

The Solid Scoop



March 2015

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

Vol. 11 Number 1

“Look Us Over at” www.socalsucc.com



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

Club Features:

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

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

C-1 Ownership is not a requirement for membership.

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

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

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

**Also visit the
SACC National
Web Site**

www.solidaxle.org

**Solid Axle Corvette Club
Southern California Chapter Board
2015 Club Officers**

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Body & Paint			
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>C1 Year</u>
• 234	John Kechijian	Santa Barbara	

Calendar of Coming SACC Events:

2015 SoCal Planned Events

<u>Date</u>	<u>Event Name</u>	<u>Location</u>	<u>Coordinator</u>
April 25	Spring Tech Session	Toyota Museum, Torrance	Werstein
June 6 - 7	Tehachapi Weekend Tour	Tehachapi, CA	Hershkowitz
July 29-Aug 1	SACC National Convention	Fife, Washington	
August	Paradise Cove Car Run	Paradise Cove, Malibu	Costales
November	Fall Tech Session	Kent Browning Facility	Werstein

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SPECIAL NEWSLETTER REMINDER: If you have Email and are not receiving notices please contact Jim Lundal (Editor) jlundal@verizon.com or Greg Davidian (Membership) GDDavidian@gmail.com to make sure we have the correct address. Also, let any changes to home address, telephone, email, etc. be sent to the above individuals.

SCOOP COVER CARS

Front Cover Car: 1957 “Air Box” Corvette owned by Kent Browning. See story on pages 7 & 8.

Back Cover Car: 1960 Corvette owned by Greg Davidian who is featured in this issues Member Profile, pages 9 & 10.



SO. CAL. SACC

Spring TECH SESSION

Saturday, April 25, 2015

Toyota Development Center, Torrance, Calif.

2015 Spring Tech Session! This session will be held at the Toyota Museum (see map below).

Tire Kicking begins around 9:30 AM,

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

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

PLEASE RSVP, to Chip Werstein at (818) 883-5766 or at **chipsgarage@aol.com.**

THIS WILL BE A PAY IN ADVANCE EVENT!

RSVP DEADLINE of April 21.

Make Check out to SoCalSACC and mail to, Jenni Werstein, 23317 Schoenborn St., West Hills, CA 91304

C1 Tech Session Topics:

1. Collector car insurance update Greg Dividian
2. Installing door window fuzzys... Larry Pearson
3. Identifying Corvette wheels..... Chip Werstein
4. Restoration Surprises Chuck Gibney
5. Door Panel Fix..... Bob Hurst
6. Front End Alignment..... Joe Lemay

A “Pay in Advance” Event!

Lunch Cost \$20/person

Come out and Join the Fun!

Bring your C1!

Invite Prospective Members!



From Downtown LA/Pasadena (south on 110)

- Exit on Artesia Blvd West, make a left (south) on Van Ness St. Cross over 190th St.. Continue south to Museum on left side at 1900 Van Ness.

From Riverside/North Orange County (west on 91)

- 91 Frwy becomes Artesia Blvd., continue on Artesia Blvd to Van Ness St. and turn left (south). Cross 190th St.. Continue south to Museum at 1900 Van Ness.

From Huntington Beach/San Diego (north 405)

- Go north on 405 Frwy. and exit at Western Av.. Turn left (south) on Western to 190th St. and turn right (west) on 190th. Turn left at second light (Van Ness). Go south on Van Ness to Museum on left side of street at 1900 Van Ness.

From Ventura/SF Valley (south 405)

- Exit at Crenshaw Blvd south. off ramp. Travel south on Crenshaw to 190th St. At 190th St. stop light turn left (east). Drive on 190th St. to Van Ness Blvd and turn right (south) onto Van Ness. Go south to Museum on left side of street at 1900 Van Ness.

Museum Address:
19600 Van Ness Av.
Torrance, CA



Tehachapi Road Tour

by Eric & Fran Hershkowitz

Weekend Tour from Bakersfield to Tehachapi, California

Saturday, June 6 to Sunday, June 7*

Tour will Leave at 10:30 AM from the location
described below on Saturday-Breakfast is at 9:00 AM

*** Make your Saturday reservations ASAP to insure group rate. Holiday Inn information below.**

•Friday arrivals: "Fire up the smoker" BBQ & RR at Hershkowitz' home. For Friday lodging arrangements contact Eric Hershkowitz: (661) 664-9120 or ehershkowitz@hotmail.com



Tour Itinerary:

Saturday, June 6

9am	Breakfast @ Donna Kaye's Café, 212 Oak St. in Bakersfield
10:30	On the road, Hwy 58 east
11:30	Arrive Downtown Tehachapi, rest stop
	See: The Depot, Train Store, Kohnen's Bakery
1:00 pm	Cruise: Highline Rd, wind farm tour and scenic Tehachapi foothills.
2pm	Ostrich Ranch tour
3pm	Triassic Legacy Vineyards store
4pm	Hotel Check-in: Holiday Inn Express & Suites 901 Capital Hills Pkwy Tehachapi, CA 93561 Phone: 661-822-9837 or 800-465-4329
5:30 pm	Mention group SAC for special rate (\$105.00 + tax)
7:30 pm	Dinner @ Jake's Steak House Return to hotel: Poolside coffee & Baileys or BYO, bring warm clothes and your folding chairs.

Sunday June 7:

8:00 am	Breakfast at hotel (Complimentary full hot breakfast)
9:30 am	Cruise to Bakersfield by way of Tehachapi-Woodford Road. View "The Tehachapi Loop" railroad feature, Ceasar Chavez' HQ - LaPaz, the old Keene Store and the scenic foothills of Caliente.
11:00 am	Lunch and/or dessert stop at Bakersfield's famous Dewar's old fashioned ice cream parlor.
12:00 pm	Say goodbye and depart for home! ☺

Driving Directions to Saturday Tour Start:

Hwy 99 North

- Exit #24 (58 E/Tehachapi/Mojave)
- STAY LEFT (Stockdale Hwy./Brundage Ln.)
- The signal puts you on Oak St./Wible Rd.
- Turn LEFT at signal light.
- After crossing Stockdale Hwy./Brundage Ln. go .2 miles or 1 ½ blocks. Donna Kaye's is on the right and shares parking with a small barber shop. There is ample parking in the front of both or the rear.

Note: those attending, send your email for schedule updates, details and head counts for tours and dining arrangements, to ehershkowitz@hotmail.com. Please reply by June 1.

The So Cal SACC Annual General Membership Meeting



The So Cal SACC Chapter held its General Membership Meeting on Saturday, February 21st at the 94th Aero Squadron Restaurant. This meeting is required in the National SACC by-laws and provides a forum for Chapter Board Members to be elected and voting to occur on other issues. This year 3 officers were open for nominations and elections: President, Membership Chairman and Merchandise Chairman. Board members are elected for a period of 3 years and the offices are open for election after that period.

Membership Chairman: John Costales has held this position since the start of the Chapter and has decided to not run for that position. Greg Davidian was nominated and was voted in by acclamation. **President:** Phil Roche has held this position for several 3 year terms and was re-nominated and voted back in. **Merchandise Chairman:** Chip & Jenni Werstein kicked off this category several years ago and decided to turn over the responsibility to another member. Barry Caires was nominated and volunteered to serve.

Approximately 70 individuals attended this event which included a sit down lunch. The Aero Squadron Restaurant has been a great venue for returning each year with being centrally located, plenty of parking and the staff will wait till the last minute for a headcount. President Phil Roche coordinated the festivities. All went well except his invited speaker didn't show, which has occurred during past events. Sometimes when Phil compensates by over-booking, all speakers show up, go figure. Phil's penitence is he is re-elected to the same office for 3 more years. Maybe he will get it right by then.



Above) New Merchandise Chair Barry Caires is seen assisting outgoing Chairwoman, Jenni Werstein.



Above) Ron & Donna Nolan, new members, standing by their '60.



Above) One row of Vette parking.



1957 "Air Box" Corvette receives Top-Flight!



So Cal SACC member Kent Browning, Chapter member #118, is the owner of this car. Kent, with the assistance of Chapter member Jim Gessner found the pieces of the car years ago.

Historically this 1957 is the first year for the 283 cu. In. engine, mechanical Fuel Injection and optional 4-spd transmission. The "Air Box" model was intended to build something more tuned for track racing and contained features which would assist with its durability on the track (these features are described later in this article).

Of the 43 known built "Air Box" cars of which only 20+ are still known to be in existence, Kent's car is S/N 4355 and is built in the late spring of 1957. Another known "Air Box" (Car 4231) in our Chapter belongs to Bob & Karen Pinkney, chapter member #57, who own an unrestored race car and live in New York state. Recently when Kent's car was NCRS judged, Bob traveled to visit and be in attendance for the Event. Kent's "Air Box" received Top Flight with 98.9 points out of 100.

Many of our Chapter members have seen stages of this restoration while visiting our Tech Sessions at Kent's facility in Cerritos. Kent began the chassis restoration himself and had the body worked on by a company. Over the years, and with the decision to correctly restore this vehicle, the chassis was given to member Chip Werstein to incorporate the "War Paint", a feature used at the factory, and complete the chassis correctly. Upholstery was installed by member Little John Engelhardt and much of the final detailed assembly completed by Chip.

Now, what constitutes an "Air Box" car? Basically the "Air Box" is seen in the Figure 1. It is a fiberglass enclosure bonded into position on the left side (drivers side) of the upper inner fender within the engine compartment. The forward end of the box (enclosure) receives air from the circular opening to the left side of the radiator mounting support. All the rest of the 1957 Corvettes (6,296 carbureted and fuel injection) drew their air from within the engine compartment.

Inside the box a portion of the entering air is split off and feeds the intake to the FI unit. A filter inside the box filters the air for the FI. Another percentage of the air flows through a large flexible tube and is channeled through the enclosed rocker panel below the driver and exits in front of the left rear wheel. This air is then drawn through a fiberglass diverter directed toward a metal scoop attached to the backing plate which has 2 metal mesh screened openings for air flow to/from the brakes. Note: Kent's comment was that initially the larger percentage of the air entering the Box was used for the FI and the lesser air amount cooling the back brake always made that brake run hotter during hard driving. A similar action occurs on the right side of the car because all 43 1957 Air Box built cars were heater no option cars which meant that the right side air intake was moved through a hose from the radiator support to the right side rocker panel and to the right rear backing plate. The primary difference is that the total amount of air entering the right side ducting ends up near the right rear metal air scoop.



Above) Scene is the NCRS judging of Kent Browning's Air Box at Corvettes Down Under. From l to R) Bob Pinkney, Kent Browning, Jim Gessner, Chip Werstein and Little John Engelhardt.

"Air Box" located on left side of engine compartment on upper inner fender panel. Figure 1



As Editor of the SCOOP Newsletter, my experience with the '57 Air Box design is very limited and this article is being generated by reading some information and talking to Kent Browning and his mechanic Leo. I also want to thank Kent for accommodating me to take pictures at his facility and intervene into his busy schedule. This article is designed as a general description and is not intended to cover a thorough description on the entire car. However, the article has been reviewed and edited by Chip Werstein, Kent Browning, Bob Pinkney and others. Jim Lundal

{Much of the following description was obtained from the "The Corvette Black Book" by the editor} The previous explanation of the Air Induction (ai) and distribution for this 1957 special car provides a simple idea why Corvette built this model. RPO 684 was included for the Air Box car and featured special front and rear springs and shock absorbers, heavier front stabilizer bar, quick steering adaptor, metallic (Big Brake) brake facings, finned brake drums, fresh air ducting to rear brakes and front brake air scoop (elephant ears), five and one-half inch wheels, positraction, manual transmission and 270hp or 283hp engines installed. Additionally, RPO 579D included fresh air intake and a steering column mounted 8000 RPM tachometer mechanically driven by the distributor (as seen on Kent's car). Note: RPO 579E is erroneously listed in the Corvette Black Book and owners of these cars have verified it should list 579D. This fact is noted by Bob Pinkney and Kent Browning.

Air duct for right rear brake on right side of engine.



FI air duct between "Air Box" and FI air meter adapter.

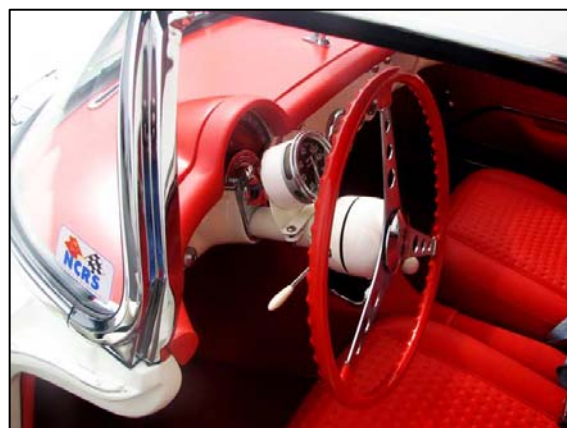


Above) Vin # plate located on Drivers side door pillar. S/N 4355.

Left) Elephant Ears mounted on front wheel Brake backing plate for cooling Big Brake models.



Left & Right) Close up of interior and the column mounted 8000 RPM tachometer.



Left) Special 5 1/2 inch Steel Wheels with small hubcap RPO 276. Wheel color for polo white cars was dependent on interior color, in this case red.

Right) View under rear of '57 shows sample of War Paint applied by factory indicating which rear differential was installed per the original customer order.



SoCalSACC Member Profile

Greg Davidian, #174

My passion for cars started when I was very young. We'd often visit relatives in Fresno CA and I remember being able to identify every car along highway 99 from LA to Fresno. Nothing else for a five year old to do from the back seat of a 1955 Oldsmobile 88 on that long and boring trip!

Cars were a big part of our culture in the San Fernando Valley. Van Nuys Boulevard was something special on Wednesday nights because it was car club night. With names like Valley Hi-Los, Road Runners, Associated Mopars, Royal GTOs, Valley Vegas, Vandits, Chancellors, Associated Vans, Street Racers, Igniters, Poor Boys, Judgments, Lobos, Chevelle's Only, Chevy's Only and Los Angels, the clubs cruised up and down the boulevard.

My first car was a 1956 Ford Victoria with a 312 under the hood. I drove that car for as long as it took me to afford a 1965 GTO. Although many of my friends had 396 Chevelle's I really felt like I made the big time with the GTO. I worked two jobs back then – one as a box boy at the supermarket and the other at a local auto repair shop. It was there with the help of some of the mechanics I was able to transform the GTO into a reputable street car – far from stock.

Many (many) years later I was vacationing in Hawaii and bought a car magazine at the airport. In it was an article from someone who needed help selling a Corvette – a C2 if memory serves me correctly. The person who assisted with the seller was Vette Finder Jim (our own Jim Gessner) . I read on about his approach and the guidance he gave which led to the sale. A few days after I returned to LA I called Jim and introduced myself. I told him that I had always wanted a Corvette especially a 1965 fuelie coupe and could he assist. Jim impressed me with his knowledge and went right to work. Within a few months I found myself at Charlie Bacon's house looking at a 1965 Nassau Blue original and matching numbers survivor fuelie that Jim had previously gone over. Charlie delivered the car to me a week later.

About a year or so later I took the car to a local mechanic, Mike Bradley, to have the engine rebuilt . At the same time I decided to repaint the car as and Mike took complete charge. It was there and then I met Chip who said to Mike "hey, I haven't seen that car before, whose is it?" Mike pointed to me and after introducing myself Chip said "put a roller cam in it". I didn't. Since then Chip and I have become good friends.

A few years later I met Evan Williams at a local Sunday morning gathering of cars in Calabasas - he with his 1961 red/white cove and me with my fuelie. It didn't take long for us to connect and become friends. Between the time spent at "Chips Garage" and around Evans car I was becoming interested in owning a C1.

A few months later I came (rode with Evan) to a tech session at Kent Browning's. Besides the tech info I was most impressed with the guys I met and the fact they actually drove their cars. Here I was a non member and was welcomed by Gibbons, Prince, Roche, Schaum and Charles to name a few. Everyone was very nice and I was even asked to join in the group picture! I was hooked.

It took me a while but with the help of John (Corvettes Down Under) we found a nice 1960 black silver cove red interior two top base motor car. Evan was with me along the search journey so it was only right that he should join me when I first went to see the car at John's.

After I bought it I drove it around for a short while before deciding to do some improvements. I met with Chip and we laid out a plan to replace the interior, rebuild the engine, and take care of those "unknown" things that have a way of popping up along the way and they did. And as most of you know this isn't the time to cheap out or cut corners.

We pulled the engine, acid dipped the block delivered it to QMP in Chatsworth. Parts went to platers, refinishers, and to the powder coater. Water pump, fuel pump, generator were restored as was the wiper motor. While that was being done I removed the seats and delivered them to Little John along with new seat foam and covers from Al Knoch. Little John didn't like the way my door panels looked so he reshaped them too.

The previous owner used lots of glue to hold the old carpet down so it was quite a project to scrape it all off the floor but after a few evenings after work it was all removed. After Dan Dempsey filled interior holes we were ready to put the new Al Knoch carpet and door panels in. But not before we painted the engine compartment.

Profile Continues.....

I didn't re-stamp the block but the car is cloned as a 245 HP car. Doug Prince assisted with the cam specs (it has a healthy hydraulic roller). That along with some head work and bigger bore it turned out 319.5 HP at 5,000 RPM to the flywheel on the Dyno using the stock manifold and dual quads.

We changed out the rear to 370 posi, restored the wheels and wheel covers, added off road exhaust, war paint, a stereo radio (and speaker) that looks original from Len and wide whites and its pretty much as is today except for a few Harry Mann decals.

It's been about five years now since we did the work. The car is a lot of fun, runs great and I am appreciative for the work Chip and friends did to help me.



C1 Restoration, Article 10Chuck Gibney & others

Editor note: Two 1962 C1's in-process of restorations began during 2011. Both C1's are being worked somewhat concurrently. I (Editor) thought it would be of some interest to follow the restoration process over several issues in the SCOOP. These articles might also be some assistance to motivate others or restart their work and/or also share the steps and recommend "how" best to proceed. Both restorations began by dismantling the cars and have completed the Frame restoration stage. The SoCalSACC member owner's of the '62's being reported are Chuck Gibney, #139, and George Iverson, #62. Assisting both owners are Steve Clifford, #58, and a couple additional non-members. The June 2012 SCOOP was the kick-off article and all copy's from previous SCOOP's are posted on the Chapter Web Site (www.socalsacc.com).

Paint and Body Work

George Iverson and I, with the help of Steve Clifford and other SACC members, spent a considerable amount of time deciding how much we wanted to invest in a paint job, and where we wanted to have the cars painted. We visited many paint shops, and it soon became clear that at least half of the resulting quality would be based on the body work, and preparation for paint. The estimates we received ranged from \$ 6,000 to \$ 24,000. My car body had more prior damage and repairs so the estimates I received were \$1,500 to \$ 2,000 more than George's. We both decided we wanted a top quality job, since we had invested so much time and effort in the cars already. We chose a body shop that showed us examples of work that was at the very top of the range of quality we had seen, but had a cost estimate in the middle of the range. We decided to have the body work and paint done by Randy Gerstenberg of R/T's Custom Paint and Body, 805 W Collins Ave, Orange, CA. Randy has been in the business for more than 30 years, and his cars have been featured in many magazines and shows.

Prior to painting, we decided the cars should be soda blasted to remove the old paint, and, in my case, all the old undercoating. We took the cars to Orange County Sandblasting on Walnut in Orange. They assured us they could strip the cars by blasting with baking soda, and not destroy the fiberglass. In picture 3 the body is in the blasting booth. In picture 4 the blasting media was tested on the fender and part of the underbody to make sure the paint and undercoating could be removed without removing too much fiberglass. It looked good. Picture 5 shows the car completely stripped. In picture 6 the underbody is cleaned of under coating. and the body panels were blasted also, in picture 7.

We transported the bodies to the body shop, and looked them over. Picture 8 shows some of the prior repairs and damage that would need to be repaired again. It was clear that the soda blasting got a little aggressive, and stripped off the top surface of a lot of the fiberglass.



Picture 3



Picture 4



Picture 5



Picture 6



Picture 8

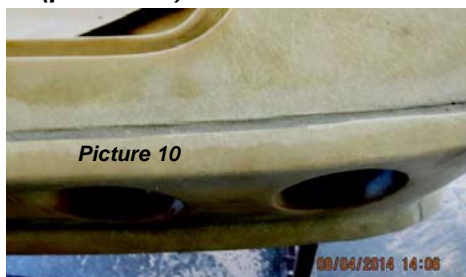


Picture 7

Picture 9 shows the areas where the body panels were joined together at the factory. Randy recommended stripping out the seams and repairing them to ensure they would not be visible under a new paint job. These seams were stripped out, as is shown in pictures 10 and 11. A seam is being filled in again in picture 12. After some additional fiberglass repair, Gelcoat was applied to the entire body. This provides a strong surface for the fiberglass (picture 13). The Gelcoat will be allowed to dry for a few weeks before sanding. Some of the chemicals used in the body work process are shown in picture 14. A lot of the sanding is done with long, flat blocks to develop ripple free body panels. (picture 15)



Picture 9



Picture 10



Picture 11



Picture 12



Picture 13



Picture 14



Picture 15

Picture 16 shows the car after the first sanding. High spots have been sanded down, and low spots will be filled. Then more Gelcoat is applied, and more sanding is done.

The next step was to apply a gray primer (picture 17) that is made specifically for fiberglass. It costs about \$130 a gallon, but it adheres well, and doesn't shrink.

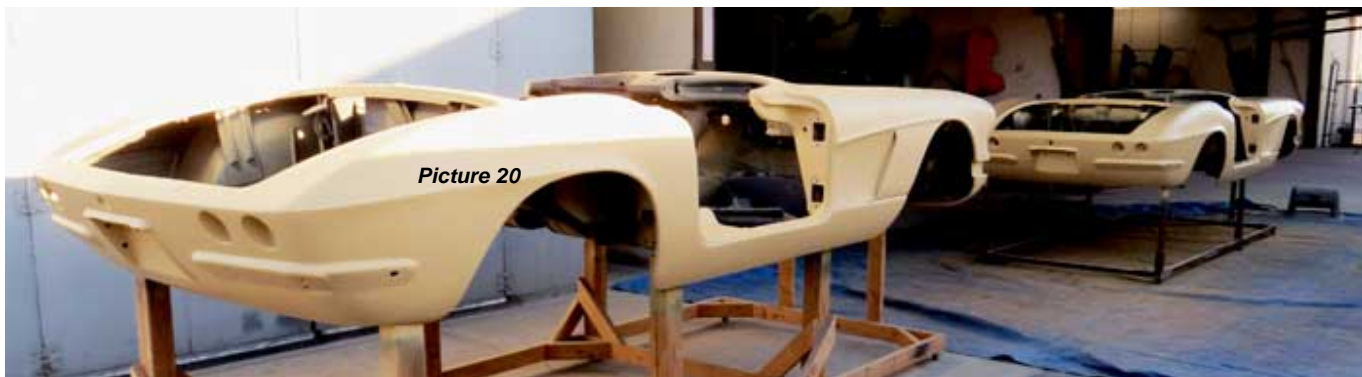
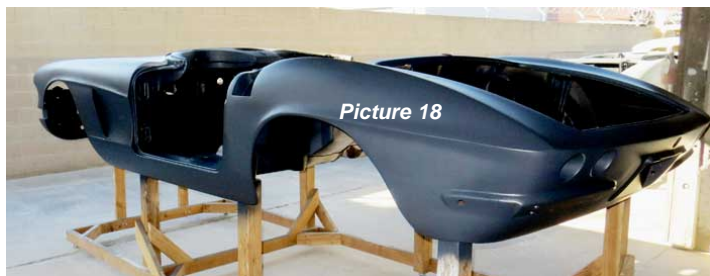


Picture 17

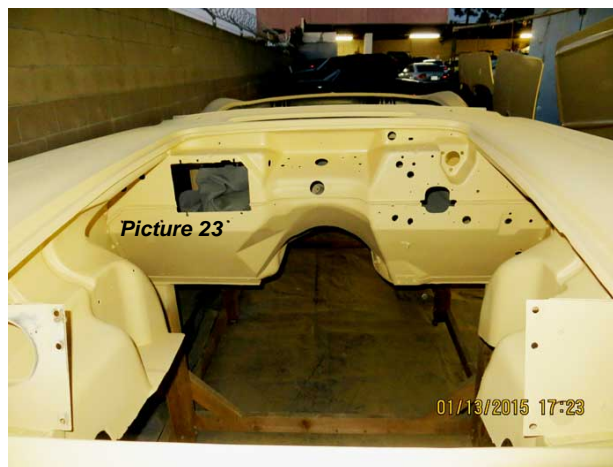


Picture 16

Here is the body after the primer is applied (picture 18). The body and body panels are sanded again (picture 19). Then the first of a number of coats of standard automotive primer was applied (picture 20). The body panels have been painted with primer (picture 21) The primer will be allowed to dry, then more sanding, and more primer.



The engine compartment has been repaired and sanded (Picture 22). After another coat of primer, the engine compartment is almost ready for painting (picture 23).



I decided to have the undercarriage of the car painted, as it had originally been completely covered in undercoating (picture 24). Here is the engine compartment after painting (picture 25) Randy also painted George's engine compartment at the same time, and both of our cars are ready for the next step (picture 26). George and I are very pleased with the work that Randy and his team are doing.

In the next few weeks, the car body will be placed on the chassis. There is still a lot of work left to do to ensure the doors and body panels fit properly, before the body is painted. The doors and body panels will be installed, fitted, corrected, and then removed from the body before they are painted.



Picture 24



Picture 25



Picture 26

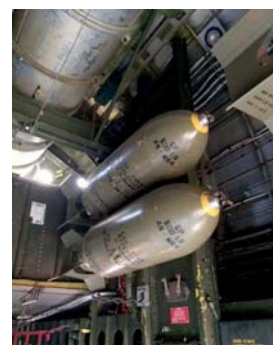
Picture 26 NOTE: The wooden support for the upper car is For Sale in this issues Classified Ad, page 17.

A Day at the Van Nuys Airport!

SoCal SACC member Ev Williams coordinated a impromptu Tour at the Van Nuys Airport on Friday, March 20th, when he determined several vintage WWII aircraft were flying in for the weekend. The aircraft included a B-29 (Fifi and the only actively flying B-29), P-51D Mustang (Man O War) and a couple of resident planes at Van Nuys.

Members attending were Ev Williams, Doug Prince, Mike Gibbons, Greg Davidian, Nyma Ardan and Dale Schaum took the tour.

Rides on the aircraft were offered on Sat. & Sun. but they were already booked up.



Refer to National SACC Magazine (On Solid Ground) for Entry Forms to this Event or go to Referenced Web Site.

SACC National Convention Activities

July 29-Aug 1 2015

Hosted by Northwest Chapter in Fife, Washington

For more info check our web site nwsacc.com

Contact: Rick Johnson 206 919-0073 or Jerry Little 206 372-6568

Wednesday, July 29

1:00-7:00 P.M. Convention check-in @ Emerald Queen Hotel Convention Center
5580 Pacific Hwy. East, Fife, WA 98424

8:00-10:00 P.M. Meet and Greet @ Emerald Queen convention center no-host bar

Thursday, July 30

8:15 A.M. Drivers meeting in the parking garage: please be on time

8:30 A.M. Leave from Emerald Queen garage

9:00 A.M. Arrive at Fort Nisqually/Hudson Bay Co. circa 1832 trading post

10:00 A.M. Cruise around Kitsap County/Puget Sound Ferry Boat ride

1:00 P.M. Lunch on own afternoon open see page for optional things to see

2:00-4:00 National Officers Board Meeting at Convention Center

4:30-5:30 Annual Members Meeting at Convention Center

7:00 P.M. Dinner Cruise to Pick Quick, A nostalgic hamburger stand in Fife, WA.

Friday, July 31

9:15 A.M. Drivers meeting in the parking garage: please be on time

9:30 A.M. Leave from Emerald queen garage

10:00 A.M. Convoy to Marymount Event Center, Spanaway, WA.

12:00 P.M. Tour LeMay Family Car Collection

12:45 P.M. Box lunch pre-purchased with event ticket

3 P.M. Complete Tour of LeMay Family Home and Collections

4:30 P.M. Convoy to Griot's Garage for paint restoration presentation

Participate in Griot's Friday night cruise-in and no-host BBQ

"CATS and DOGS Cruise" (T-Bird & Corvette)

Saturday, August 1

9:30 A.M. Drivers meeting in the parking garage: please be on time

9:45 A.M. Leave for Tour of Art Morrison Garage for chassis/suspension mfg.

Lunch of your choice

12:30 P.M. Leave Emerald Queen to Tour Classic Reflection Coachworks

4 P.M. Classic Corvette conversion facility

5 P.M. Chapter Representative Meeting at Emerald Queen Convention Center

6 P.M. no-host Bar Social Hour

8 P.M. Convention Banquet

9:30 P.M. Guest Speaker Larry Webb, Solid Axle Racer & Fuel Injection Expert

SACC Convention close

Things To See And Do At The 2015 SACC Convention

Museum of Flight-Tukwila/Seattle	museumofflight.org
Pike Place Farmer's Market-Seattle	pikeplacemarket.org
1962 World's Fair Mono Rail Seattle	seattlemonorail.com
LeMay America's Car Museum-Tacoma	lemaymuseum.org
Museum of History and Industry -Seattle	mohair.org
Hydroplane Museum- Kent	thunderboats.ning.org
Space Needle-Seattle	spaceneedle.com
Boeing Airplane Tour-Everett	boeing.com/boeing/commercial/tours
Seattle Underground Tour-Seattle	undergroundtour.com
Ride the DUCK tour-Seattle	ridetheduckofseattle.com
Brown and Haley Candy-Tacoma	brown-haley.com
Museum of Glass-Tacoma	museumofglass.org
EMP Music Museum-Seattle	EMPmuseum.org
Washington State History Museum-Tacoma	washingtonhistory.org

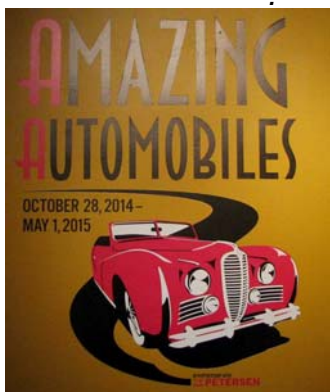
Ronald Reagan Presidential Library Tour



A Saturday, March 28th tour was coordinated by So Cal member Bruce Fuhrman. 13 C1's showed and many other members drove moderns from Victorville, Riverside and other areas. The weather was perfect and the parking for Car Clubs reserved. Our Chapter parked near a Model A Ford club.

The Reagan Library is situated in Simi Valley on top of a hill with spectacular views all around. Featured with the Library at this time was a rotated display of Vault cars from the Petersen Museum. These Vault cars were historically owned by movie stars, politicians, and others.

Cars were on display but not many good pictures were obtained due to the low light level.



1946 Ford built by George Barris and used in the movie Grease.



Fred Astaire's Rolls.



Convertible Concept.



One of 3 Herbie's built for the movie.



Car used in the 1954 movie "Sabrina" with Audrey Hepburn, Humphrey Bogart and William Holden. I believe the car is a Healy by Nash.



Outside these Library facilities are walkways with scenery, the President's burial site and other features.

Of course one of the more impressive features inside the Library is the display of a Boeing 707 designated as Air Force 1. President Reagan used this airplane as did other Presidents. The Aircraft is now positioned in a spectacular display about 3 stories high. On the bottom floor is a café and locations used for the many hosted group parties. Our group leader Bruce organized tables for us to have a box lunch and sit under the wings of Air Force 1. The only problem is Larry Pearson didn't get the message which wing and he sat under the wrong wing. He got to lunch late but still had something to eat. Strange he was the only one under the "wrong wing".



After our sit-down box lunch many began winding their tour down and leaving for home. Below you can see the grand parking location we were provided with by Bruce and the Library staff.



Member Classified Ads

FOR SALE:

Body Dolly for a 53-62 Corvette. Are you planning to do a body off the frame restoration? This is what you need. See the attached picture. Made of wood, with steel wheels, 12' X 5' X 34". Can be disassembled. The dolly holds the body about 28" above it's normal height. It is located in Huntington Beach, and I can deliver it locally. \$100 or best offer. Call Chuck Gibney, member #139, at 949-322-6805, or cgibney@cox.net

WANTED: A Uni Syn Multi Carb four barrel Synchronizer for my Carrter WCFB's. Greg Davidian, gddavidian@gmail.com



03/17/2015

Classified Ads.....cont.

For Sale: '61/'62 Factory style exhaust tailpipes. \$50.00 Brand new '61 Speaker Kick Panels with Pioneer Speakers. Never used. \$125.00 LT 1/2-28 Valve Covers. Good condition. \$100.00 Evan Williams, evwilliams3@gmail.com

PARTS FOR SALE: 10.4" Steel flywheel, nice. \$10. 5 pair of "Fuelie" double hump heads, various dates, some bare, some complete \$100-\$150 pr. Long oil filter canister \$15. 9965 Left exhaust manifold, nice, \$25. L & R 9965 & 0556 exhaust manifolds, driver quality (some rust pits) \$10/pr. Two 6" harmonic balancers, \$25 ea. '57 548 block, bored .030, no wear, with main caps, \$100. 1102043 generator w/ tach drive shaft, \$35. Fresh big block oil pump (fits mouse) \$20. 1108430 starter core \$10. Holley 4780 double pump 800 cfm carb, like new, \$100. Four other Holley dual feed carbs in various condition. \$25 ea. Chrome GM steel valve covers, \$20. Mike McCloskey, Phone/text: 661-373-0617 email: clutchmccloskey@yahoo.com

FOR SALE: 1953-55 Exhaust extensions, both short (1953-E54) and (L54-55) available. Windshield post tab repair \$65 ea. plus shipping. E-mail, arunner@frontiernet.net for photos and prices for tips. Gary, Member #26C

For Sale. Spare tires 6.70x15 wide white. Look near new but are 10+ year old B F Goodrich reproductions. Suitable for spares only and will fit properly in your spare tire well.

Chip Werstein 818-883-5766, C 818-554-6560, or chipsgarage@aol.com

FOR SALE:

'58-'61 used (excellent condition) dual quad intake GM #3739653 \$325.

'58-'62 used heater/defroster control switch w/knob, spacer, nut & mount kit \$100.

'56-'60 new rear soft top latch on top \$70/pair

'61-'62 new rear soft top latch on top \$70/pair

'62 new front nose emblem \$65.

'56-'60 new door locks w/keys \$43/pair

'53-'57 new grille mount bracket (set of 5) \$40/set

'60-'62 new radio speaker bezel \$30.

'62-'63 new side fender flag emblems \$48/pair

'53-'62 new tach face bezel \$34.

'58-'62 new male deck lid latch assembly \$36.

'60 new kick panel inserts \$70/pair

'58-'62 front bumper bracket set of 6 New set \$175.

Used set \$125.

'56-'57 generator pulley 3 5/8 \$90.

'62 rebuilt Carter WCFB 250hp 3191S \$350.

'62-'65 rebuilt Carter AFB 300/340hp

3721SB (Sept. '71) \$350.

'58-'62 new upper center console molding \$40.

'58-'62 used original top fender molding \$50./pair

'59-'66 used valve covers (no seams) GM #3767493

\$135/pair

****Many other parts available...C1, C2, C3**

Call Joe LaGreca @ 909-499-5873

Email: joe.lagreca@att.net

FOR SALE: 1960 Corvette

Original Florida car, in pieces for 31 years, body off restored at 45686 miles. Currently approximately 65000 miles on car.

1000 miles on new GM 290 h.p. 350, balanced

T10 4 speed, 3:55 single leg rear end

Originally: Silver, with Red Interior and White soft top colored car.

All new rebuilt steering, brakes, fuel system, gauges, all new wiring, Heater core, control valve, new white soft top, new DeWitt aluminum radiator, front and rear suspension rebuilt, powder coated frame and components for easier cleaning, new exhaust, battery, Coker Wide Whitewall Radials, all new interior and glass, new clutch, pressure plate, and throw out bearing. Rebuilt hardtop also, but needs a headliner.

I have owned this car since 1976. While living in PA, I bought it from a women who brought it up from the Ocala, FL area. I tore it apart, and it remained apart until moving out to CA 13 years ago. In the spring of 2008, it was once again back on the road.

This is not an NCRS car, but rebuilt to look like and enjoy. This is a car to drive and go to the local show and have good chance of coming home with an award.

I have very much enjoyed the car, and the many friends that we have come to know, but due to other interests, it is time for someone else to enjoy that top down feeling of Southern California.

\$56,500 Randy Solle: 760-742-2405 Evenings 6-9, and weekends

760-505-7789 Cell, leave message, email rps2657@gmail.com




This is a "no hit" 1962 car, needs nothing, 4-spd, 350 engine, Hurst Shifter, disc brakes, custom top, lojac, leather seats. \$64K Contact Walden Dahl, 760 949-6653



SoCal SACC FREE COMMERCIAL VENDOR LIST

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

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

Product or Service	Name & Member #	Contact Information	Details
AM/FM Stereo Radio, 1958-62 Corvette Radio w/Wonderbar New Repro Radios	Len Marino #39	(626) 358-1466	Made in USA 1 year guarantee '56 – '57 \$625 + Ship '58 – '62 \$590 + Ship
CALIFORNIA DREAM CARS APPRAISAL SERVICE •Pre-Purchase Inspections •Agreed Value Insurance Appraisals •Resolve Insurance Disputes •Diminished Value Appraisals	Robert Petricca #80	(888) 314-3366 Toll Free, (818) 992-7219, rpetricca@socal.rr.com www.caldreamcars.net	20% discount for all SoCal SACC members. Credit Cards accepted. Recognized by Ins. Co., Lending Co., IRS.
American Motoring Memories C-1 Corvette Repairs	Jeff Reade #33C	11375 Playa St., Culver City, (310) 397-3800 FAX (310) 397-6969	All type repairs, Total & Partial Restoration, Engine Overhaul, Consulting, Sales & Service
Corvette Frame Straightening Corvette Restoration 1953 – 1962 Specialist	Walden Dahl #116	(760) 949-6653 Victorville	Chassis straightening for C1's. We have the attachments to correct any frame problems.
Corvette Mike 	Mike Vietro #60	1133 N. Tustin Av, Anaheim, (714) 630-0700 www.Corvettemike.com	We sell the best..... And service the rest!
Vette Garage 53 thru 67 Restorations From Drivers to Concourse	Ron Lefler #91	(760) 983-5944 Cell (909) 519-7977 rdlef@aol.com	C-1 Hardtop Restoration
Interior Concepts & Design	Little John, Engelhardt #50C	17391 Mt. Cliffwood Cir. Fountain Valley, CA (714) 435-9448 Shop (714) 267-9996 Cell littlejohns@sbcglobal.net	Complete Interior Restoration Convertible Tops
C-1 Corvette Convertible Top and Interior Installation	Adam Parker #215	(480) 251-6352 vettoguy@gmail.com	Providing mobile services. Now scheduling appointments for Nov. 1 st . 1953-55 Conv. Top Kits John Kennedy Patterns



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