

The Solid Scoop

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



March 2012

Vol. 8 Number 1

“Look Us Over at” 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. Submitting an application along with the appropriate listed dues, is necessary for membership. The SoCal SACC Chapter will forward your National dues to assure your National membership. Once becoming a National member you will receive *On Solid Ground*, the National quarterly published magazine. Again, **MEMBERSHIP APPLICATIONS AVAILABLE: WWW.SOCALSACC.COM**

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

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

SCOOP COVER: 1958 Z06 by David Freedman, #64, in San Clemente.
See story in-side SCOOP.

Also visit the SACC National Web Site at:
www.solidaxle.org

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Southern California Chapter Board
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The SoCal SACC Chapter Welcomes our Newest Members!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C-1 Year</u>
207	Richard Sibley	San Diego	62
208	Paul Sivas	Arcadia	58
209	Don & Agnes Jiran	Las Vegas	58, 60, 61
210	Hamid Moslehi	West Hills	None

Calendar of Coming So Cal SACC Events:

Got An Idea for A Event? Let Us Help You!

The Listed Calendar of Events below were developed by the SoCalSACC Board with the intent of providing the membership opportunity to fill out their calendar for the 2012 year. Dates and Event Coordinators have been assigned. Event Progress Bulletins are issued between SCOOP Newsletters (J. Lundal) on Event progress or changes. The Bulletins will be emailed.

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

Usually Event flyers are included in a SCOOP issue. If you don't see a flyer go to www.socalsacc.com and see Event Flyers.

2012 Planned Events (*indicates a Chapter Flyer has/will be issued)

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Coordinator</u>
March 31	*Spring Tech Session	Culver City	Werstein
April 27-29	*Kernville Weekend Tour	Bakersfield/Kernville	Hershkowitz
May	TBD		
May 11-12	American LeMans Series	Monterey, CA	Info Only
June	*Chino Air Museum	Chino, CA	Roche
June 1-3	Sonoma Historic Motorsports Festival	Sonoma, CA	Info Only
August	*Paradise Cove	Malibu	Costales
August 17-19	Monterey Motorsports Reunion	Monterey, CA	Info Only
September 21-23	*Vintage Car Races on Coronado Island	San Diego	Solle
October	*Paramount Raceway, Revisited	Agoura	Williams
November	*Fall Tech Session	TBD	Werstein

Scoop Features:

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**ORDER YOU SO
CAL SACC
CHAPTER THROW
NOW!**

**SEE PAGE 17 OF
THIS SCOOP FOR
INFORMATION AND
COST.**

MADE IN USA!

BACK COVER CAR: Two page full shots of Rt. 66 Convention Traveler's. Picture taken by Eric Hershkowitz. Inside cover is Cool Springs Gas Station in Cool Springs and the outside Cover is Hackberry General Store in Hackberry. Both locations on Rt. 66 in AZ.



SO. CAL. SACC

SPRING TECH SESSION

Saturday, March 31, 2012

Culver City, Calif.

PAY ATTENTION!!!! THIS SESSION IS COMING QUICK, SO GET IT ON YOUR CALENDAR.

The Topic for this Tech Session is,

"installation and adjustment 56-62 convertible top frame"

Our Only Speaker is Jeff Reade! Jeff is renowned as presenting Great Tech Sessions!

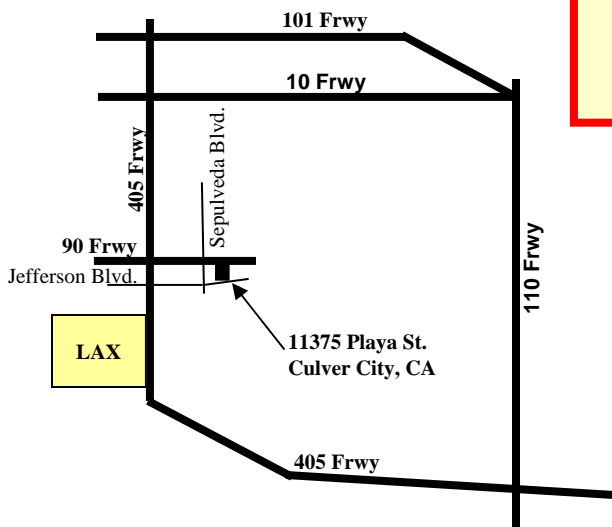
Jeff will be demonstrating his skill on an actual C1.

If you want to make your convertible top fit better, join everyone for this session.

Tech Session Details:

- The Session will begin at 10:30 AM
- Location: Jeff Reade's Business Location: American Motoring Memories in Culver City (See Map Below).
- Parking is limited and on-the-street. Please don't park in Jeff's lot. Some attendee's may want to carpool.
- Lunch and Refreshments will be served.
- **IMPORTANT:** If you want to sit-down, BRING YOUR OWN FOLDING CHAIR! The club is not renting chairs.

RSVP by March 28th to Chip Werstein
at (818) 883-5766 or 818-554-6560 or
email chipsgarage@aol.com



Driving Directions.

See Map at left. Get on 405 Frwy North or South.

Driving North on 405 past LAX use Jefferson/Sepulveda off ramp.

Turn right onto Jefferson.

Proceed to Sepulveda and cross Sepulveda, which becomes Playa.

Jeff's shop is about a block on the left. Park on street.

Driving South on 405 approaching the 90 Frwy.

Watch for and take the Jefferson Sepulveda off ramp.

Turn left onto Jefferson.

Proceed to Sepulveda and cross Sepulveda, which becomes Playa.

Jeff's shop is about a block on the left. Park on street.



So Cal SACC Bakersfield/Kernville Run

Coordinators: Eric & Fran Hershkowitz

April 27 – 29, 2012

Don't MISS our Spring Weekend Tours. We have had these Weekend Tours for the Last 6 Years with MANY Memories!

ITINERARY

Early Friday Night Arrivals, April 27

DoubleTree Hotel

3100 Camino Del Rio Court (at the junction of Rosedale Hwy ((58 Westbound)) and Hwy 99).

Toll free: 888-779-4694 Local: 661-353-7111

Rates: 2 Queens (ask for an outside perimeter room, second, third or fourth floor for parking lot #P1, visible from the rooms) \$89.00 plus tax AAA rate: \$80.10 plus tax. King = \$109.00 + tax.

Restaurant, bar/grille, pool and parking security patrol.

Again, some of the hotels here are already booking or booked. For some reason, Bakersfield seems to be a popular destination. I suggest reserving a room as soon as convenient.

Eric.

Early Friday Night Dinner

Buck Owens' Crystal Palace. The late local legend's famous dinner house and country-western museum. Steaks, burgers, Pizzas, and other "large" food. Usually a house band. This is an early dinner at 5:30 PM.

Eric would like a heads-up if you are attending this dinner as he will make reservations. Eric's email is ehershkowitz@hotmail.com or call and leave message on Home Phone (661)664-9120.

Saturday, April 28

Breakfast on your own.

10:00 AM - Depart via the local foothills for a scenic drive over the Greenhorn Mountains to Kernville.

1:00 PM - Snacks provided and Hotel check-in at: KERNVILLE INN (www.kernvilleinn.com)

NOTE: Make your hotel reservations now at the Kernville Inn. Some have done so, and we have a specific number of rooms blocked. The group is under my name...Eric.

Phone: Toll Free 877-393-7900 or 760-376-2206

Ask for group: Solid Axle Corvettes or Eric, rooms #151 thru #160

Group rate is \$107.00 + tax

2:00 PM - Depart, following the Kern River upstream to the Giant Sequoias (Trail of 100 Giants).

This activity will depend upon weather conditions, as the road may still be snowbound at this date.

6:00 PM - Drive back, stopping at Fairview for dinner at McNally's on the Kern River.

(mcnallysonthekern.com). Don't ask for their largest steak (40 oz!), unless you're very brave.

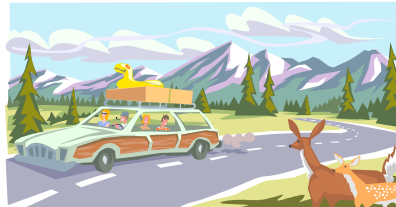
8:30 PM - Return to Kernville. If you're not full yet, enjoy a microbrew at Kern River Brewing Company. (kernriverbrewing.com)

Sunday, April 29

9:00 AM - Breakfast at the quaint Kernville Airport.

11:00 AM - Drive back to Bakersfield via the "adventurous" Kern Canyon River Road or the "Lion's Trail"...(depending upon current road conditions).

2:00 PM - You're released.



1) Room reservations can be made at any time so, if we run out of rooms, I can reserve a couple more.

2) The Giant Sequoia tour will probably not be confirmed until very late due to unpredictable weather conditions. Those curious can check the status of the two giant trees that fell about two months ago and are blocking the walking path. All interested parties are having debates as what to do with these dead trees. The intense environmentalists don't want a "slot" cut in the trees to allow access to the path, arguing that they should be left in their natural (dead) state to decay undisturbed. I suppose even a dead, decaying tree might be upset if someone cut a slot in it!!!

3) Any Questions? Email (ehershkowitz@hotmail.com) or call him at home at (661) 664-9120.

2012 SACC National Convention

Fountain Hills, AZ

January 15, 2012

Convention Description provided by Bruce Furhman.....

The AZ Chapter attended our SO CAL 2009 event in Ventura. They were asked to sponsor a western convention in 2012 and with some major reservations they said "OK". They confided in me that it sure looked like a lot of work and the SO CAL event would be tough to beat. Well, they raised the bar in Fountain Hills!!

There were about (125) people attending including (13) SO CAL families. It was a fun event (15-17 January) at the Holiday Inn in Fountain Hills, AZ. Most members from So CAL chose the least adventuresome route of I-10 either towing or driving.

A separate trip of more adventuresome Chapter cars were led by member Randy Solle. This group coordinated a (2) day road tour with (4) solid axles from SO CAL through the snow country (with no snow!) and Grand Canyon. They had a fun time with no break downs, except for a fuel filter issue with Eric Hershkowitz's '59.



Registration packets included color keyed badges with small symbols indicating what events were prepaid and on the back a complete listing of the three day events with time and location. There was an (8) page color

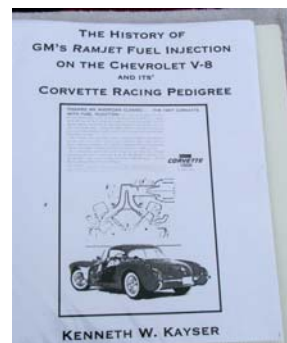
event brochure plus small hat pins, dash plaques, convention shirt options and the usual goodie bag stuff.

The Sunday PM welcome buffet was well attended and featured "Sheriff Joe" Arpaio of national fame who just happened to live in Fountain Hills. He gave a warm welcome to all those attending, however, refrained from asking where we all came from for fear the feds would accuse him of profiling!!!



Monday AM was devoted to Tech Sessions at a local Golf resort, a short (4) miles from the hotel, since there were no large meeting rooms at the hotel. The tech sessions featured a great power point presentation on the history of the Corvette by Ken Kayser who retired from GM Power Train after (40) years. It covered from the Blue Flame Six to the Ramjet F.I. V-8's.

He has also written a book covering well documented history of the early Corvettes. They also had a replica of a '62 supercharger built by Zora Duntov on display. The '62 Belongs to San Diego resident Dave Payte. An article was done in the SCOOP on September 2009, p. 20 on this car. A copy of this SCOOP is on our So Cal Web Site, www.socalsacc.com under past Newsletters.





(ltoR) David Payte and Ken Kayser discuss David's Supercharged '62.

NOTE: For more pictures on this Supercharger and car history, view the Past Newsletters, SCOOP of Sept. 2009, page 20, on our Web site for more text and pictures.



The second session was devoted to Corvette water pumps by Ron Burke and it was interesting to see all the variances in Corvette water pump designs. (picture is lower left) For the spouses who did not attend the tech sessions there was a Shopping Tour in Scottsdale or a Desert Belle Boat Tour.



Monday PM included a drive to the Mesa Airport and a great tour of the Commemorative Air Force Museum which to an old airplane buff was VERY enjoyable and included planes that I had worked on which are now in a museum! I even got a chance to inform the docents how the Tuskegee Airmen happened to paint their planes with "Red Tails". Photo ops were offered for all Corvettes with a B-17.

They served a buffet dinner which was complete with chicken, roast beef and / or ribs and it was delicious!



Tuesday AM they had a "Road Tour" about (100) miles and about (19) C-1's participated. John Costales had a battery problem and skipped the tour. Later he found a corroded voltage regulator terminal. The route took us to the town of Apache Junction and the Superstition Mountain Museum. Then off to Tortilla Flats for lunch. This was an old stagecoach stop. Some great Corvette roads unfolded! The lunch included some great burgers, etc. plus live entertainment. The return trip included a tour around Canyon Lake, yes there is a LAKE in the desert! The state has more boat ownership / capita than any other state!



Tuesday PM was the annual business meeting and elections. Our own Dick Block was elected as the new Western Regional Representative replacing Larry Wright. SACC has also decided to fund the chapter officers D+O insurance premium in the future. Future SACC Conventions are; July 25-27, 2013-Memphis TN, H.I. Crown Plaza (downtown at \$119/ night), August 2014,- Lancaster, PA, (Carlisle) and 2015 in the West, and N/W Chapter reviewing the option to doing it in Seattle area.

The annual banquet was held at the golf resort near the hotel and the guest speaker was Ken Kayser who filled us in with some myths about Corvette development including the 6 cylinder engine development (yea!) and he had our constant attention. They had a good selection of raffle prizes and I picked up a nice Danbury Mint '53 model which even has the axle straps included!

The Barrett-Jackson and Russo & Steele Scottsdale auto auctions were both going on the week of the convention so many of us spent time there. There were numerous C-1 Corvettes going over the blocks. I only was able to see one pretty nice red '55 on Thursday which sold on Friday for \$80K at the B/J. Several modified '61-'62's at pretty high prices as well.

There were 9 SoCal SACC members with cars: Randy & Diane Solle '60, Bob Brown '59, Eric and Fran Hershkowitz '59, Bill & Teri Kupper '56, Bret & Julie Botzong '60, Dave Payte from San Diego with the Rochester Super Charged '62, John & Judy Costales '57, Mike & Sandy Cromer '55, and Larry Pearson and Darold Shirwo '62.

Our hats off to the AZ chapter for a well orchestrated event which will be hard to top. They had great communication, maps events and timing. The hotel had limited facilities but they provided good options and great food. Bruce

Driving the Scenic way to Fountain Hills Convention

Tour coordinated by Randy Solle & Twisted Description by Eric Hershkowitz

Editors note: Why miss something that you have never seen before when the opportunity comes along, take it. This smaller contingent of Convention participants wanted to drive what they could on Rt. 66, get a short glance at the Grand Canyon and cruise through the beautiful red rocky scenery of Sedona ending in Fountain Hills, AZ.

Randy & Diane Solle, Bill & Teri Kupper, Eric & Fran Hershkowitz and Bob Brown (veteran of many 66 trips) met in Barstow and began driving out I-40 towards AZ.

(Eric. my twisted view of....) SoCal SACC Rt. 66 Road Tour and National Convention (*interspersed with comments by another Rt. 66 Traveler, Jim Lundal who couldn't make the trip*)

Seven road warriors in four vintage Corvettes departed Barstow at 10:00 am on Friday the 13th. The unlucky date, however, was not an indicator of things to come with the exception of some bad gas we picked up in Mojave. I'm not referring to the kind of bad gas they serve up at the "EAT" Café but, rather, the dirty kind sitting in underground tanks waiting to be sold to the unwary who subsequently earn the ridicule of their comrades. Only one hour out of Barstow with the sun just above the horizon gleaming on these sleek rockets of the asphalt, my (Eric's) "rocket" began to stutter and die. I had momentary visions of a trip back to Bakersfield on a flatbed, waving goodbye to the lucky five who would continue their journey without me...and oh, how they would miss me. Fortunately, the Vette started right back up and down the road we went until we would repeat the scenario twenty minutes later and again several times daily until, encouraged by Larry Pearson, a fuel filter so clogged that it would pass neither air nor fuel, was discovered and corrected. Lest my travel companions say, "I told you so, three days ago", I'll say something nice about them first.



Editor: Rt. 66 does travel across the desert from Barstow beginning through the Marine Base but in order to make "Time" picking up Rt. 66 outside of Needles in AZ is the fastest way to get lost in 66. This is the first alignment of 66 and is known as the Gold Road which eventually ends in Kingman, AZ.

Ed. Note: Oatman is the first AZ tourist town traveling east on 66. Interesting people and a lot of Burros who have the right-of-way everywhere. The Oatman Hotel doesn't house people anymore so it is tough to stay the night with Burro's. Reportedly Clark Gable and Carol Lombard stayed at the Oatman Hotel after getting married in Las Vegas (or Kingman). The Hotel has about 9 rooms with one common unisex bathroom.

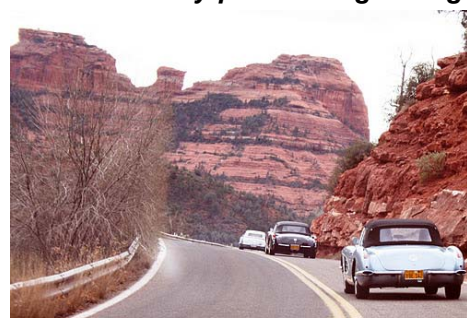
After Oatman the next stop is the freshly restored gas station at Cool Springs. This was a burnt out shell for many years till someone decided to make it into a tourist center. Next stop down the Gold Road is Kingman and modern conveniences. Upon leaving Kingman, AZ you first encounter Hackberry, AZ. Everyone stops at Hackberry, even tour buses. This business has been occupied by many colorful individuals over the years. Actually, at one time a colorful Dentist from Bakersfield has had thoughts of retiring here to work on Burro teeth.



Our untiring and resourceful leader, Randy Solle, put together a wonderful tour visiting many places I had never been and secured comfortable three-star hotels at five-star rates. (Just kidding about that, Randy) Accommodations were perfect with convenient, secure parking and a hot breakfast every day. The group really appreciated the time and effort Randy put into organizing our tour.



Continuing.....Diane Solle was always quick with a laugh, but don't underestimate her knowledge of nature and nutrition. She always set a good example of proper diet by making healthy menu selections. This influence was apparently wasted on Randy who, in Williams, ate a piece of pie as big as his head. I followed suit. We were more likely to follow the example of Teri Kupper, the "candy lady" who seemed to produce an unending supply of Red Vines, malted milk balls, Snickers, M&M's, Three Musketeers, etc, etc. I didn't take lightly, the responsibility of completely consuming the treats she brought and my own as well. We had security in the form of Bill Kupper. He may be soft-spoken but don't tell him that your "policy" is not to provide separate checks. And, heaven forbid, don't add a mandatory 18% gratuity to the check unless you want to see the wrath that lies deep inside Mr. Bill Kupper!



There is no words to explain the grandeur of the Grand Canyon. It is a must-see to see! The guy on the right crawls out everyday for tourist pictures.

On this trip, we weren't chased by the Paparazzi....he was among us. Bob Brown's camera was everywhere, so one had to be sure to wash his hands before leaving the restroom. I don't know why, but he seemed to take particular pleasure in photographing me. I had to be certain that my hair was combed and tried to look my best at all times. Befitting a military man, Bob's precision locating service always informed us of exactly how many feet we were from the next turn, gas station, hotel, restaurant or gentleman's club. Having Bob on our tour was invaluable as he always took up the rear to assure there were no stragglers

In Fran, I had the best co-pilot one could ask for. When able to release her death grip on the grab bar she was always there with my convenience items such as Red Vines, malted milk balls, Snickers, M&M's, Three Musketeers, etc, etc...oh, yeah also chap-stick, gloves, hat, map, radio, phone, glasses, coffee. Fran found great pleasure and adventure in unplanned stops and mechanical investigations and kept me occupied with intelligent conversation (which I didn't understand) when my eyes looked bleary.

What a wonderful group of people to travel with! Everyone had great ideas for dining suggestions and photo opportunities which made for a super enjoyable trip. I can't believe they all got along so well with me. I'm usually able to p***-off at least one person per day.

Solle's Driving Tour continued.....

We all took photos along the way, from the beginning of Route 66, Oatman, Cool Springs, Hackberry General Store, Seligman, Kingman, Flagstaff (with its snow still on the ground), The Grand Canyon (of course!), Sunset Crater National Monument, Sedona, Slide Rock State Park and on to Fountain Hills and the National Convention. There was no shortage of public recognition for our cars including a lot of honking, waving of thumbs-up and other fingers. Somewhere in Japan we may be anonymous, but we're in somebody's photo album.

Road Tour Preparation...an article submitted by member Randy (Lugnut) Solle

After recently returning home from a road trip over to the SACC Convention in Fountain Hills AZ, I thought that perhaps it would be a good idea to address some of the areas to look at, when preparing to go on the road. I will be the first to admit, that I am no expert on this topic, and have not taken one of these cars cross country, but, at the same time, after I finished a body off on our 60, I have driven it as much as possible, no garage diva here.

With the Road Tour up to Kernville coming up shortly, hosted by Fran and Eric Hershkowitz, this would be a good time to go over your car, and get it ready for the trip.

Checking all of your fluid levels in your drive train, pretty much goes without question. When driving to the local car show or the Saturday morning coffee stop, you can probably get away with quite a bit, because you are not building up that much heat in your drive train. On the other hand, getting out on the freeway and driving highway speeds for hours, will catch up with you. This also applies to the oiler on your generator and distributor. Although they don't take much oil (and you don't want to over oil the generator, just a couple of drops), here again driving high RPM's on the freeway for a considerable time, can cause you problems. A friend of ours was driving a 61 back from a trip back east, when his top distributor bearing froze up. You really don't want to carry an oil can with you, but perhaps a dental hypo with some 10/30 in it, in a zip lock bag would do the trick.

While on the lubrication end of things, how about doing a quick lube job on all of those grease fittings. You have to remember, that it's not that you are out of grease, but most grease areas are not pressurized, so the tightest contact areas (where the grease is needed the most) squeezes the grease out into the areas with the most clearance (where the grease is needed the least). You're not going to put much in, maybe just a squirt, but it does relocate it to the areas where it has moved out of. Personally I like the Mobil 1 Synthetic grease.

To me, one of the most over looked areas for lubrication on these cars, are the front wheel bearings. A friend of mine with one of our cars that has an upgraded drive train and suspension had a front bearing lock up, and he said he could not control the car, until it got stopped. Luckily there was no contact, but this is a situation that none of us care to experience. This is another area, where you can have gobs of grease on each side of the bearing, but not enough on the bearing to keep it cool at freeway speeds. Both the inner and outer bearings need to be done, and be sure to get Drum or Disc brake grease. The disc brakes run much hotter than the drums do.

How about tires? When was the last time you checked the tire pressure in your spare? We learned in a recent Tech Session that tires can deteriorate from the inside out. So, just because those 20 year old tires only have 2000 miles on them, it doesn't mean that they are safe to be driving on. I run Coker Radials, and they require that you run 35 psi in them, not the usual 32psi we are used to.

To go along with the tires, have you tightened your lug nuts recently? Shortly after restoring our car, we hosted an overnight run down here in the San Diego back country, and at one of our photo-op stops, when I went to start out, I heard a rattle coming from the back. Turns out one of my lug nuts had come off. Upon inspection after getting home, there was a buildup of primer/paint in the countersink where the lug nut seats and this was causing them not to seat up properly in the wheel. After using an abrasive barrel to clean them out, I have not had any more trouble. While you have those hubcaps off, make sure that they have not rotated against the valve stem, and cut through them. It amazes me how a hubcap that is so tight to get on, can rotate against the valve stem while you drive.

Lights, we have been on 3 runs now, where a cars brake lights were not working. Usually on these runs, the cars have a tendency to bunch up, and if the car in front of you doesn't have brake lights, it makes for some very non enjoyable driving.

Something I realized that I need to address from this run, is that I have an exhaust leak somewhere in the system. Here again, in normal open window, or top down driving which is how we normally drive, you don't notice it, but have the top up and the windows closed because it's cold and damp out and you don't really have an option, you now get that wonderful old car exhaust stench on all of your cloths, besides the obvious down side of it.

Road Trip Prep continued.....

Probably the main thing to do, is to get your car out and take it for a good hard drive before you go. Get it out on the freeway and let it stretch its legs. Run highway speeds for 45 minutes or so, let things get warmed up. Maybe that tach/speedo cable or something else will get warm from the extended run, and start to give you issues that you normally wouldn't see from short hop driving. Climb a good hill, the steeper the better. Carbureted cars have a tendency to start acting up going up hill if you're having fuel filter problems. Make sure everything seems to be working as it should be.

The people that put on the road trips that we so much enjoy, put a lot of time and effort into preparing them, and they usually are running under a tight time line. Unfortunately these cars are old, and there will be problems. If we do our part ahead of time, it just allows us to have a much more enjoyable time with friends and fellow C1 enthusiasts, as we drive the highways and back roads of this beautiful country.

It's the slow time of year for us, so let's get those C1's out and get them ready, as we join others for the Kernville Run in April, for another enjoyable C1 weekend.

Randy Solle

Interesting Encounter with an Old Kustom!

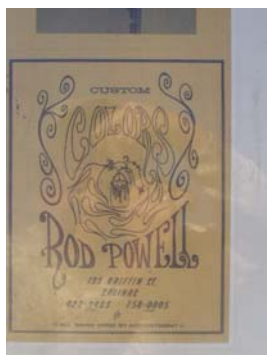
Submitted by Randy Solle

Recently, the wife and I took our '60 up over the hill, to visit the Spring Temecula Rod Run. Although in years past, the Rod Run had gone down hill, it has come back to once again be one of the premier events in the SoCal area, in my opinion. While strolling through Old Town, looking over the hundreds of pre 70 jewels, one of them of interest caught my eye, and I thought that I would share it with you.

Although the gentleman that owned the vehicle was quite talkative, I did not do a very good job in getting the info for it, but here is what I have. Enjoy the pictures from an earlier time.

The car I believe started life as a 62, was modified, and then entered in the Oakland Roadster Show in 1968.

The car was painted by Rod Powell, from Salinas California. Rod was born and raised in the east side of Salinas, and as a boy, his father would take him around to all of the car and motorcycle events, including the Oakland Roadster Show, and the Monterey Kar Kapades. He soon was hooked, and started doing his own custom work, and his main claim to fame, was doing Flame Jobs. He continued doing work on customs, until closing his shop in the 90's. I was amazed at how deep the paint still looked after 40+ years.



2012 General Meeting & 7th Chapter Anniversary Party

February 25, 2012

Saturday, Feb. 25th was a beautiful day for a party. Last years party was cold, dismal and rainy. That year we got about 5 C1's and this year we got 23. An exceptional turnout! Also 60 people filled our dining room. The Event was held at the 94th Aero Squadron next to the Van Nuys Airport. This restaurant is filled with war memories and being situated next to the Airport Taxiway provides one with a nostalgic effect.



Our banquet room viewed onto the Van Nuys Airport Runway.



The simultaneous take-off of planes from the Condor Squadron, Van Nuys is their home base, also helped make memories.



The Restaurant Parking Lot is always the collection area for cars, tire-kicking guys and wives to greet and meet each other. The weather was ideal for a Feb. day. It is always great to have wives participate in the Chapter outings.

Around 11:30 all attendee's began drifting into the Restaurant to our banquet room. The pictures above show the building exterior and the English-Type Style.



(left) Two freshly completed cars are seen in the parking lot. Far Left is Bob Johnson's 1960, who is the original owner, and the "subtle" orange one belongs to David Freedman who drove up from San Clemente. David's car is on the front cover and more pictures are in this month's SCOOP.

President Phil Roche greeted all of the attendee's and once seated we immediately began circling the Buffett Table. Once all were fed it was "down to business" which is a requirement by the National SACC Board for a General Meeting. On schedule was the election of 3 new officers for our So Cal Chapter Board. So Cal Chapter officers are elected for 3 year terms and then must be re-elected or replaced when the term expires. During the 2012 National Convention in AZ the Western Regional Rep, Larry Wright asked to resign due to health issues and So Cal Chapter member Richard Block was voted on at the Convention to replace Larry.

Other So Cal Chapter members whose terms have expired were President, Merchandise Chair and Events Coordinator whose position had not been previously filled. The election results were: President: Phil Roche was re-elected, Merchandise Chair: Bob Crane was re-elected, and member Barry Charles was elected to fill the office of Events Coordinator.



New member Fred Ellerman drove their '56 from Laguna Hills to their first Gen. Mtg. Fred thanked many members for answering questions about his '56.

(above) VP Mike Gibbons didn't have any concern with the high gas prices, he just wanted to get to the Event, Fast.

Jim & Judy Lundal sport their hardtop which hasn't been on the car for over 10 years. They recently moved to a different house and the easiest method for moving the top was to install it on the car. Now, they have to find a new location to store it, probably for another 10 years.



Great Party, Great People and a Great Time!!

A Z06 58 Fly's in for a Debut!



David and Mary Freedman's 58 Corvette
The car is a home garage built project that took most of 3 ½ years to build.



It is a real 58 body that required a lot of work that had a clear title. I did all the body work myself with lots of new parts and fiberglass, and help on the phone from Dan Dempsey, the Glassman. He said "you can do it", so I did it. Thanks Dan.

The body sits on a tube chassis.

The donor car was 2001 C-5 Z06 Corvette, 420 HP LS6 engine. The transmission located in the rear of the C5 was relocated in the rear of the C1, the rear axle with 3.42 gears, front and rear suspension with the disk brakes, the seats, and the dash also came from the same car.

I adapted the dash and center console from the C5, the rest of the Interior was done by Little John. Thanks for such a great job John!

Thanks Chip, for the occasional advise about how things go together.

I had the car painted in my own custom color.

It's a great driver, I am very happy with the car.



SoCalSACC Member Profile

Phil & Anne Roche, # 42C

I was born in 1944 at Saint Joseph's Hospital in Burbank, California. Came home from that hospital in the rear seat footwell of a 1934 Ford sedan, made a perfect "cradle" I'm told, and thus started my love affair with the automobile. The 'ol Ford served our family well and racked up over three hundred and sixteen thousand miles, with the help of a couple overhauls, before the old flathead said enough is enough and expired.



My father was still using the 'ol Duchess (his nick name for the Ford) for his every day work car and wanted more power but did not want to cut the frame or body just in case he ever got the desire to return it to stock configuration. After checking around he decided Lewie Shell's shop in Los Angeles was the place to go and the rest is history. Because the Ford was so clean and straight, it was not to be cut in any manner, and Dad was the original owner and by no means a youngster at that time, Lewie thought it would make a good tech article and contacted Eric Rickman of Hot Rod magazine .

Eric agreed, followed the project from start to finish and did a great job, both in story and photographs. The original choice of engines was a '56 (nailhead) Buick V-8, but after the old flathead was removed the Buick wouldn't fit without cutting things so the hunt went on for a smaller power plant. A small block Chevy was found to fit if everything including the rear axle, driveshaft, trans and engine, was moved forward one and a half inches. That was ok'd, work began and the story ran in the July 1957 issue of Hot Rod. As a side note, the 'ol Duchess stayed in the family until the early 70's when my brother, who had acquired it from dad (and that's another story) decided to sell it just as Anne, my wife and love of my life, were buying our first house and we couldn't afford to "save" her. Interestingly the 'ol Ford still exists in Southern California, no hope of ever getting it back in the family but I sure want to replicate it before I cross the finish line.

So much for getting home from the hospital and the 'ol Ford. I was extremely fortunate in that dad was a "car guy" and I was exposed to a lot of shows, racing, fine machinery and vehicles growing up. I'm sure that explains this love affair I have always had with anything that has wheels and a engine, or two or three ! My father didn't do much in the way of overhauls or any of the heavy stuff, but he kept his vehicles in good tune, very clean (something I never really inherited) was a good driver in his own right and enjoyed the heck out of everything around him. We went to most of the races in the area including the Pomona Fair Grounds, Riverside (tech inspection for the race cars held at Harry Mann's), Paramount Ranch, Hanson Dam, Carol Speedway, Santa Barbara, San Fernando Raceway, Fontana and so on. I had the opportunity to meet a lot of the early drivers, before or just as they were becoming famous, when most of them were just "hired guns", talented young guys that drove better than most and just plain loved to race. That was long before huge contracts, million dollar purses and race vehicles that barely resemble what we can buy or drive now days.

At one of the races we attended, I believe it was Santa Barbara, my father introduced me to a young and upcoming Corvette driver by the name of Dick Guldstrand. He rubbed my hair and said "hi there young man, like racing"? and of course instantly became my idol. Years later after I retired from the L.A. Dept. of Water and Power I had the privilege of working with Mr. "G" for six very interesting years and oh the stories I heard, and still do !! Those early years were definitely a different time and place and I'm sure glad I got to experience them, even if I was just a "want-a-be" hanging on to the old snow fences and standing behind the hay bales that they used to "protect" the spectators from the racing action going on not ten feet away.

Roche continued.....

So how did I get turned on to Corvettes ?? We attended what had to be the 1954 Motorama at the old Pan Pacific Auditorium in Los Angeles. I knew Chevy was coming out with a "Sports car" but hadn't seen one yet. Now remember what Chevy was selling in those days, the three box design, two and four door sedans with chair height seating and pick-up trucks. Being small for my age I followed dad and my brother through the crowd and slowly up to the turntable. When we finally got to the front of the pack I grabbed hold of the railing and looked up and immediately fell in love. No, not with the beautiful model that was in the white dress that was covering most of the left front fender, I wanted her out of the way so I could see ALL of that thing they named CORVETTE. (A few years later my priorities changed and I started looking at the model's first !) I'm sure I stood there for at least half an hour just watching that white with red interior Corvette go round and round and wondering if I would ever get to own one of those things.



Well the rest is history, the God's smiled on me and I own three Corvette's, a '54 (white with red interior, what else) a '61 and a "floppy axle" '63 split. Other vette's have come and gone, wish I could have keep them all, but these are ours forever. Through very careful planning Anne and I have managed to hold on to these three Vette's while raising three wonderful daughters, putting them through college, (there went a new Vette) two into marriage (another new Vette gone) and all into adulthood and successful careers remember the old saying "A son is a son until he takes a wife but a daughter is a daughter for the rest of your life", it's true and they think the Vette's are their's and I'm just the caretaker of them for now, I'll take that and least I know they'll be in good hands.

Through the years there have been, and are, "other" vehicles in my life. My first was a Reo pedal "car", (picture seen on a previous page) fastest one in my back yard. Learned to drive in my fathers '57 Plymouth Fury and wow, what a ride that thing was. We (dad driving) blew the doors off every Ford and Chevy that ever challenged us. My first real car was a '54 Dodge with the little 241 Hemi V-8, followed by a new 1963 Dodge 426 Ramcharger with the "lesser" 11 to 1 compression ratio engine and three on the floor, sure wish I had that one back. After the Ramcharger, to much of a cop bait, came a new and tamer 1964 Dodge 426 c.i. Street Wedge four speed positraction Polara 500, that's another one I wish I had back.

After I returned from Vietnam Anne and I dated and went on our honeymoon in that Dodge. But just before we got married I found the old '54 vette on a junker lot, paid \$600 for it and took it to my folks home. My Mother thought I'd lost my marbles buying an old thing like that when I should have been more responsible and bought something we could use every day. Anne did drive the '54 every day, rain or shine, for over a year until we were forced, due to a drunk driver, to replace it with a '68 Plymouth Barracuda. We still have the '54 Vette and the Barracuda and I could write a whole book on the fun we've had with those two.



The '64 Dodge left the stable when I found the '63 Vette and knew it was "now or never" to get one. The Dodge is now in Idaho, and in a good home, funny how you keep track of things like that. The '61 Vette came along the same time the second daughter did, neat how that worked out. It (the Vette, not the daughter) is currently undergoing a complete frame on restoration and just about ready to get back on the road.

Last, but hopefully not the last project, I'm deep into restoring a 1969 Rambler Scrambler, how many of those things have you seen lately?

As each daughter came along, so did another Vette and I think that was only fair, the wife got three daughters and I got three Vettes well, I think they're mine anyhow.



Phil

So Cal SACC Apparel & Chapter Throw

We still have an ample supply of polo shirts (see picture below) and hats.

Polo shirts are \$30 and hats are \$15.

We have sold out of tee shirts and long sleeve denim shirts, but can order more if there's interest.

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C-1 Member Classified Ads

FOR SALE: 1961 Corvette - 275 FI h.p. block with Edelbrock dual quads & Mallory ignition (original FI on the bench), black w/Silver cove, black interior, 283, four speed. Twenty-five year + restoration. Looks and runs great. Make me an offer. 714-870-1119 or dtrigg1460@yahoo.com



FOR SALE: 1956 Corvette, VIN # E56S004124, California car with only 58,300 miles.



Originally Cascade Green, repainted to Chevy tan with Beige coves in 1975 by the 2nd owner. Vinyl top was added by the 1st Owner. Both tops, dual quads, auto, power windows & top, original engine, never rebuilt, numbers matching, have owned since 1976 with previous 2 owner history from new.



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FOR SALE: 53-55 Reproduction exhaust extensions, both short 53-L54 and long L54-55 available. Windshield post tab repair. Gary 530-259-5997 or arunner@frontiernet.net

FOR SALE: 1957 convertible top, very nice, fits other years. 1958 trunk irons, original and nice. Restored 56-62 seat frames, 57-62 used but still very nice off road mufflers. Stainless sleeved master cylinders 53-62, all types. Pair of 58-62 inner fenders. Need something else? Call me, Jeff @310-570-5554

FOR SALE: Original, professionally repaired '62 grille. Looks perfect! Asking \$200. 1-set (4) original hubcaps '59-'62 (no spinners) polished w/no dents. Asking \$500.00 1-pair of used original '61-'62 headlight rings. \$90. Contact Joe LaGreca 909-499-5873

WANTED: C1 corvette 1958-59-60 Model any condition. Please contact me at 310-283-6966 or hamid@hamidmoslehi.com


WANTED: 1960 turn signal flasher ZN232. It is rectangular in shape and made of aluminum (I think) Thanks. Chip Werstein 818- 883- 5766, 918-554-6560 or chipsgarage@aol.com

WANTED: Correct original dipstick for solid axle. Should have 2 1/2 inch long handle. Also, original throttle return spring brackets for 2 X 4 set-up. Must be steel and magnetic, not stainless. Mike McCloskey, 661-257-4330 or clutchmccloskey@yahoo.com

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