAR</u>
162	Brad & Vicky Balmont	Arcadia	1960
163	Leonard Nagel	Buena Park	'53 – '62
164	Hoss Nagel	Murrieta	1958
165	Mike & Sandy Cromer	Downey	1955

## It's a Record! C-1 Participation TOPS 50 cars at the Spring Tech Session!

The April 18<sup>th</sup> Spring '09 Technical Session produced an outstanding collection of 53 C-1's and an enthusiastic 92 attendee's. Similarly as the Tech Session of Spring 2008, our Host was Kent Browning who displayed his car collection and superb facilities for the event.

The SoCalSACC Technical Session is a forum for speakers to communicate specific C-1 topics to the attending audience. Chip Werstein, SoCalSACC Tech Session Coordinator, set the subject matter to be C-1 tires and wheels. Chip picked the topics of the three talks to be 1) general tire design & construction with guest speaker Bob Bower, 2) '53 - '55 wheels with Phil Roche as speaker and 3) '56 - '62 wheels with Chip Werstein as speaker.



Our Host for the day, Kent Browning #118 (seen at right), opened his facility for our session. Kent's history in the automobile dealer arena was begun with his father owning an Oldsmobile dealership and continuing to Kent's dealership in nearby Cerritos Auto Mall. Kent's car collection consists of many Oldsmobile's from most years since the 30's and a collection of Corvettes from 1953 to late 60's. Many of Kent's collection can be viewed on the SoCalSACC Web site ([www.socalsacc.com](http://www.socalsacc.com)) under Tech Session Spring 08. Kent (seen to the right) hosted this same type event about a year ago. He is an extremely accommodating and gracious host.



The Topic for the day was Tires and Wheels! The first speaker was Bob Bower whose credits include approximately 30 years with BF Goodrich Tire Co. Bob, an obviously experienced presenter, began with the basics, "What constitutes a Tire". Answer, it is various techniques/designs to encapsulate a air filled balloon, i.e., how do you keep the balloon from "popping" with all the conditions a tire is exposed. Outside conditions such as speed, car weight, side loads, heat, etc. all need to be considered when performing tire design.

Bob is seen at the left holding his prop and balloon in the shape of a tire. Using this prop he draws on "belts" in various configurations and explains the advantages and short-comings of each design. Behind Bob is a "population list" of all tires installed on our C-1's in the parking lot. At the top of the list is the original bias-ply 6.70x15 tires that were installed on 13 parking lot Corvettes. The performance everyone has experienced with these early bias-ply tires is why many owners have replaced their tires with radial designs. Bob indicated factors in bias-ply design and why these tires produce such handling characteristics. Bob continued that no matter what type of tire design used that 10 years is a reasonable lifetime for most tires. It is recommended if you have a tire that is approaching 10 years and a long road trip is planned that you should demount the tires and inspect for deterioration from the inside.



Tire life can depend upon many factors, not just tread wear. Bob continued to indicate that mechanical characteristics and chemical make up of the rubber are contributing factors in tire life expectancy. Additional discussion on Bob Bower's topic is found on the Chapter Web Site at [www.socalsacc.com](http://www.socalsacc.com), click on C1 Technical/Tech Sessions/Spring 09.



Items adorning the Kent Browning show place. This FI 1957 engine was outstanding.



Lunch was a catered event with nice large tables w/tablecloths and plenty of atmosphere (cars). Above members Steve Clifford and George Fhyrie enjoy the day. The buffet lunch and tables occupy much of the Oldsmobile car collection.



## **Afternoon arrives and it is back to the Seminar.**

First up is our Chapter President, Phil Roche, who would discuss 1953 to 1955 wheels. When discussing about wheels Phil tried to cover the type of inner and outer metal wheels, wheel covers, tires, tubes and the small original designs and changes that occurred over this production period. Such particulars as the original colors of dipped black to the red wheels in mid-'54 and the rubber inserts in the wheel slots to prevent rocks from entering into the wheel and rattling around in the wheel cover. Phil also pointed out that the Noland Adams book provided many details on this period of Corvette wheels.



This 1955 belongs to new Chapter members (#165), Mike & Sandy Cromer from Downey, CA.



No, this is not a tire thief (above) relieving a '54 Corvette of its wheels, just Chapter President Phil Roche obtaining a prop from his car for his topic, 1953 to 1955 wheels.



## 1956 to 1962 Wheels

Chip Werstein began his topic by identifying the basic difference between wheelcovers (hubcaps) into two groups, 1956 to 1958 and 1959 to 1962. The open slots appearing on the latter group is not seen with the earlier hubcap. The earlier cap is pictured at the right.

Identifying actual Corvette wheel were another topic. Many wheels are found which are basically a Chevrolet passenger car wheel but Corvette wheels are getting to be a rarer item. Corvette wheels were manufactured for Corvette by Kelsey-Hayes and measure 15x5 (inside the wheel). There is an inner and outer rim. The Corvette has a distinctive ridge on the inner rim. There is 4 nubs or bumps in the outer rim and 3 nubs on the inner rim for holding/securing the hubcaps depending on whether you are using the larger cap or smaller "dog dish" caps.

The inner and outer rim is welded with a dog-bone shaped weld joint.

Chip indicated Corvette wheel production are estimates for the number of Corvettes manufactured. Using the Corvette production numbers, (times 5 wheels per vehicle) approximately 250,000 Corvette wheels were produced. Passenger cars produced approximately 15 million wheels so it becomes obvious when you find a wheel for sale, only close examination and characteristics will determine if it is an actual Corvette wheel.

Wheel color was discussed. All wheels were dipped in black. The 1956 and 1957 wheel outside part of the wheel is body color. 1958 wheels were silver. 1959 wheels were black, 1960 and 1961 were body color. 1962 wheels with a blackwall tire were body color and with a whitewall tire they were black. All of the wheels were black on the inner side.

Corvette wheels also have the date stamped onto the center section of the wheel covered by the tire.

Specialty wide wheels measured 5 ½ inches and are extremely rare. Primarily these wheels were used for racing and it is easy to understand their rarity since most were discarded as newer wheels were produced for different racing tires. Current cost for a single wheel approximates \$3000. The wider wheel was riveted to the center part of the wheel. These wide wheels were available when ordering the car but appeared as an option after 1957. Estimate quantities of wide wheels produced are 9,100.







Small Corvette hubcaps were another expendable quantity. Chip explained how over several years the caps changed because of “maybe” a strength issue in installing the caps on the wheels. Chip had several examples indicating how the design changed and the weak areas which were beefed-up so when the caps were pounded on the wheel they wouldn’t deform.



## SoCalSACC Member Profile..... Russ & Susie Bergan, #25C

Webster’s states that any personality that is seriously disorganized and where any contact with reality is impaired is psychotic! If this is the case, when you look up the word “psychosis” in the dictionary, it should say “Corvette owner!” Most Corvette enthusiasts (psychotics) know that the first Corvette emblem featured crossed flags. One was the Stars and Stripes, which by law cannot be used commercially. Therefore, it was replaced with a checkered flag. However, Corvette owners proudly fly the original in their hearts! So here’s my original Corvette story from the heart!



I am a true product of the “Wonder Bread” generation and a card-carrying baby boomer. I am no different from the friends I grew up with in Larchmont, N.Y. Whenever we get together, we reminisce about growing up and, eventually, out of each of our wallets pops an old, faded, dog-eared photo of our first car. Why? Because these swell photos remind us of our childhood. Except for music, I can’t think of anything else that so effectively catapults one’s mind back in time. As Paul McCartney sang, “I go back so far, I’m in front of me.” More likely, there is also a former girlfriend in or on the car. But, usually, it is the car we remember most! And, my earliest most cherished memory is of the first Corvette.



**Member Profile continued.....**

*I can unequivocally blame my current Corvette psychosis on the 1953 Motorama held at the Waldorf-Astoria Hotel. My dad, Russ Bergen Sr., worked for Y & R, a Manhattan advertising firm, and he took me to this so-called Motorama. I was six years old. Forty-four years later at the '97 Bloomington Gold show, I saw the exact same car, No. 003, which initiated my love of the Corvette and inspired me to write this story!*

*Reflecting back, I can remember with great fondness anticipating each new year and wondering what the new Corvette would look like. I kept a watchful eye on my local Chevy dealership much like the proverbial one-eyed cat looking in the seafood store. Little did I know that it wouldn't be until 1978 or, in Corvette terms, three generations later that I would own my first Corvette. It was a "Hugger-Orange" '62. No, it wasn't an original color and year, it had many non-standard parts, but hey, it was my first Corvette! The rest, as they say, is history. The psychosis spread until I couldn't resist buying a bright red '87 Corvette Coupe. I sold the '62 to raise money to remodel the family kitchen. Frequently, I have flash backs of my '62 while in my remodeled kitchen. These flashbacks finally became unbearable, and I knew that I needed to find another solid axle- and soon.*

*I finally found my dream '62 in the process of being restored and bought it in early '95. I believe that all Corvettes should be driven like the '62 Corvette advertisement that states, "Fill it with gas and point it down the road. That's the way to enjoy this automobile."*



*I am continually researching my car and have discovered that it was purchased new from Lew Williams Chevrolet in Corpus Christi, Texas, and its original color was white with a black interior. It had a brief stint in New Mexico where it was painted candy apple red and returned to Texas, where it then became pearl white before its current color, tuxedo black with a red interior. One of the owners told me that it raced at Daytona Beach, and I'm still trying to verify this with documentation. I thoroughly enjoy cruising in my '62 roadster and put more than 100,000 miles on my '87 Coupe. Attending the Grand Opening of the National Corvette Museum in '94 with thousands of other Corvette psychotics was a true happening!*

*When you combine the museum with a tour of the Corvette Plant and the Beach Boys, it became surrealistic! As Mike Love so aptly sang, it was "Fun-Fun-Fun 'til Daddy takes the 'Corvette' away".*

*I have also enjoyed attending all the Corvette shows I can from our local Corvette Club (COCSD), People's Choice Charity Show (Main Street America) at Sea Port Village in San Diego, to Bloomington Gold and Corvettes at Carlisle. The year 1995 was especially rewarding. I had the honor of meeting and discussing my '62 with Dick Guldstrand, while also meeting Reeves Callaway, Dave Hill and Dave McLellan.*





*And just when I thought it was safe to go back in the water, the '96s came out! And, yes, once again my conscience got the better of me, and I started to think about how great it would be to own another "last" of a generation. When I saw the '96-Sebring Silver, Collector Edition – there was no turning back. So, I sold my '87 and purchased a brand-new '96 Collector Edition LT1 Coupe. With no signs that my 'psychosis' was ending, I couldn't resist the siren's call emanating from the 50th Anniversary convertible I saw while attending the Monterey Historic races in August of 2002. So, I'm currently the proud owner of three generations of the best sports car on earth!*

*Life is good.*



*I have been married to the most wonderful and beautiful lady for 38 years. I have two married children, two grandchildren, and a golden retriever, Madison, that likes to cruise in my '62 Corvette with the top down.*

*I have my dad and the 1953 Motorama to thank for my Corvette psychosis. When my Dad first retired, he described retirement as "waking up in the morning with nothing to do and by bedtime having done only half of it". My plan for the future is for God to help me become the person my dog thinks I am.*

*In conclusion, Corvettes are a fun part of my life and consequently have provided me with many hours of enjoyment and camaraderie with other Corvette owners and my family.*

*There is no other American car that can support such a unique, close-knit, fanatical owners group. This is because owning a Corvette is a part of the American Dream and the American way of life. Corvettes have been around for 56 years, while numerous so-called competitors have come and gone.*

*What could be better than owning and driving three Corvettes? Maybe a three-car garage ☺.*

*"Life's journey is not to arrive at the grave safely in a well-preserved body; but rather to skid in sideways, totally worn out, shouting; Hot Damn! What a Ride!!"*

*Russ Bergen VVVRMM.....*



## **New Assistant Tech Session Coordinators!**

**Richard Block, #1F, and Jim Gaytan, #159, have volunteered to be Chapter Assistant Tech Session Coordinators to Chip Werstein, the head coordinator. Thank you for their joining and assisting Chip in our future sessions.**

**The SoCalSACC Chapter Tech Sessions have been held twice a year. There has been some talk about adding one more per year. The attendance of C-1's and people has grown at a rapid rate and it becomes more difficult to find locations that can accommodate both cars and people. These two volunteers living in different locations in So. Cal. can assist Chip tremendously. Thank you Guys!**

## ***Bret Botzong Does Big Bear Tour***

SoCalSACC member Bret Botzong, #40C, organized his first tour and it came off spectacularly. Saturday, May 30<sup>th</sup>, was originally scheduled as a tour of Angeles Crest Highway when it was discovered that the highway was never repaired after a landslide 2 years ago, so Bret stepped in and organized the Big Bear Loop Tour. 10 cars participated and it was an exciting day from beginning to end. Almost every weather condition was experienced over many altitudes of mountain terrain driving.

The day began at the Ranger Station near the beginning of Hwy 330 climbing up to the mountain resorts. Bret had "promised" porta pots at the meeting location and we were greeted by a sign they had moved them on May 27<sup>th</sup>. It could've been a stressful situation for any Tour Leader until one was found behind the Ranger Station which "relieved" everyone.

The drizzle experienced at lower altitudes disappeared by the Ranger Station and the climb up the hill was beautiful with the scotch bloom blooming and the aroma was awesome. Driving through Running Springs we turned off the Highway and found SoCal members Charlie & Jeanne Bacon out at the end of a road. Their location is on the mountain edge and consists of a large log cabin home, with a view that must drop a 1000 ft., and two large log cabin garages. The property is very picturesque and their property very large. While viewing Charlie's Corvette collection, ignition points were replaced on Joe LaGreca's '62 as he began have some problems coming up the hill. Other's also began getting hot (engine temperature) coming up the hill so there was plenty of hoods opened for cooling while visiting the Bacon's.

After leaving the Bacon's it was a 30 minute drive over to Big Bear and parking was available near our scheduled restaurant. We had 2 hours to eat, walk up the street for ice cream and return to begin our down the "back-way" highway from Big Bear. The weather was so beautiful up on the hill everyone except Larry Pearson had their top down. Larry had his hardtop.

The "back-way" highway is a beautiful return path with much less traffic. You begin by climbing to 8443 ft. and then descend down. Lots of trees, curves and in our case RAIN. At first most just kept driving with light intermittent showers, passengers with hooded-jackets on until Bret stopped asked everyone if they wanted to put tops up. Everyone told him to keep moving. A scheduled stop was made at a store halfway down the hill and everyone became convinced to put the tops up. Good move, as when we got to the bottom of the hills there was a short burst of a lot of RAIN.

The trip continued to lower altitudes and Mentone and out the 210 freeway to Joe Freitas's, #157, "hanger" he leases at Rialto Airport. Joe had the doors open and led us around explaining the work he is doing and car building in progress. He also noted that he would soon be relocating up to Oregon to live.

After Joe's we all began the drive back home. The entire day was very well done through the planning of member Bret Botzong. Bret made the drive leisurely with interesting stops and his scheduling of the rain gave all members another "story" about Corvette C-1 driving.



**LtoR: Joe & Dottie LaGreca; Linda & Ralph Johnson; Christi & Ron Richards; Mark, Hoss & Leonard Nagel; Stan Boone; Bret Botzong; Judy Lundal; Bob Brown; Bruce Fuhrman; Diane & Randy Solle; Larry Pearson; and Jim Lundal**





(Above) Nagel's Corvette Retro,  
(bottom) Bacon's backyard



Charlie & Jeanne Bacon's home with 2 separate large log garages (1 garage seen below).



Photo's made around the Bacon home during our visit.

Below right is Charlie's '61 with some very modern running gear. It was quite a stop for our group and everyone thanks Charlie & Jeanne for letting us visit for an hour. The Bacon's did join us for lunch in Big Bear and they also did the RAIN thing down the back-way.







(left) Larry checks out a I-6 Diesel built in 1918 to see if the generator might power his new hybrid Corvette. The auxiliary power supply was from Charlie's Bacon's neighbors estate, David O. Selznick of Hollywood movie fame. (below) Mark & Hoss Nagel fill up their '53 Retro.



## A RAIN STOP!!



Scenes of our RAIN STOP to put Tops up. In the lower right the one with a hardtop (Larry Pearson) enjoyed a few winks while the rest got wet.

It is apparent on early Vettes it takes longer to put the top up and don't forget, you can't roll the windows up. Bruce!



Joe Freitas's (right) explains one of his projects to Bret Botzong and Larry Pearson. Joe also had several other projects in progress.





## Bob Brown's Photo Gallery of Big Bear Happenings!

SoCalSACC member Bob (San Diego) Brown, #37C, had produced several interesting pictures on the Big Bear Tour. As Editor I thought some of these shots ought to be presented, with comments. As may be recalled, Bob's trip to Detroit driving his '59 was featured in the previous Chapter Newsletter, *The Solid Scoop*.

Give me that Harley smile, OK, I guess that is a Harley smile.

This old dude doesn't know I have a Phd. In Astro-physics!



The event captured to the left was at the Big Bear meeting location and can have many captions. Jim is explaining to this Harley biker, who volunteered to take our group picture in the parking lot, "how to operate the camera". Well Jim showed the man the wrong button and every time the button was pressed, the camera turned OFF.

The picture Bob took though makes it look as if Jim is getting a close-up of this "roadside feature". He was very good about it the whole episode, but he did warn the crowd not to follow Jim.

Usually Jim Lundal, #19C, editor of the Chapter Newsletter, "The Solid Scoop", never gets into many pictures as he does all the photography that he publishes and is never on the "other-side" of the camera.

To the right is "Tree Hugger" Bruce Fuhrman who appears to be getting a great picture of his friend, the Pine Tree.

Actually, it more looks as if it is an Ansel Adams pose. "I wish his photographs were as priceless".



How do I get this whole tree in this little camera?

(left) Bob Brown's view of Bret (captions welcome), our Tour Leader! Bob was always 2<sup>nd</sup> in line for the caravan (captions welcome). The photo does capture the grandeur of the day, till that blue sky turned dark and the rains came.



Joe & Dottie LaGreca's '62 had a little problem coming up from San Bernardino to Bacon's and the problem was determined to be ignition points. So with some helpers and workers, plus a set of points, the LaGreca's were back on the road. Many individual's convert to electronic ignition hardware inside the distributor, but when they go out, it is a little more difficult to find parts. Chevy mechanical ignition points can be located most anywhere, they can even be filed in an emergency. Lucky for everyone you break down in the guys driveway who has more parts than anyone on the hill.

## SCOOP Newsletter Classified Ad Cost

**SoCalSACC active member ads for C-1 parts and accessories by individuals will continue to be FREE (1/4 page max).**

**Commercial\* Ads: C-1 related Parts & Services for Members & Non-Members will follow the following Cost Structure.**

### **SINGLE Newsletter Issue:**

**Vendor List FREE**

**1/8 Page \$15**

**1/4 Page \$20**

**1/2 Page \$35**

**Full Page \$65**

**Business Card**

### **FOUR Newsletter Issues (Yearly):**

**\$50**

**\$75**

**\$140**

**\$250**

**\$20 members, \$30, non-members**

**Questions: Contact Phil Roche (pdr44@aol.com) for questions on ads.**

**Payment: Contact John Costales (costales@west.net) for payment.**

**Ad Content: Contact Jim Lundal (Newsletter Editor, (jlundal@socal.rr.com)).**

**\*Commercial Ads: Advertisement for Parts & Services Business related. Must be C-1 related.**

**FOR SALE: 53-55 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](mailto:arunner@frontiernet.net) for photos and prices of exhaust tips. Member #26

**FOR SALE:** 1962 Corvette #XXXXxS114507, Black/Black HT only 250HP original engine (no re-stamp) 4 Speed, posi, original seats/door panels. Outstanding driver and show car. NCRS Duntov 2007. Featured in NCRS Restorer, Fall 2006. Reasonable offers considered. **Jerry Palmer 559-924 4331 SACC #13**

**FOR SALE: 1962 CORVETTE, 327/340hp, 4 sp, white / red interior.** Driveline is out and car needs complete restoration. It might even clean up as a SURVIVOR type. One small damage on front lower valance, but the part goes with the car. Originally from Indiana. Solid frame, hardtop, soft top, wonderbar and every piece to restore. Vin # 14060. In Riverside \$27,500. Jim Gessner 909-794-7905 for pictures and more.

**FOR SALE:** 1962 Corvette, Honduras maroon with black interior, ZZ3 engine, 4 speed, both tops, very reliable road car, \$45,000 **Bob Crouch, 714-839-0243, [ocvette@aol.com](mailto:ocvette@aol.com)** Bob & Judy Crouch are moving to Colorado and do not have the room for the car. Note: Car Can be seen in Bob & Judy Crouch's Member Picture in Group 2 of our Web Site, [www.socalsacc.com](http://www.socalsacc.com), or the car can be seen at Bob's home in Santa Ana.

**FOR SALE: 1) 61-62 Aluminum Bellhousing 3779553 \$360. 2) 64 cast iron intake 3844459 dated march 10th, \$10, [John costales@west.net](mailto:John.costales@west.net)**

### **FOR SALE:**

**Steel CHEVROLET valve covers- off set bolt pattern \$65**  
**Seven fin 1955-58 Corvette valve covers- off set bolt pattern, w/breather hole \$100**  
**Contact Mike @ 805- 647-3615**





**For Sale:** 1961 Corvette, 283/230 hp. Powerglide. Both tops, recently rebuilt engine. Optioned with sun visors, windshield washers, courtesy light, heater, hubcaps, and 6.70x15" white wall tires. Most all factory correct components including the radio, spare, jack, jack tools, trunk mat, seat belts, washer system, top tank radiator, owners manual, shifter, air cleaner, generator, and T-3 headlights. \$50,000 Call Rex Jones, #102, (619) 450-6642 after 5PM or cell at (619) 318-4686.



**FOR SALE: 54 CORVETTE**, vin #1870, frame stencil says built 3-24-54. rare pennant blue (only 300 made out of 3640) with beige interior, early car with single air cleaners (before vin 2906). I have always called this car "RUTH" in honor of the original owner who bought the car new at Beach City Chevrolet in Long Beach. I met RUTH in Big Bear City, California in 1978 when I first moved to town. For the next 21 years I tried to buy RUTH with no success. RUTH's son did a valve job on the original engine and repainted the car in 1988. RUTH passed in 2006 and the current Palm Springs owner purchased the car from the estate. The Beach City Chevrolet paperwork is complete. The head is the original #3836241. The block is the original 3835911 and stamped 0434900 F54YG. The Carter 2066SA carbs are the originals. 105680 miles on odometer appear original.

The convertible top is done in vinyl, not cloth as original, but functions well. Side windows and window bags are in excellent original condition. The car one minor off road experience when it went into a ditch on the mountain road. The R/F fender had minor body repair, but original panels are in excellent condition. The car runs and drives very well. A Plexicon hardtop is also available. \$63,500.


JIM GESSNER, #29C, <http://registryofcorvetteracecars.com> and [www.vettefinderjim.com](http://www.vettefinderjim.com)



**WANTED:** 58 – 62 Corvette. Good Driver Quality W/NICE paint, interior, chrome and mostly original parts. Preference is '62 300 or 340 car. Non Original Motor acceptable. Chip Werstein, (818) 883-5766 or [chipsgarage@aol.com](mailto:chipsgarage@aol.com).

## SoCalSACC FREE COMMERCIAL VENDOR LIST

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

Product or Service	Name & Member #	Contact Information	Details
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 SoCalSACC 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

**NOTE:** Only those active SoCalSACC Chapter members with a C-1 related business/products are eligible to be listed for FREE!



**We sell the best.....  
And service the rest!**

- Coast to Coast
- Leader of the Pack since 1978
- Anaheim – Chicago - Boston
- Mosler Mike Motorsports, Inc.
- USA Distributor of the MT900S

**Mike Vietro SoCalSACC member #60**

1133 N Tustin Ave, Anaheim CA 92807 - Bus. 714-630-0700, FAX 714-630-0777, Cell 714-342-2570

Visit Us Online At [www.CorvetteMike.com](http://www.CorvetteMike.com)



Minutes have not been Approved by Chapter Board.
---

**EXECUTIVE BOARD MEETING MINUTES****SO CAL CHAPTER SACC****MONDAY, May 4, 2009**

*The meeting was held at Weiler's Deli in Canoga Park, CA. Called to order at 6:43 PM by the President, Phil Roche. Board members present were, Mike Gibbons, Chip Werstein, Phil Roche & John Costales. Larry Pearson was absent. Guests included; Bruce Fuhrman, Larry Wright, Len Marino, Dick Block and Jeff Block.*

**Agenda Reports**

*President- The minutes of the February 9, 2009 meeting were approved. The minutes from the March meeting have not yet been submitted by the secretary. The Tech session at Kent Browning's was a great success, 53 C-1's and 92 people attended. May 30 Road Tour. We need to mail out flyers to those with no e-mail. John to send out a list to the board and Jim Lundal so we can mail them out SOON. Once we get a list of participants from Bret, Bruce will suggest a caravan from the west valley and Ventura area. Phil will contact Noland Adams re attending the convention.*

*Vice President- Mike is working on the Edlebrock factory tour which will require about 100 people. He is coordinating with NCRS. Mike will need a current membership list from John which he will mark up with names of members which might attend the tour which has to be submitted to Edlebrock. Mike & Chip are looking at a road tour to Sierra Highway in June.*

*Membership- John reported we are up to member #165, with about 145 active members. He will be sending out a list of the current membership to the Board members soon.*

*Treasurer- John reported we have over \$5,000 in the bank, however, this includes convention funds. He is attempting to open a separate account for the convention and is having difficulty with the banks which require a lot of tax and incorporation (SACC) information. Bruce to check with National.*

*Secretary- No report.*

*Newsletter- An appeal was made for articles and photos for the June Newsletter. Dale Schaum asked to be relieved of preparing a write up at this time. It then goes to Dave Butler, #23. Phil/ Jim needs to contact him soon.*

*Tech Session #2- Chip said he has no defined plans for the Fall Tech session other than it will be held at the Toyota Museum in Torrance.*

*National Convention- Phil reviewed several topics. There is a problem with the use of the Beach Side Café in Goleta for lunch, John checking out other options in the area. There are 39 families registered, most from out of state. A total of 67 people attending so far. Bruce has contracted with "Culinary Passion" (Leslie) for the Friday PM buffet and the 2 conditional breakfasts and will e-mail out the menu.*

*We will need sponsor appreciation posters as well as mention in the hand out event flyers. Also need to get sponsors approval on all printing proofs. Next Convention Meeting, 23 May at Chips, noon, pizza will be served. Note; all board members call Larry P. 2 DAYS IN ADVANCE!*

*New Business- Bruce reminded the board to be sure to send any loose flyers (not included in Newsletter) to Bill Herron SACC Treasurer before the event.*

*The board suggested we make up business cards for the chapter with space to add their names so we can place on potential members cars.*

*The D+O insurance issue was tabled until Ken Adrainse comes up with some options in his search.*

*Next Meeting- June 8 at Weilers, 6:30 PM. All board members to call Larry P. 2 days in advance.*

*Adjourn- 8:05 PM*



## ***A C-1 Attendance Record!***

***The scene is the parking lot at SoCalSACC member Kent Browning's facility in Cerritos, CA. The occasion was the April 18<sup>th</sup> Spring 2009 Tech Session organized by Chapter Tech Session Coordinator, Chip Werstein. 53 C-1's participated with 92 attendee's.***