

# *The Solid Scoop*



**March 2011**

Vol. 7 Number 1

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

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



*The Solid Scoop* is a quarterly Newsletter published for the Southern California Chapter of the Solid Axle Corvette Club (SoCalSACC). The SoCalSACC Chapter is affiliated with the National Solid Axle Corvette Club (SACC). The SACC organization is a non-profit group with the intended purpose of bringing together owners and those interested in the early C-1 Corvettes (1953–1962) to help in appreciating these vehicles and “keep them on the road”. C-1 Ownership is not a requirement for membership.

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

*The Solid Scoop*, is intended as a communication for Chapter members about chapter activities, technical articles, classified ads and past events to maintain in keeping our membership informed. *The Solid Scoop* content is maintained by our Newsletter Editor and only after a review by the Chapter Board is the Newsletter published.

The SoCal SACC membership is encouraged to submit articles, classified ads and commercial ads if pertaining for C-1 parts and services. Free Commercial Ads for members are limited to listings for C-1 commercial products or services. Larger ads can be placed at a cost. Contact the Newsletter Editor for information.

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

#### **SCOOP COVER CAR:**

***Len Marino's 1960 Vette, Len (member #39C) has had the car for 25 years. It has a S/N 4759 (Feb. 1960 manufacture date), Hard & Soft Top's, he also has the original block but currently is running another engine (original dual Quad engine) w/posi-rearend. Len sells the repro radios for our C-1's (see advertisers on p. 22 of this SCOOP).***

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

#### **CHAPTER VOTING BOARD OFFICES**

President	Phil Roche	pdr44@aol.com
Vice President	Mike Gibbons	gibbonsltd@aol.com
Secretary	Larry Pearson	lpears1941@att.net
Treasurer	Jenni Werstein	jbccars@aol.com
Membership	John Costales	costales@west.net
Technical Manager	Chip Werstein	chipsgarage@aol.com
Newsletter Editor	Jim Lundal	jlundal@verizon.net
Member at Large	Dick Block	blockra@aol.com
Merchandising Manager	Bob Crane	bcrane@socal.rr.com

#### **VOLUNTEER OFFICE**

Webmaster	Jim Lundal	jlundal@verizon.net
SACC Western Reg. Rep.	Larry Wright	glvette@aol.com
Events Manager		

#### **OPEN**

#### **TECH ADVISORS**

1953 – 1955	Bruce Fuhrman	805-482-4396	bruce4info@aol.com
	Larry Wright	818-705-4884	glvette@aol.com
1956 – 1957	Chip Werstein	818-883-5766	chipsgarage@aol.com
1958 – 1960	Mike McCloskey	661-257-4330	clutchmccloskey@yahoo.com
1961 – 1962	Larry Pearson	818-848-2653	lpears1941@att.net
Fuel Injection	Doug Prince	818-348-6998	spankey496@socal.rr.com
Body & Paint	Dan Dempsey	818-846-2948	glassman@glassmandan.com
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net



## The SoCal SACC Chapter Welcomes our Newest Members!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C-1 Year</u>
195	Alex Claytor	Bakersfield	56
196	Andy & Carole Blake	Simi Valley	62

**Scoop Features:**

• Chapter Information	p. 2
• Calendar of Coming Events	p. 3
• SoCalSACC Apparel. Order Now!	p. 4
• Borrego Flower Driving Tour Flyer	p. 5
• Spring Tech Session Flyer	p. 6
• Coming Tours in Brief	p. 7
• 6 <sup>th</sup> Anniversary Party Highlights	p. 8
• Glassman Dan Dempsey	p. 9 - 10
• Member Profile, Neil Fraser, #36C	p. 10
• '53 - '62, Covette Extinction?	p. 11 - 15
• 2011 National Convention	p. 15 - 17
• Repair your own Bowden Cable	p. 17 - 19
• Barn Find '60	p. 20 - 21
• Classified Ads	p. 21
• Member Commercial Ads	p. 22
• So Cal SACC Membership Application	p. 23

**Calendar of Coming SoCalSACC Events:****Got An Idea for A Event? Let Us Help You!**

The Listed Calendar of Events were developed by the SoCalSACC Board with the intent of providing the membership opportunity to fill out their calendar for the 2011 year. Dates and Event Coordinators have been assigned for this Rough Draft. Event Progress Bulletins are issued between SCOOP Newsletters (J. Lundal) on Event progress or changes. The Bulletins will be emailed and hardcopies (those listed with no email). Volunteers for "other/additional" Events are encouraged from the Chapter Membership. Event volunteers will be assisted by a Club Tour Coordinator to help in planning their activity, i.e., flyers, maps, announcements, or other help to assure a successful Event.

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

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

NOTE: All listed \*SoCalSACC Events are covered by National SACC 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.**

**2011 SoCal SACC Chapter Planned Events**

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Coordinator</u>
March 26 - 27	* Weekend Tour to see Desert Flowers	Borrego Springs	Randy Solle
April 30	* Spring Tech Session	Kent Browning's	Werstein
May 21	* Paramount Raceway Tour	Agoura	Evan Williams
June 11	* Reagan Ranch Tour (Not Museum)	No. of Santa Barbara	Gibbons
Sat., July 23	* Mullin Auto Museum, Lunch at Camarillo Airport	Oxnard	Barry Charles
August 13	* Paradise Cove	Malibu, CA	Costales
September	Open		Volunteers?
October 15	* SoCalSACC General Meeting	TBD	TBD
November 12	* Fall Tech Session	TBD	Werstein
December	Open (Possible Holiday Party)	TBD	Volunteers ?

**BACK COVER CAR:** Mike & Sandy Cromer's 1954 Corvette. The Cromer's, So Cal SACC member #165, have several early Corvette's and Mike does his own restorations.

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

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



**FRONT CHEST**



**CENTER BACK**



**RIGHT SLEEVE**



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

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

**Color is Gray as used for 2009 National Convention Shirts.**

**Order Details:** SoCal SACC member Bob Crane, #151, is our Chapter Merchandising Manager.

**SoCal/SACC Shirts and Hats Order Instructions and Shipping Costs:**

**Please include the number and size of shirts (S, M, L, XL, XXL) and hats (S-M, L-XL)**

**Shirts and hats cost \$15 each**

**Shipping for a single shirt in a bubble mailer is \$6.**

**Shipping for any combination of up to 4 shirts and hats (in a box) is \$10.**

**A single hat must go in a box, not a mailer. (Example: 1 hat, 2 hats + 2 shirts, 4 shirts, etc. must go into a box.**

**Enclose check for merchandise plus shipping and make check payable to SoCalSACC**

**Enclose your address to send merchandise**

**Send order form & checks to:**

**Bob Crane**

**416 Mountain View Court**

**Orange, CA 92869**

**Email Bob: bcrane@socal.rr.com, or, Call Bob at (714) 458-6395 if you have questions.**

**Note: Orders are placed or filled when check arrives.**

### **So Cal SACC Apparel Order Form: Detach and mail to Bob Crane WITH CHECK.**

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

**SHIRTS: # \_\_\_\_\_, SIZE: \_\_\_\_\_, HATS: # \_\_\_\_\_, SIZE \_\_\_\_\_,**

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

**SHIPPING COSTS: MAILER, \$6 OR BOX, \$10**

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

**YOUR ADDRESS: (STREET & CITY) \_\_\_\_\_**

**MAKE CHECK PAYABLE TO SOCALSACC See mailing instructions above. TOTAL COST MAILED: \_\_\_\_\_**



# So Cal SACC Springtime Driving Tour

## Borrego Springs Flower Tour

March 26 - 27, 2011



### Itinerary:

- Sat. morning (March 26) meet at below location and be ready to leave at 10:00 AM.
- Run the back roads over the Santa Rosa Mountains. Then we wind our way down into Palm Desert and a Lunch Stop.
- After Lunch we will proceed south along the Salton Sea.
- Next we will head inland about 25 miles to our destination, Borrego Springs.
- We have the afternoon to wander around local roads and paths taking in the sights.
- Sunday, after Breakfast, head up over the hill and drive out of the back country.
- There may be one more jewel of a stop along the way (still in planning).

### Weekend Highlights:

- *All 2-lane driving through scenic hill country.*
- *Drive by Salton Sea.*
- *Stay in Borrego Springs.*
- *Experience springtime flower sights and fragrances.*

**Please RSVP:** Randy Solle, rsolle@adnc.com, (760) 742-2405 Ev. & Weekend, or (760) 505-7789 Cell. Keep cell # when traveling to Temecula and on the tour.



### Lodging Reservations Details:

- **Where:** Palm Canyon Resort in Borrego Springs.
- **When:** Saturday night, March 26, 2011. Make your own reservation, mention Solid Axle Corvette Club.
- **Cost:** \$Reduced Rate for SACC Rooms. There is a 7 day cancellation time on rooms.
- **Phone:** (800) 242-0044
- **NOTICE:** The CUT-OFF date is March 10 for SACC reserved rooms. **DO NOT MAKE YOUR RESERVATION ONLINE!**

**SATURDAY MEETING LOCATION:** Temecula, Meeting Time 10AM. Traveling on I-15 (north or south) take Exit 58 (Highway 79 South). This is the southern most Temecula exit. At Exit, turn WEST for a few hundred feet, road ends between an Arco & Shell gas stations. NOTE: Large American Flag flying overhead.

***You must Complete Your SoCal SACC Liability Waiver  
Before Participating on this Tour! See Tour Packet on Chapter Web Site.***





# SO. CAL. SACC SPRING TECH SESSION

**Saturday, April 30, 2011**

***Cerritos, Calif.***

**Our First Tech Session of 2011!** So. Cal. SACC member Kent Browning #118 will host our Tech Session at his facility in Cerritos, Calif.. See the map below. Only C-1 parking in the lot, please! The address is 16717 Norwalk Blvd., Cerritos, Calif. 90703

Kent has a modern building featuring a 20 car Corvette collection (1953 – 1968) and a total of over 50 cars. Our Session will be held in this building. Additional Parking is in front.

**Tire Kicking begins around 9:30 AM,**

**Sessions will begin around 11:00 AM, with a catered lunch at Noon, and more sessions after lunch.**

*This is NOT a business meeting but a forum to receive and share C1 information.*

**RSVP by Check (payable to So Cal SACC) before April 26,**

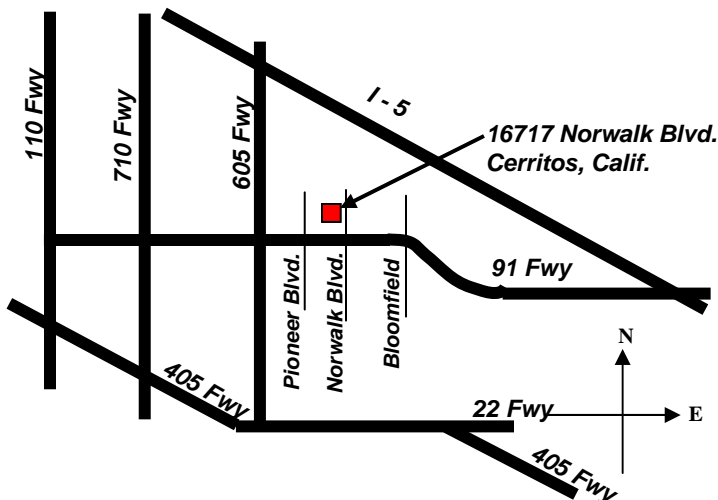
**Send to Jenni Werstein at 23317 Schoenborn St., West Hills, CA 91304**

**Questions: Call Chip at (818) 883-5766 or email [chipsgarage@aol.com](mailto:chipsgarage@aol.com).**

## **C-1 Tech Session Topics:**

- **Brad Lagman:** *Quarter-Mile Performance – Roller Cam Engines.*
- **Dwight McDonald:** *1956 Yellow License Plates*
- **Bruce Fuhrman:** *Today's Oil! What to use in C-1's*
- **Doug prince:** *Today's Gas! What can we do about it?*

***Meal Cost, \$20,  
Payable In Advance.  
Cut-Off Date is April 26***



### **From Downtown LA/Pasadena (south on 110)**

- Exit on 91 Fwy and go east to Norwalk Blvd. Exit on Norwalk and go north to address.

### **From Riverside/Orange County (west on 91)**

- Travel west on 91 to Norwalk Blvd. Exit on Norwalk and go north to address.

### **From Huntington Beach/San Diego (north 405)**

- Travel north on 405 (east on 22 Fwy) and go north on 605 Fwy. Exit 605 east on 91 Fwy. Exit on Norwalk and go north to address.

### **From Ventura/SF Valley (I - 5)**

- Exit on 110, or 710 or 605 and travel to 91 Fwy and exit east on 91 Fwy. Exit on Norwalk Blvd. and go north to address.

### **From 405 South.**

- Take 110 Fwy north to 91 and exit east on 91. Cross the 710 and 605 and Exit on Norwalk Blvd. and go north to address.

## Abbreviated Details of Coming Events!

Further Tour Information and FLYERS will be published the first of Each Month in Our Bulletin.

Saturday, May 21<sup>st</sup>. Tour  
Coordinator: Evan Williams

### Tour of Paramount Raceway in Agoura!

#### Guided Tour of the old Paramount Raceway at Paramount Ranch.

Only C-1's are requested on this tour.

Tour Details: Limited to 25 cars and 50 participants. Cost is \$10 per person, includes Lunch.

So Cal SACC member Evan Williams is coordinating the List so call or email. IF, over 50 want to attend another tour will be scheduled, at another time.

**Evan Williams (818) 640-6319, esema@aol.com**



June 11 & 12. Tour  
Coordinator: Mike Gibbons

### Tour of Ronald Reagan Ranch!

Corvette's Only!

Tour Details: Meeting in Ventura, CA and driving north of Santa Barbara to a mountain road leading up to the Ronald Reagan Ranch (not the museum). Take a guided tour of the Ranch which takes a few hours. See all the facilities, house and walk the picturesque area.

(optional) Drive back down to Hwy 101 and travel north to spend the night in Solvang.

So Cal SACC member Mike Gibbons is coordinating this tour and the location for spending the night in Solvang is TBD. More Motel info will be published.



**Mike Needs to Know Who is Attending (Names & Addresses) by May 1<sup>st</sup> to notify the Reagan staff. This includes those attending and not staying in Solvang. Only Corvettes are permitted. **Your name must be at the entry gate to join the Ranch Tour.** Contact Mike at gibbonsltd@aol.com**

Saturday, July 23: Tour to  
Mullin Auto Museum  
Coordinator: Barry Charles

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

Tour Details: Meeting at Oxnard Museum location (time & location TBD). Tour the museum of very high class foreign cars from the Art Deco period. Cost: \$10/\$7 Seniors Plus you buy your Lunch.

Drive over to the Camarillo Airport to eat at the Way Point Café located on the airport grounds for Lunch. Optional Tour: of the WWII Aircraft Museum adjacent to the Café.

So Cal SACC member Barry Charles is coordinating this tour and a flyer will be issues when all details are firmed.

THE MULLIN AUTOMOTIVE MUSEUM  
CELEBRATING THE ART DECO MOVEMENT



# It Was Our 6<sup>th</sup> Birthday Party!!!

Saturday, February 19<sup>th</sup> was the celebration of our Chapters 6<sup>th</sup> Birthday. Last year we celebrated our 5<sup>th</sup> birthday and with ominous weather reports and many clouds in the area, this year was also expected to follow last years washout. Last year about 3 C-1's showed in the Odyssey Restaurant parking lot but this year we got 4 C-1's, primarily because of intermittent sun and clouds.

Our 6<sup>th</sup> Birthday Party was held at Steven's Steak & Seafood House in Commerce, CA. This establishment was built in 1952 and resides along the I-5 Interstate. The management was very accommodating and was flexible with the attendance almost to the last day. Steven's works with many groups and knows the needs for their meetings.

66 people participated in the party and were treated to a sit-down lunch of both Chicken & Steak. Prior to the meal, Chapter President Phil Roche welcomed all who attended and again apologized for his picking the day of inclement weather. Phil said he attends church regularly and tries to be good, but it seems someone always wants to "rain on his parade". One suggestion was to celebrate our Birthday during a different month.

Those driving their C-1's were Jim & Judy Lundal, Steve Clifford with Chuck Gibney, Mike and Judy Woodings (from Santa Clarita), and Larry Pearson. Other attendee's drove from Bakersfield (Hershkowitz and Gaytor) from the north, many from the west valley near Ventura, east from San Bernardino and Randy & Diane Solle from Valley Center.

After lunch Phil presided over a short business meeting and electing 3 Board Members. Our Chapter has 9 Board Members and has decided to nominate and elect/replace 3 members each year for a 3-year term. This year three offices were up for election: Vice President, Newsletter Editor and Technical Chairman. The individuals currently in these offices agreed to be nominated and not hearing of any further nominations were re-elected to these offices. The 3 Board Members re-elected were: Mike Gibbons (Vice President), Chip Werstein (Technical Chairman) and Jim Lundal (Newsletter Editor).

Phil then went on to continue an annual selection of a Honorary Lifetime Member for our Chapter. This award began at the 5<sup>th</sup> Anniversary Party with making Dick Guldstrand a Lifetime Member for his assistance in supporting our Chapter from the beginning. This year, 2011, member Jim Lundal was awarded the honor, primarily for his support over the years with the work at the 2009 National Convention, The SCOOP Newsletter and being the Chapter Webmaster.

The speakers for the event were Orwin Middleton and Dick Guldstrand. Ron Cressey was also scheduled but had a last minute commitment and could not attend. Many good stories were heard about Vintage Corvette Racing.



President Phil Roche (left) presents the Chapter Lifetime Award to Jim Lundal.

(LtoR) Steve Earle, Orwin Middleton and Dick Guldstrand visit at the Party.



# Glassman Dan, Glass Fab and Fixin'

– Dan Dempsey, SoCalSACC member #49C ([www.glassmandan.com](http://www.glassmandan.com))

Dan Dempsey does much work on several SoCal members cars. For instance, Chip Werstein had Dan do the work on his wife Jenni's '60 once everything was stripped to the body shell. Dan has also made the tops on the early, 53 – 55, Vettes and these tops are still found. Bill Zappen's '53 has a Dempsey top.

The associated pictures see the tops hanging on the outside wall of the Dempsey house. Dan does work on customer cars but only works at the customer home or shop. Also, his "job" travel radius is limited to 60 miles from his Burbank home.



## Tutorial from Dan's Web Site:

I do body and paint restoration on 1953 to 1967 Corvettes. My strongest interest is from 1953 to 1957. I categorize the years into four parts:

**First Generation Fiberglass** I call the years 1953 to 1954 First Generation Fiberglass for obvious reasons. For one thing, fiberglass cars were only an experiment back in the early fifties. The glasswork was an abomination. After nearly 50 years of sunlight and human interaction, Corvettes this old are always the worst. You can count on the car needing a lot of careful attention.

**Second Generation Fiberglass** The years 1955 to 1957 are one step above the worst. You can still count on a lot of work needed, but not as much.

I'll give you a breakdown of the work done on the 1953 to 1957 Corvettes. My main effort is to save the original body. If I cannot save the original body, factory reproduced body parts will be needed. (A full front or a nose clip "axle forward" I prefer not to do.) After all the major glass repairs have been completed, the 53 to 57 Corvettes usually have crazing cracks on top of the fenders and components: hood, trunk, doors, etc. I resurface these areas with a sheet of fiberglass mat. Then every body part is fitted with an even narrow gap. The windshield and all chrome pieces are fitted. (Fitting means, for instance, putting an even space between the door and the body.) The next step is to cover the entire Corvette with several coats of gel-coat. The gel-coat hardens and puts a protective "shield" over the entire car. The next step is to prime and block sand the body to get it straight. Then the Corvette is painted. This entire process can take up to 800 hours. It is a very BIG JOB.

**Third Generation Fiberglass** 1958 to 1962 Corvettes are much better and easier to work on. In 1958 General Motors began making better fiberglass, thus saving time and money restoring them.

**Fourth Generation Fiberglass** 1963 to 1967 Corvettes are the best. The fiberglass on these cars has been perfected over the years and is remarkable. Little or no gel-coat is needed to bring these Corvettes to showcar quality.

**"My cars do not go bad or crack. My cars place.  
Step up and go for it!"**



In 1953 Mr. William Chaffee, president of Model Builders in Chicago, first got involved in building the tops at the request of Eugene Kettering, chief engineer at GM's Electro-Motive Division, who wanted one for his early '54 Corvette when he realized that head room and visibility was limited with the soft-top. Who got those bubble tops? Well, Eugene Kettering for one, others went to Dwight H. Green (Governor of Illinois), R. H. McWilliams (president of Royal Crown Bottling Corp. of St. Louis), GM's Chevrolet Division, and many other VIPs of the day. Chevrolet actually had one top installed on a Corvette for testing, but the top never appeared as a factory option.

Twenty of the tops made were clear, and 5 were green. Only one green is known to exist today. Quick facts: The tops were NOT made by Bell Helicopter Three different tops were offered aftermarket by three different companies: Plasticon, Scottop from California, and Model Builders from Chicago Illinois. The original cost was \$500.00 back when the Corvette was under \$3000.00. Any of these tops found today are rare indeed! Only one clear and one green are known today. First produced in 1954, these original bubble tops are now 50 years old.

## SoCalSACC Member Profile

### Neil Fraser, #36C

I was born in New Zealand! I don't remember seeing any corvettes as a kid but now there is a lot of them over there. I moved to Australia at the age of 22 and lived in the Outback on large sheep stations working the land. I moved to Ventura in 1984 aged 28 and have been a painting contractor ever since. My first Vette was a 2003 yellow coupe I bought new but I was in love with the C-1's. In 2004 a friend told me about a '58 for sale in Oxnard. We went over and test drove it. It needed paint and chrome but a good Fuelie car. After paying off the '03 coupe I started working on the '58 and after nearly 4 years and a lot of money, it is on the road again.

Neil



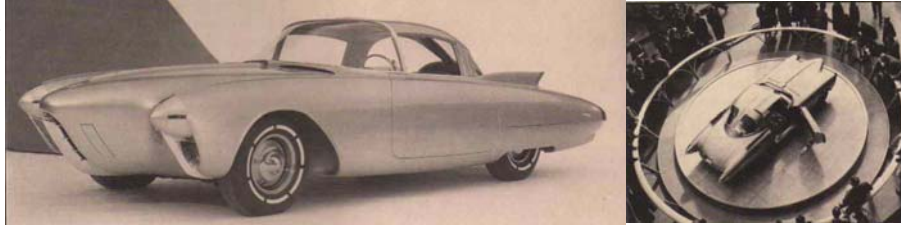


# 1958 – 1962 History!!

Information reprinted/condensed from a 1992 Collector Car Magazine article by James M. Flammang.  
Magazine supplied by So Cal Chapter member Dick Block, #1F.

## 1958 – 62 Chevrolet Corvette: At Risk of Extinction

*Had Chevy designers not been so busy creating the '58 passenger sedan and the rear-drive Corvair, a far different "Vette might have borrowed mid-Fifties glitz and glamour from one of GM's Motorama show cars, the Golden Rocket!*



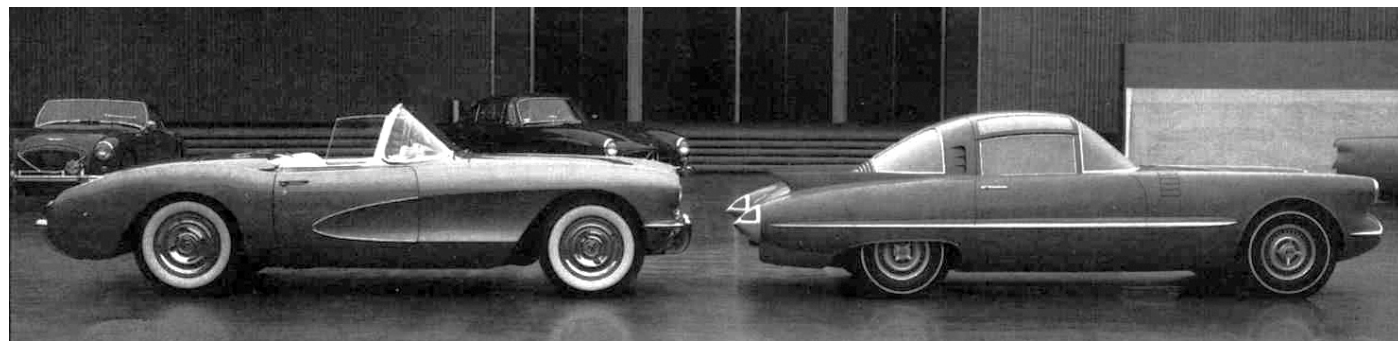
*Oldsmobile's Golden Rocket 1956 show car was to be a take-off point for the '58 Vette, but other priorities scuttled that approach.*

*Through the 1950's, concept vehicles were playing an increasingly vital role in establishing basic design trends. An like it or not, those trends included fins and bight-work, the latter virtually ladled in place "with a trowel," as Bill Mitchell – who replaced the legendary Harley Earl as head of GM styling in 1958 – once described, the decorative process. Shoppers loved the GM Motorama's with their lavish displays of dream cars. The very first Corvette, after all, started life at the '53 Motorama. At the 1956 exhibition, GM displayed its titanium-bodied Firebird II with a gas turbine engine; a plastic-bodied Impala hardtop; a Buick Centurion with a TV screen replacing the rear-view mirror; and Pontiac's Club de Mer with a retractable fin. But it was Oldsmobile's Motorama offering that concerns us here: the futuristic Golden Rocket (above picture), with a jutting shark-like countenance, lift-up roof panels, and sharply finned rear.*

*Mounted on a 105-inch wheelbase - just three inches longer than the Corvette's - the Golden Rocket was a tight and low two-seat coupe, inspired by the Mercedes-Benz 300 SL Gullwing. A narrow vertical grille slot was barely noticeable on the Rocket's massive, sharply-angled nose, which looked ready to leap off the front of the car. Complementary front fenders swept in an unbroken line all the way back to the torpedo-like rear fender tips, while small, sharpened fins ran halfway back from the rear roof pillars.*



*(Above) Comparisons of the Golden Rocket were made with a '56 T-Bird and Mercedes 300SL and other sports cars. (Left and Right) Details of the Golden Rocket Vette and (Below) a comparison with the Vette itself.*





**Extinction Continued.....**

Corvette sales hadn't exactly excited GM's accountants, even after the second-generation restyling for 1955 – 56, which added such niceties as roll-up windows. In those two seasons together, barely more than 9800 Corvettes had gone on sale. However, enthusiasts raved about the 265-cid V-8 that debuted in 1955. Its 283-cid successor, introduced for 1957, drew even more raves, especially since one of its five incarnations involved "Ramjet" fuel injection and an output of the near-mythical "1 h.p. per cubic inch."

GM management liked the Corvette enough to authorize preliminary work toward a '58 model, which entered the planning stage in September 1955. Top choice for a starting point was the Golden Rocket show car, than several months short of its initial appearance.

Explained Corvette author Karl Ludvigsen: "The clay model that was completed [in the winter of 1955-56] retained the Golden Rocket's general lines and proportions but had a completely different front end, with four headlights-the rage that was then sweeping the industry, led by GM-above two large oval nostrils as air inlets. "A fiberglass model was finished by March 1956, after which "much more engineering work remained to be done...before such a radically changed [Corvette] could be readied for production.



The rear-end of a late '55 clay favored the Rocket, but note the different twin-nostril, four-eye front end.

In addition to the development of the '58 models, Chevrolet engineers had plenty of work ahead in designing the rear-engine compact Corvair – a car that really would break all the rules. Also abandoned were thoughts of a possible switch to an aluminum body, and plans for unitized construction. For now, the Corvette would have to get by with an evolutionary facelift – a revamp that some branded heavy-handed, and a step backward from the "classic" look of the 1955-57.

A conservative alternative didn't materialize out of thin air, but had been prepared as a backup to the proposed radical design. Ludvigsen explains that this alternate "was clearly aimed at giving the Chevy sports car more external glitter and gloss, which ...was felt, at that time, to [be vital for] the successful selling of cars."



Work also progressed on a more evolutionary facelift, as seen in these 1956 photos. Quad headlights and a narrower grille (with less teeth) flanked by smaller nostrils were the main identifying points. The car at the bottom right, snapped on April 9, 1956, is close to production.



Though admittedly heftier – and yes, a tad overblown – the third-generation Corvette didn't deserve all of the derision it earned. Subsequent enthusiasts have learned to appreciate its unique charms, and its role as the last 'Vette to continue the original theme.

The clean, rounded lines of the 1956-57 generation were still evident, but made a trifle tacky by the addition of simulated hood louvers, fake air scoops alongside the grille and in body side "coves," and twin chrome bars running down the trunk lid. The front end took a cue or two from the Corvette SR-2 prototype racing car, but tossed in plenty of glitz. Quad headlights led the way – par for the course this year - wearing thick chrome bezels that met bright strips, which continued back atop the fenders. Stylists rejected a suggestion to replace the grille's distinctive teeth but did reduce their number from 13 to 9.

**Extinction Continued.....**

Author Ludvigsen explains that “two nostrils that had been the sole air inlets of the original planned new car became smaller inlets flanking the main opening, which kept the characteristic oval outline. All three opening had heavy chrome surrounds. Simple grille patterns were tried, honeycomb designs and fine mesh, but the familiar ‘teeth’ were again featured.” Not until the spring of 1956, he adds, did the reworked Corvette suddenly begin to expand its complement of add-on doodads. “If the objective was, as one designer said at the time, to make the Corvette look like a Cadillac,” summarized Ludvigsen, “that aim was certainly achieved.” Of course, GM wanted all of its cars to look more like the Cadillac, so the choice wasn’t exactly a surprise.

Customers obviously agreed, helping the Corvette turn a profit for the first time as production rose to an impressive (for Corvette) 9168 units in 1959. America languished in the midst of a sharp recession, and the Corvette was one of the few domestic models (other than Rambler and the four-seater Ford Thunderbird) to post a sales increase. Those who criticized the styling excesses had only to look at other U.S.-built cars and be thankful that GM hadn’t wandered a lot farther off the no-nonsense track.

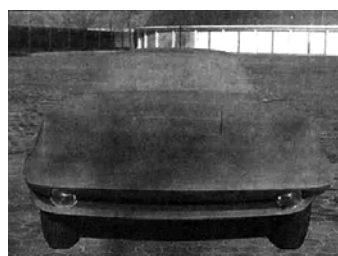
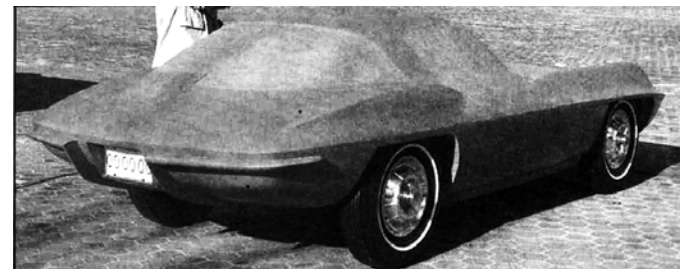
An edict from the Automobile Manufacturers Association had stifled company participation in racing, but that didn’t keep Corvettes from taking some impressive victories, including the SCCA B-Production crown and the GT class at Sebring. It didn’t take much to change the minds of critics: just delete some of that surplus chrome, led by the useless hood louvers and deck lid strips. That’s what happened for 1959, prompting Road & Track to call the result “a pretty package with all the speed you need, and then some.”



### ==== Meanwhile, Back at The Design Studio's =====

Not long after stylists had taken the Golden Rocket as a starting point, they were pondering yet another radical possibility. Under development since 1957 was the “Q-Corvette,” which would have been a smaller, lighter two-seater. Boasting highly streamlined styling, it might also have had an independent rear suspension, all-disc brakes, and a transaxle derived from the one being developed for Chevy’s new rear-engine Corvair.

Q-Corvette styling by Bob McLean featured peaked fenders, a long nose, and a bobbed tail. Because the pointy nose couldn’t hold quad headlights, pop-ups were devised – later to see service on the Sting Ray, as did the split rear window that appeared on one Q-Vette design. Corporate executives had considered offering a full line of large, rear-engine “Q” sedans for 1960, with which the Q-Corvette would share major mechanical components. When that passenger car was scrapped as too radical, and attention had to be focused on the forthcoming Corvair, the Q-Corvette likewise evaporated. A similar transaxle with swing-arm rear suspension would end up on the 1961 Pontiac Tempest, which turned out to be a horrid handler. So perhaps it’s just as well that the concept died at the Corvette level.



In 1957, Chevy was contemplating a radical and separate line of cars featuring a rear transaxle, inboard disc brakes, and independent suspension. The transaxle, coded “Q,” would have allowed for a Corvette with all-independent suspension. Faster than you can say “exoticar,” Chevy engineers and stylists began drawing up Corvette proposals around “Q” componentry. One of the cleanest designs looked like a slimmed down version for the eventual ’63 Corvette Sting Ray split-window coupe, with a very pointy nose so slim and wide that it couldn’t accommodate fixed quad headlights.

GM Design had additional ideas in mind, including a retractable hardtop. By decade’s end, too, rumors of an imminent mid-engine Corvette began to surface. Such a concept was indeed in the experimental stage, but destined never to become reality – though such rumors resurfaced every time a new generation was about to arrive.

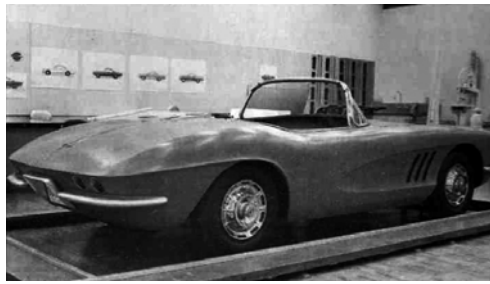


**Extinction Continued.....**

**Back in the real world, the Corvette's price jumped to \$3875. Demand was stronger than ever, though, as buyers eagerly snapped up the 9670 units produced during the 1959 model year. On the other hand, this was still far below the 21,380 Thunderbirds that were built in the last year of Ford's two-seater "personal car."**

**In any case, production edged upward to 10,261 units for 1960, even though that model was virtually identical to the '59. However, solid lifters and a towering 11.0:1 compression boosted the most potent Fuelie to 315 bhp at 6200 rpm. But Powerglide couldn't handle that kind of torque, so only the manual shift was available with fuel injection. That gearbox got new aluminum clutch housings, saving 18 pounds, and a thermostatically controlled fan also became optional. In addition, a larger-diameter front anti-roll bar and new rear bar helped yield a smoother ride and more neutral handling. The model year also marked the debut of a Corvette on the popular TV series *Rout 66*, driven around the country by actors Martin Milner and George Maharis. And even though it seems like only yesterday, suddenly America became Corvette-conscious.**

**Around 1960, whispers again began about an entirely new Corvette, bolstered by the competition debut of a dramatic Stingray Special, "privately" entered by GM design chief Bill Mitchell. Many Corvette fans were certain that the Stingray signaled the shape of things to come. The car was certainly dramatic, with lines adapted by stylist Larry Shinoda from the stillborn Q-Corvette. But the all-new 'Vette, like many of the rumors that had preceded it, never happened.**



**Though the front end of the 1958 XP-700 show car never carried over to a production Corvette, its "ducktail" rear end (also seen on the Stingray racer) did. A styling clay from January 13, 1959, indicates clearly that the ducktail styling theme would be used, and that while the grille might lose its teeth, the general shape of the front end wouldn't be tampered with too much. Note the heavier, unchromed headlight bezels and the triple-slot air vents in the body side coves. On February 17, 1959, Corvette designers were looking at the possibility of changing the 'Vette more radically. The ducktail was still there, but the front end looked quite different than anything actually adopted.**



**Featured were sunken headlights on a nose that was edging toward the '63 Sting Ray look, but was slightly blunter. Though the Sting Ray would adopt hidden headlights, the beltline around the entire car was very suggestive of the Sting Ray.**



**Not much changed for the final two seasons of this "Vette generation, largely because Chevrolet had other priorities – particularly the Corvair and, soon afterward (prodded on by the success of the Ford Falcon), the Chevy II. Nevertheless, the tasteful touch-ups that deleted some of the Corvette's chrome and gee-gaws make these latter editions particularly sought-after today. An all-new, flowing "ducktail" rear end was borrowed from Bill Mitchell's Stingray racer, adding luggage space as well as aesthetic appeal. Small round taillights sat alongside the central license-plate recess, while a modest crease line extended through the traditional round medallion. Simple bumperettes bracketed the license plate, and dual exhaust pipes now exited separately, below the body. Body-colored bezels helped clean up the quad-headlight nose. Gone for good were the long-lived grille teeth, replaced with a horizontal-mesh insert.**

**More than 7000 customers paid \$188 for a four-speed manual gearbox, now aluminum-cased. An aluminum radiator boosted cooling capacity, but weighed just half as much as the prior copper-core unit. As before, five flavors of the 283-cubic inch small-block V-8 were offered.**

**The top news for '62 was under the hood, as the 283-cid engine was bored-and-stroked to a displacement of 327 cubic inches. Even the mildest 327 pumped out 250 hp, while the sole Fuelie reached a ferocious 360-bhp. A 'Vette so equipped could hit 60 mph in 5.9 seconds and consume the quarter-mile in as little as 14.5 seconds.**



**Extinction Continued.....**

**By this time, purists may have been disheartened by the Corvette's transformation from a Spartan road-and-race sports car into a civilized tourer. But "everyday" customers – the ones who counted when GM tallied up the dollars and cents – were happily paying to get a Corvette for their garages.**

**Signaling the end of an era, the '62 introduced the first of the decade's new Corvette engines, a 327-cid V-8 with horsepower ratings that started at 250 and peaked at a robust 360. Unarguably, the car had made real progress. Faster, better handling, more neatly styled, and more civilized than any previous Corvette, it hadn't lost the charm of the original,. More important for the future, the Corvette was beginning to pay its way, with 14,531 two seater's ready for buyers in 1962, up some 40 percent over the previous year. After a decade of life, the original concept had run its course. Both GM and an enthusiastic driver-ship were ready for the bright new Sting Ray generation to come.**



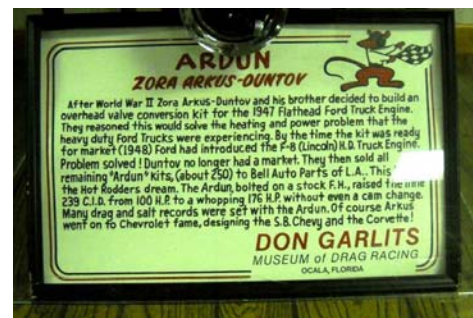
**Special Note: A recent note found in a 2011 Car Craft Magazine, Chuck Jordan, who passed away at age 83...was...a key influence behind the '58 Vette and the XP Phantom Corvette concept...."**

## **2011 National SACC Convention – Kissimmee, FL .....Write-up provided by Bruce Fuhrman**

**The 2011 SACC Convention was held for the first time in January (normally July). The new "Sunshine State" Chapter hosted the event at a Holiday Inn in Kissimmee, FL (near Orlando, FL and Disney World). The weather was almost identical to LA. About 65 SACC members attended the 3 day event.**

**There were a total of (5) C-1's attending plus Chip Miller's 1960 Le Mans number 3 race car, which was brought by Lance Miller. There was an NCRS Regional meet just prior to our event which attracted a lot of "high rollers". On Saturday PM before our event there was a Cruise Night in Old Town Kissimmee which attracted 147 cars including (13) C-1's. It was interesting to see all different C-1's for a change.**

**A Sunday PM reception with hors d' oeuvres and a silent auction with about (35) Corvette related items. On Monday we took an 80 mile road tour (only lost one C-1) to Ocala with a stop at Don Garlits' Racing Museum. Lots of history and interesting engines.**





Lunch was in The Villages at a nice Country Club. Honored guest was Betty Skelton of racing fame. They presented a slide show of her many achievements and at 84 she accomplished a lot on the track, in a Corvette and in the air. She is featured on the cover of Noland's Book #3. I got her to sign a photo and won a copy of the aforementioned book in the raffle with Noland's and her signatures.



As normal, we had 3 club meetings. The other Chapters were happy to have the D+O Insurance in place. So far, SO CAL and AZ are the only ones collecting national dues together. The disbanded MI chapter is starting to solicit members again. The West region will host the 2015 Convention in July.

Since AZ is hosting the 2012 Convention, it will be up to SO CAL and the Northwest Chapter to bid for 2015. The NW Chapter said they will most likely want to bid. SACC had 1277 members in December with about \$6,300 in reserves. The Board approved up to \$300 for each Regional Representative (Larry Wright) to pay for marketing and advertising to increase membership or new chapters. SO CAL with 163 members is the largest chapter with the next largest being about 50 members. There was a lot of discussion re the use of the SACC logo. SSSACC made up some nice hats with the SACC emblem on the front and "Sunshine State" on the back. They were labeled as "illegal"! The By-Laws are a bit confusing and the Board has an action item to clarify.

On Tuesday we had a morning of Tech Session. A representative from the "Glassworks" gave a seminar on the removable C-1 hard tops.

Billy Dawson previewed his C-1 retro shop in Texas complete with his beautiful '60-'62 with C-4 running gear and a LS3 engine with a market price of \$185K.



and a LS3 engine with a market price of \$185K.



The Big Event" was when Lance Miller drove up in his '60 Le Mans #3 Briggs Cunningham restored race car. It was the same car that won it's class in the 1960 24 hour Le Mans race with John Fitch at the wheel. His dad, Chip Miller, found the car in 1998 and restored it to the

original configuration with the intent of sending it to France for the 50th anniversary in 2010.

Unfortunately Chip passed away before 2010 and Lance took on the challenge. John Fitch joined Lance for the trip around the track at Le Mans last July. Lance gave a great, emotional presentation at the Tuesday Banquet complete with lots of photos of the event (see photo below).



(Right) Lance Miller gives presentation at Banquet.



### National Convention Continued.....

Unfortunately, because of the winter time scheduling of the convention, there were very few solid axle cars in attendance. People had stored their cars for the winter and with the dire predictions being made by the weatherman, they were reluctant to get the cars out of the garage.

So, people drove late model Vettes or their Tin Cars to the convention. While we would have liked to see more cars – the fact that people braved the bad weather to join us in Central Florida is very heartening. Thankfully we had no problems getting back to SO CAL! There were 3 families from SO CAL attending the convention: My wife Janice and I plus Gary & Linda Hiltunen ('53) from Chester and Don & Carol Troyer ('57) from Alhambra.



(Left) SACC National Treasurer arrives and National Convention in his '56, with a broken spring.



(Above) Duntov 1947 engine (flat head) with Duntov OHV conversion.



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

## How Is Your Bowden Wire? – Hood Release & Wiper Control

This Article was supplied by Eric Hershkowitz, SoCalSACC member #15C.



Those attending the Fall Tech Session in 2009 will undoubtedly remember the "Restoration Dentist". He and his Tech Talk centered around using dental tools during car restoration. While Eric was speaking, wife Fran, was circulating through the audience passing out dental samples used during his restoration talk.



Eric's Tech Talk that day had the entire audience "in stitches" and should win the "most entertaining" of the year while being one of the most Useful. Eric & Fran live in Bakersfield and Eric has a full time dental practice.



Cut-away Bowden cable view. From left to right:  
Protective plastic coating, steel structure, inner sleeve to reduce friction, inner cable.

This type of cable has many mechanical and automotive uses. On our Corvettes, it is use to actuate the windshield wiper motor and hood release latches. It consists of an outer, spiral sheath and an inner, solid wire core. The inner wire is spring tempered steel and can be brittle enough to break if you try to remove kinks in the cable, as I found out. You can send your cable for a rebuild, which cost about \$80.00. Personally, I would rather spend an hour or two to repair my own, as the "quest" outweighs the "cost". Here's how.

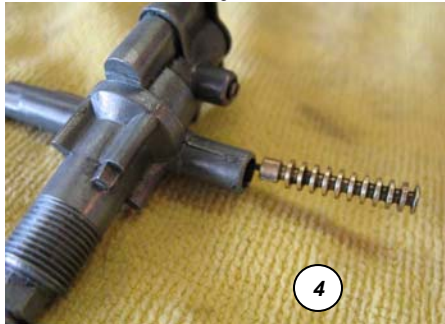
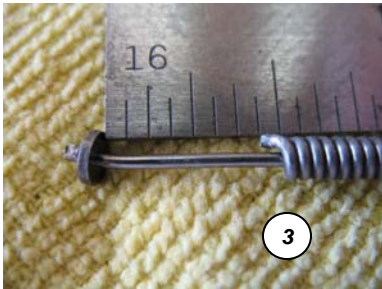


Photo 1) Music wire serves the purpose for the inner core. It is tempered steel and available in all gauges. I used the .043" wire, but .041" is closer to the original size. I found music wire on line, a few bucks for three-foot length, but about \$12.00 to ship. Instead I purchased a one-pound coil from Grainger for \$15.00. This is enough wire to make over 50 repairs, so let me know if you need some.



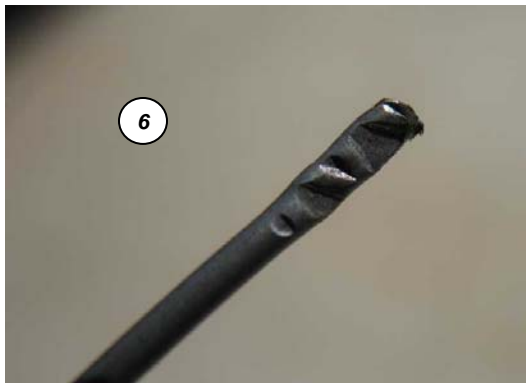
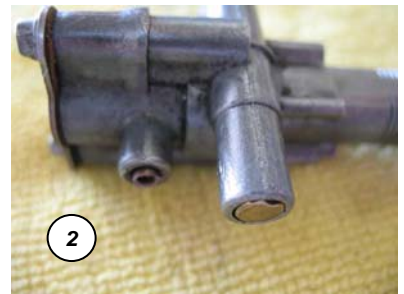
**Photo 2)** Set the "ferrule" end of the cable flush with the end of the housing, for referencing the wire length.

**Photo 3)** If broken, reassemble the wire and measure the distance from the coil end to the washer "stop". Don't lose this tiny washer.



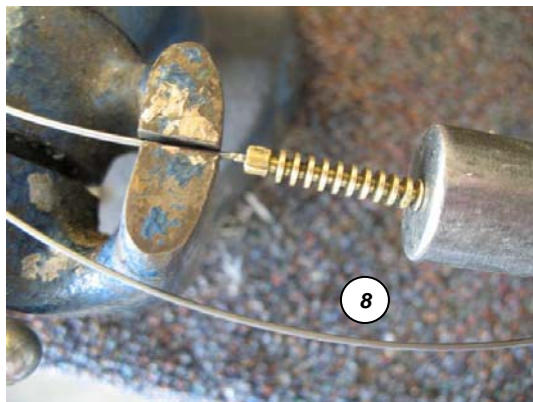
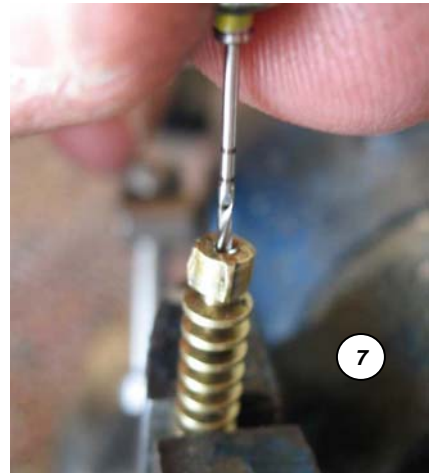
**Photo 4)** Turn the working knob clockwise to extend the ferrule/sector and remove the inner core wire.

**Photo 5)** Clamp the wire loosely in a vise to serve as a stop and grip the wire securely with a vise-grip. Gentle tapping should release the wire from the ferrule



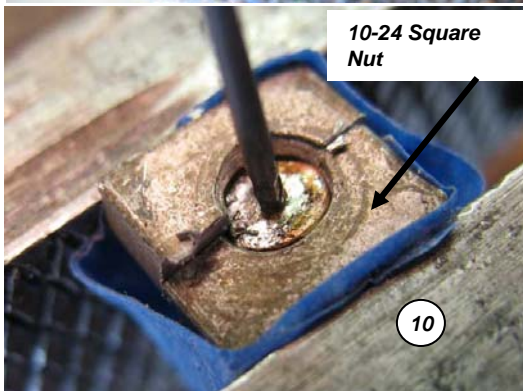
**Photo 6)** Cut a length of new wire, slightly longer than needed and crimp the end in a vise to create a gripping surface.

**Photo 7)** Ream the end of the ferrule by hand to about .050". Don't use a power drill for this. If you were fortunate enough to grab one of these gauged drills at our tech session, you already have the ideal tool.

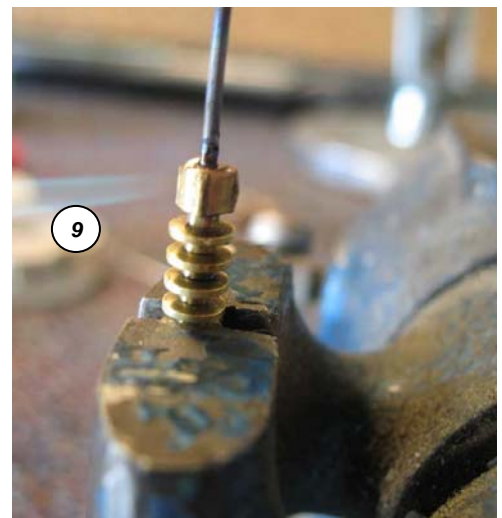


**Photo 8)** Trial fit the crimped end of the wire into the ferrule then tap to fully seat into the ferrule.

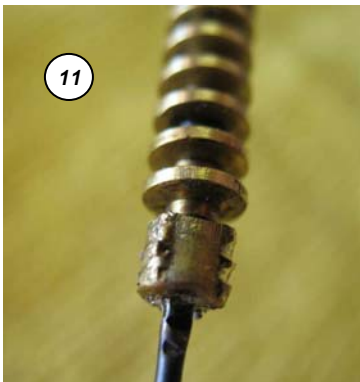
**Photo 9)** Add some solder to the joint by heating the brass ferrule, not the wire. This draws the solder into the joint. You can use electrical solder and a micro-torch with a pinpoint flame.



**Photo 10)** Make a tool to re-swedge the brass, by cutting a 10-24 square nut exactly in half with a small hacksaw. It takes a little dexterity to set this up, but it works very well. You can use some tape to hold it together until you get this arranged in the vise, then crimp it tight.



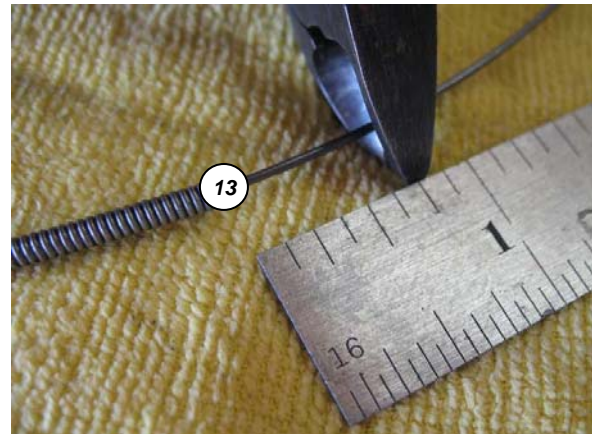




**Photo 11)** The finished crimp should be uniform and secure.



**Photo 12)** Insert the core wire back into the sheath and housing.

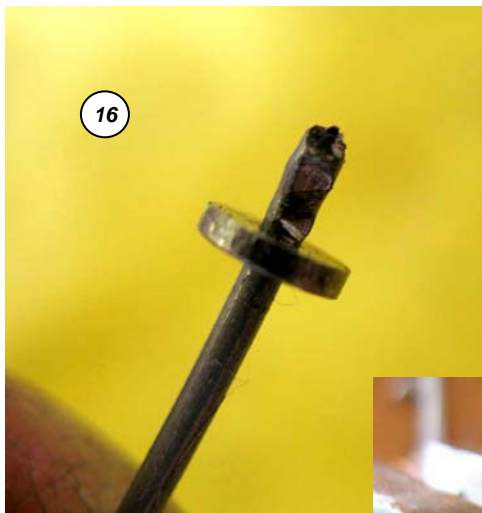


**Photo 13)** Measure the working end of the wire about 1/8" longer than your original reference measurement.



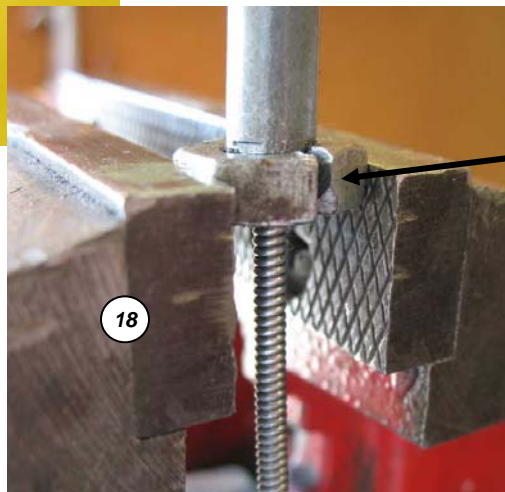
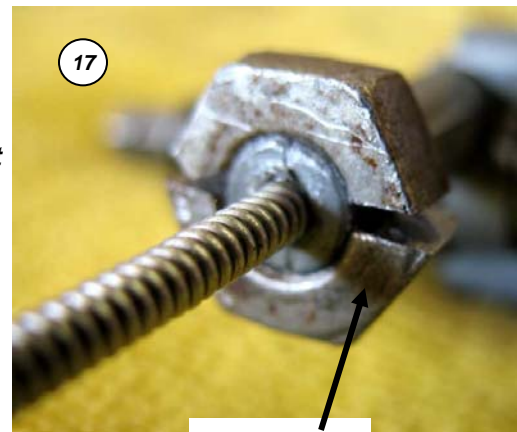
**Photo 14)** Replace the washer "stop" to the correct length.

**Photo 15)** Crimp/flatten the end in a vise. It doesn't need much.



**Photo 16)** The wire fits snugly in the stop, so only a small crimp is needed.

**Photo 17)** If your coiled sheath has come loose from the housing, you can thread it back into place and use the same method to crimp the housing around the sheath.



**Photo 18)** A 5/16" nut is about the right size. Cut it in half to get a nice uniform crimp of the metal housing.

5/16" Nut

## "Barn Find '60 -- Wait, It's My Barn!"

### Monthly Feature Car...Dick Block, #1F

I'm a Keeper; that is, as to automobiles, I have every car I've ever bought, except for six (four of which died in the line of duty) and this story starts with the first one. In high school, 1956, I was able to purchase a 1953 MGTD, far from perfect, but red, aviation goggles hanging from the cowl mounted rear-view mirror, a fox tail (fake) hanging from the radio antenna (also fake - no radio) and a white silk scarf around my neck, it was the perfect starter car for me - until the build-up of corrosion in the battery box caused it to give way and the battery landed on my accelerator foot while driving. That car was sold for college tuition (more than I paid) and I miss it to this day. I suppose an analyst would trace those events to my present mental condition about automobiles.

But how did my MG affliction morph into one for Corvettes, you ask? In college, I was academically successful and without the need for tuition, I was able to accumulate funds to purchase an automobile. At the time, with a British car background, I wanted a Morgan; however, the year was 1960, my father knew a Chevrolet dealer and a new Corvette was available for \$3,000.00 even, about an \$800.00 discount with the equipment I wanted (two four barrel carburetors, 4 speed and white walls). It was cheaper than the Morgan. I ordered it in black, with a black cove, black top and red upholstery. It came with an ownership card, a jacket patch and a gold lapel pin, the latter two I still have. I also have the window sticker. I believe the build sheet is in its original location. The dealer was located in New Jersey and the car was registered there to save a few dollars. I still have the Jersey tags. I made so many trips to Jersey for perceived problems with the car that the dealer spoke to my Dad and suddenly there were no issues.

A twenty-year old boy with a new Corvette is like a new groom. Since I was living at home, I washed her every day after I came home from school. Each weekend I took the time to tighten every screw - to the point where I had worn the fiberglass in the driver's door such that I had metal tabs molded in to hold the door panels. Passengers had to remove their shoes. I believe the wax on the car was so thick that it added to the weight. The original paint, still on the car has never been rubbed out with compound. I used only AMOCO Hi-Test with a Marvel Mystery Oil Chaser and changed the oil so frequently that my father had me put the drained oil into his car. Most telling, once I picked up a girl I was dating in my father's car and she said, "You don't love me any more." "Why?" "You don't have the Corvette."



I left her (the Corvette) at home in the garage when I went to law school with strict instructions to my Dad to run her up once a month, backing out of the garage and I would drive her when home on breaks. If there was snow on the ground, I would not drive her. In my final year of law school, I did take her to school for the last semester. One night, I had a date with a student at Wellesley. I remember her coming out of her dorm, taking one look at the Corvette and saying, "Thank God I don't have to ride on the back of a motorcycle tonight."



*Barn Find Continued.....*

After law school, I lived and worked for a judge in York, Pennsylvania and kept the car with me. Once, while driving from Philly to York (wonderful two-lane roads in those days) a bird swooped down in front of the car. When I got to York, I found the poor thing's corpse in the passenger side fake air intake - for that bird it definitely was a solid scoop.

Following my return to Philly after my stint with the court, I went to work for a law firm. By this time, I would drive the '60 if there was snow on the ground, if the roads were clear and I would hose off the undercarriage before putting her away. One sunny winter week-end after the roads were cleared, I went for a drive and came upon an elderly (probably younger than I am now) couple who were stranded with a flat tire. Using their jack and spare, I changed the tire and to thank me, they offered me \$5.00 for gas. I was wearing a leather aviator's jacket and jeans and I will never forget the look on their faces when I refused the \$5.00, handed them my business card and offered to do their estate planning.

The Corvette was again relegated to my parents' garage when I moved to Maryland to work for the Treasury Department (IRS) in Washington, D.C. During that period, Ruth and I were married and, anticipating that we would ultimately move to a sunnier location, I acquainted her with the rules of separate property. Ruth thought the car was "cute" and wanted me to teach her to drive it. I offered her a "get acquainted" spin. She never again asked me to teach her to drive it.

While I was attending the U Of P, the car's soft top frayed to holes at the corner folding points and I had the top replaced. It is a "custom" job using the correct material, but, for example the rear window corners are square. It has lasted fifty years, although it does not get folded often.

The car's next trip was when I drove her from Philly to Los Angeles in 1972. She made the trip in fine fashion, except that two of the original tires and the fuel pump failed. I still have the other two tires and the original spare is still in the trunk. Over the years, I have replaced one muffler, a frozen clutch disc and the seat covering. The original seat covering is still in place under the new covering. The only piece of trim that is not original is the passenger side rear bumper upright. While I was at Penn, going home one day, the car was hit from behind in Fairmont Park by a driver who claimed that he did not see me because the car was so low. Of course, over the years, the car has had numerous batteries and, with recollections of the MG, the garage floor is stained from baking soda used to de corrode the battery tray. Today I use Optima red tops that don't corrode and are remarkably resilient.

My red Corvette, with which you are familiar, was purchased as a parts car before I learned that the '58 is somewhat dissimilar from a '60. More recently, I have replaced the fuel filler to fuel tank and back again hoses to rectify leaking issues on both cars.

Way back in the day I vowed that when I turned 65 I would retire and drive her everyday. Well, I'm 70 and still working....

## C-1 Member Classified Ads

**For Sale:** '62 Corvette, Honduras maroon, ZZ3 aluminum engine, w/black interior and white convertible top, great driver for \$40,000. Contact Bob Crouch, #27C, at 714-839-0243

**For sale :** Reproduction exhaust extensions, both short and long styles. 53-62 windshield post tab repair \$65 ea plus shipping. Call Gary, 530-259-5997 or E-mail, arunner@frontiernet.net for photos and prices of exhaust tips. Member #26

**For sale:** 3.55 open 3rd member rear end. A perfect alternative rear end for those that have a numbers matching 4.11 or 4.56 ratio that are locked into a 25 mile radius of their house, professionally rebuilt \$250. 56-57 only lower wire shields. Not re-pop's \$25. 56-57 "9 Fin" Valve no mods or Bubba's grunt marks! \$325 Contact John Costales, 805-642-3662 or Costales@west.net

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

**Wanted:** 1961 CORVETTE T 10 BW transmission preferably not welded or needing repair, but please contact me if you have one that needs some work too, my C1 build date is Sep 1960.: Nyma@ardalan.org Cell: 310 279 6398

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


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



## 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 C-1 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 <b>New Repro Radios</b>	Len Marino #39	(626) 358-1466	Made in USA 1 year guarantee \$590 + shipping
<u>Car Appraisal Service</u> Per-Purchase Inspections Stated Value Insurance Appraisals Resolve Insurance Disputes Diminished Value Appraisals	Robert Petricca #80	(888) 314-3366, (818) 992-7219, rpetricca@socal.rr.com www.caldreamcars.net	20% discount for all SoCal SACC members. Credit Cards accepted. Recognized by Ins. Co., Lending Co., IRS.
American Motoring Memories C-1 Corvette Repairs	Jeff Reade #33C	11375 Playa St., Culver City, (310) 397-3800 FAX (310) 397-6969	All type repairs, Total & Partial Restoration, Engine Overhaul, Consulting, Sales & Service
Corvette Frame Straightening Corvette Restoration 1953 – 1962 Specialist	Walden Dahl #116	(760) 949-6653 Victorville	Chassis straightening for C1's. We have the attachments to correct any frame problems.
Corvette Mike 	Mike Vietro #60	1133 N. Tustin Av, Anaheim, (714) 630-0700 www.Corvettemike.com	We sell the best..... And service the rest!
Vette Garage 53 thru 67 Restorations From Drivers to Concourse	Ron Lefler #91	(909) 945-3111 Cell (909) 519-7977 rdlef@aol.com	C-1 Hardtop Restoration
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



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



**NEW MEMBER'S: USE THIS FORM FOR NATIONAL SACC & SO CAL CHAPTER DUES!****Welcome to the So Cal SACC (Solid Axle Corvette Club)****So Cal SACC Chapter & National Membership Application for 2011**

For liability insurance reasons SoCal SACC Chapter Membership requires current membership in the National SACC organization. To make record keeping easier SoCal SACC collects both National and chapter dues and sends your membership on to the National SACC.

**SoCal SACC annual dues are \$20 and National SACC dues are \$35, (\$55 Total).**

Chapter dues includes our quarterly Newsletters "The Solid Scoop"

Natl. Membership includes quarterly magazines "On Solid Ground"

*If you are a new member, the National SACC will send you your membership # separately.*

*If you are an existing National member please insert your national membership # \_\_\_\_\_*

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

Our Chapter Web Site: **www.socalsacc.com**

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

**John Costales / SoCal SACC Membership**

**7026 Sonora Ct.**

**Ventura, CA 93003**

**Or Contact at (805) 642-3662 or Costales@west.net**

Applicant: Name: \_\_\_\_\_

Co- Applicant: \_\_\_\_\_

Check the boxes below that apply: If not checked you NOT be on the National "Road Assistance List" and you WILL be put on the National published Roster!

☐ I would like to volunteer to be listed for National "Road Assistance" to SACC Members traveling in my area.

☐ I prefer NOT to be published in the National Membership Roster.

Address: \_\_\_\_\_ City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

**E-Mail (Important!):** \_\_\_\_\_ **Fax:** \_\_\_\_\_

Corvettes presently owned and please include VIN #'s for all C-1's: (C1 ownership not required).

\_\_\_\_\_

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

Driving Tours \_\_\_\_\_

Technical Clinics \_\_\_\_\_

Overnight Driving Tours \_\_\_\_\_

Newsletter Contributions \_\_\_\_\_

Tours to Museums \_\_\_\_\_

Tour/Event Planning \_\_\_\_\_

Tours to Shops \_\_\_\_\_

Other \_\_\_\_\_

My liability insurance company on my Corvettes is; \_\_\_\_\_

Liability insurance policy # \_\_\_\_\_

