

# *The Solid Scoop*



## **MARCH 2016**

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

Vol. 12 No. 1

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

## ***The SoCal SACC Chapter Welcomes our Newest Members!***

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C1 Year</u>
238	Nuccio, Steve & Bev	Pacific Palasades	61
239	Marion, Doug & Patti	Simi Valley	62
240	Disalvo, Tom	Arcadia	62
241	Klasna, Marc	Oak Hills	62
242	Smith, Dominic	Oceanside	
243	Pagliano, Dennis & Connie	San Marino	57, 62, FI
244	Beardsley, Sean & Camille Kealoha	Redondo Beach	

## ***Calendar of Coming SACC Events:***

### **2016 SoCal Planned Events**

<u>Date</u>	<u>Event Name</u>	<u>Location</u>	<u>Coordinator</u>
April 23	Spring Tech Session	Toyota Museum in Torrance	Werstein
May 21	Petersen Auto Museum	Wilshire & Fairfax Blvd.	Charles

***Front & Rear Cover Photo: Mike & Judy Woodings 1962 Corvette. Read their "Member Profile Story" in this issue of the SCOOP.***

### **Scoop Features Inside:**

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**SPECIAL NEWSLETTER REMINDER:** If you have Email and are not receiving notices please contact Jim Lundal (Editor) [jlundal@verizon.net](mailto:jlundal@verizon.net) or Greg Davidian (Membership) [GDDavidian@gmail.com](mailto: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.





**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](http://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](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 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](http://www.solidaxle.org)**

**Solid Axle Corvette Club  
Southern California Chapter Board  
2016 Club Officers**

**CHAPTER VOTING BOARD OFFICES**

<b>President</b>	Phil Roche	<a href="mailto:pdr44@aol.com">pdr44@aol.com</a>
<b>Vice President</b>	Nyma Ardalan	<a href="mailto:nyma@ardalan.org">nyma@ardalan.org</a>
<b>Secretary</b>	Larry Pearson	<a href="mailto:lpears1941@att.net">lpears1941@att.net</a>
<b>Treasurer</b>	Jenni Werstein	<a href="mailto:jennibeth.w@gmail.com">jennibeth.w@gmail.com</a>
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<b>Technical Manager</b>	Chip Werstein	<a href="mailto:chipsgarage@aol.com">chipsgarage@aol.com</a>
<b>Newsletter Editor</b>	Jim Lundal	<a href="mailto:jlundal@verizon.net">jlundal@verizon.net</a>
<b>Merchandising Manager</b>	Barry Caires	<a href="mailto:barrycaires@att.net">barrycaires@att.net</a>
<b>Events Manager</b>	Barry Charles	<a href="mailto:barry@cbk-cpa.com">barry@cbk-cpa.com</a>

**VOLUNTEER OFFICE**

<b>Webmaster</b>	Jim Lundal	<a href="mailto:jlundal@verizon.net">jlundal@verizon.net</a>
<b>SACC Western Reg. Rep.</b>	Greg Medico	AZ Chapter

**TECH ADVISORS**

<b>1953 – 1955</b>	Bruce Fuhrman	805-482-4396	<a href="mailto:bruce4info@aol.com">bruce4info@aol.com</a>
<b>1956 – 1957</b>	Chip Werstein	818-883-5766	<a href="mailto:chipsgarage@aol.com">chipsgarage@aol.com</a>
<b>1958 – 1960</b>	Mike McCloskey	661-257-4330	<a href="mailto:clutchmccloskey@yahoo.com">clutchmccloskey@yahoo.com</a>
<b>1961 – 1962</b>	Larry Pearson	818-848-2653	<a href="mailto:lpears1941@att.net">lpears1941@att.net</a>
<b>Fuel Injection</b>	Doug Prince	818-348-6998	<a href="mailto:spankey496@socal.rr.com">spankey496@socal.rr.com</a>
<b>Body &amp; Paint</b>			
<b>Interior</b>	John Engelhardt	714-267-9996	<a href="mailto:littlejohns@sbcglobal.net">littlejohns@sbcglobal.net</a>





# SO. CAL. SACC

## Spring **TECH SESSION**

**Saturday, April 23, 2016**

**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 19.**

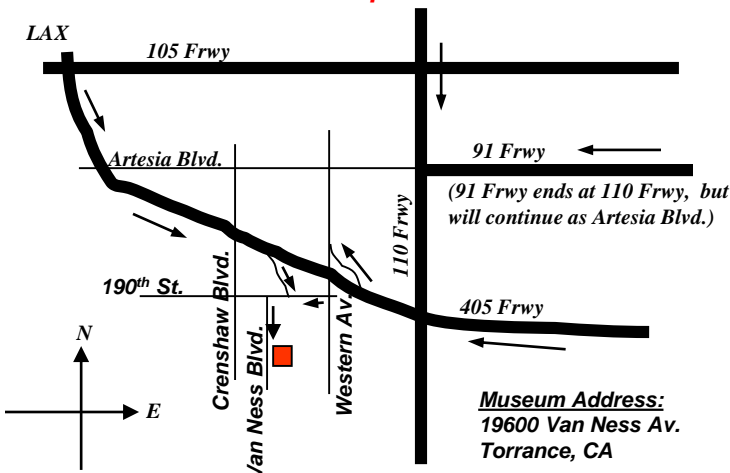
**Make Check out to SoCalSACC and mail to, Jenni Werstein, 23317 Schoenborn St., West Hills, CA 91304**

### **C1 Tech Session Topics:**

Oil pumps and E-brake adjustment..... Jeff Reade  
Fan clutch adjustments .....Larry Pearson  
Turn Signal Fix.....Walden Dahl  
Electrical protection..... Joe Lemay

**A "Pay in Advance" Event!**  
**Lunch Cost \$25/person**

**Come out and Join the Fun!**  
**Bring your C1!**  
**Invite Prospective Members!**



**Museum Address:**  
19600 Van Ness Av.  
Torrance, CA

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

• Exit on Artesia Blvd West, make a left (south) on Van Ness St. Cross over 190<sup>th</sup> 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 190<sup>th</sup> 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 190<sup>th</sup> St. and turn right (west) on 190<sup>th</sup>. 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 190<sup>th</sup> St. At 190<sup>th</sup> St. stop light turn left (east). Drive on 190<sup>th</sup> 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.

# *Petersen Automotive Museum Tour*



**Saturday, May 21, 2016**

***This will be a Club Tour to the newly reconfigured Museum located on the corner of Fairfax and Wilshire Blvd.***

*Saturday May 21<sup>st</sup> – Coffee from 9AM to 10AM – Museum opens at 10:00 AM. There will be special parking for our group on the third floor.*

***Total cost for admission, Corvette (All years) parking, coffee and pastries is \$25; cost of lunch will be additional.***

***NOTE: METAL cars must pay \$12 parking!!!!***

***Tour Hosts are Barry Charles and Jack Revel, members of the SoCal Chapter.***

***PLEASE SEND YOUR COMMITMENT CHECK, NOW  
MAY 7th IS THE SIGN-UP DEADLINE***

***All checks should be sent to Barry Charles,  
payable to SACC and mailed to:***

***Barry Charles  
19528 Ventura Boulevard #255  
Tarzana, CA 91356***

***The above is my PO box.***

***For Info: Barry Charles (818) 645-1109  
or email [bcharles@bc-forensiccpa.com](mailto:bcharles@bc-forensiccpa.com)***



# 2016 General Meeting

As required by SACC National, each Chapter is required to hold a "official" General Meeting to take care of needed officer nominations and general business for the current year. Since SoCalSACC Officers/Board are elected for 3-year terms, several particular offices became available and need to be filled. 2016 had 3 offices become available: Secretary, Treasurer and Membership. Nominations were received for each vacant office and since no new nominees were offered the previous officers were elected by unanimous acclamation.

The General Meeting was held at the same location as several previous years, the 94<sup>th</sup> Aero Squadron in Van Nuys. President Phil Roche coordinates these Meetings and asked for suggestions as for another location for next year. Phil did offer that the Squadron Restaurant staff is very easy to work with and does wait till the last few days to lock in the attending number of guests. No new suggested locations were offered at the meeting but some attendees did not like the price increase for a buffet.

Phil had invited Dave Gooley as a guest speaker to the meeting. Dave has been a professional specialty automotive photographer for many years and presented a slide show of his pictures. Dave has photographed many well-known Corvettes as well as many other specialty European cars. There was a discussion of photographic techniques and how each car was acquired to be photographed.



Convenient and safe parking at the 94<sup>th</sup> Aero Squadron Restaurant.



Guest Speaker Dave Gooley.



During the meeting a moment of silence was held for all of those military, police/fire, teachers, medical personal and this wonderful country of ours where we live.





# SoCalSACC Member Profile

## Mike & Judy Woodings, #173

*Mike and Judy Woodings have been long-time Corvette people, but are somewhat new C-1 owners. Mike had his eye on a white 1961 Corvette in 1966 but couldn't get his dad to co-sign on the purchase so he made do with a terrific K-Code Poppy Red 1965 Mustang for a while as a young Army Artilleryman.*



*After commissioning in Military Intelligence in 1968, the Mustang gave way to a young lieutenant's required purchase, a new muscle car, this being a 1969 Sunfire Yellow Plymouth Roadrunner. The dream of a Corvette was still there, but the new car purchase price for the Roadrunner at \$2,900 was the deciding factor.*



*In 1971, just back just back from Vietnam, in an Intelligence assignment in Albuquerque, Mike's buddies questioned him about why a young single captain was not driving something more sporty, like maybe a Corvette. That was all it took to motivate him to visit Galles Chevrolet and drive away with a new 1971 Ontario Orange LT1 Stingray. Now with the new 'Vette and an empty passenger seat, Mike next met Judy on a blind date arranged by mutual friends. You can feel the pain Mike experienced when Judy failed to appear outwardly impressed with her first Corvette ride. She apparently grew to like the 'Vette and was often the designated shifter of the 4-speed while Mike handled the clutch and kept his right hand available.*



*The blind date turned into matrimony after a while and the Mike & Judy team were transferred to Panama for an assignment at Fort Davis in the Canal Zone. The LT1 was replaced before the move by a brand new 1973 Mille Migna Red Stingray which they shipped from the Port of Long Beach to Panama City. Upon arrival there, they were the owners of half of the Corvettes in Panama. One on the Pacific side and theirs on the Atlantic side! While waiting for base housing, they lived off base on the*

*economy in Colon and their apartment owner dedicated a reserved Corvette parking space next to his residence where he could keep an eye on their car.*

*The red 'Vette shipped back to Long Beach following their assignment and ultimately became Mike's daily driver for many years while working for LAPD after leaving the Army.*





Profile continued.....

The 'Vette was also used for many family spins during those years, sometimes with Mike, Judy and all three kids loaded up for the ride. One on Judy's lap, one on "the hump" and one behind the seats! What seatbelt laws???

When their oldest reached driving age in the late 80s, the Corvette was sold as a precaution to assure a key wasn't taken by a curious driver and who knows what might occur?

Mike and Judy remained "between Corvettes" until Mike's retirement in 2006 when they were down to just a driver and one passenger securely seat belted in their Torch Red 2003 C5 convertible. It was like deja vu back in a 'Vette again and becoming members of the Santa Clarita Valley Corvette Club only added to the fun.

In the Santa Clarita club, they met other C-1 owners Mike McCloskey, Joe Ryan and Jim Fulmer and the desire to own a Solid Axle was renewed. After a short search, Mike located their 1962 Black convertible for sale at a broker in Millbrae.



The description read well enough for serious consideration: "This 1962 Black over Red four speed was restored in 1987 and has covered less than 6k miles since that restoration. The car is an extremely nice driver and brings complements everywhere it is seen. The Corvette is mechanically excellent: everything works even the Wonderbar radio, heater fan and the mechanical clock. The hardtop (black) also is with the car. You will look hard to find as nice a 1962!



This beautiful Corvette has most of its original components but is a non-matching numbers car as it is fitted with a 350. It appears to have the original 327 intake and exhaust manifolds and purportedly its correct and original differential and transmission. The transmission has been fully rebuilt within the last 18 months and it shifts perfectly. Carburetion is an Edelbrock 600, battery is Interstate, the distributor is fitted with a PerTronix Igniter and tires are the Firestone vintage replica in radials. Restoration was comprehensive but not a body off. Body seams are excellent and it does not appear the front was clipped. Paint quality is very nice if not excellent with only minor flaws see paragraph below.

The car runs and drives smoothly: no squeaks, rattles, and the engine is smooth, clutch take-up positive, brakes as good as they can be for 1962. The steering box was also rebuilt recently. The soft top is almost brand new. Interior is superb, carpets and rubber mats both very nice as are seats and door panels. Updated GM seat belts are installed. The present owner is tall and has had the seats bottom cushions internal springs professionally lowered just a bit. You cannot tell this by looking, but your head will not hit the top if your six feet tall. Last, the car is registered here in California on a year of manufacturer Black and Yellow plate with proper documentation and DMV sticker for that personalized plate: a nice touch!





*This Corvette is quite superb having only very small blemishes. Some noted are: slight pitting on window frame chrome, and door handles the rest of the chrome is excellent. Rubber windshield gasket replaced but on passenger side inside some slight waves. A few hard water spots on upper left fender: it may be possible to polish these out. Slight wear mark from the folding top rubbing on its frame, otherwise the top is beautiful, very nicely installed and correct. Slight stress cracks in the common spots: near mirrors on the doors and rear wheel arches. No owner's manual, incorrect tools. Receipts are from 2007 and include transmission and steering rack rebuilds, but we do not have the 1987 restoration receipts. The car has had only 6k miles since restoration, and the speedometer has a tag showing it had when refurbished 87k miles, but other than this we do not have documentation to substantiate that reading. The underside of the car has not been detailed since restoration but still quite tidy."*



*The '62 proved to be exactly as advertised and the purchase was made. Mike says that "even though it is not yet an NCRS award winner, we got our C-1!" Mike and Judy both love the rides they take in the C-1 and the many thumbs-up they receive when on the road. Right now, it is a driver and they are both believers that Corvettes are made to be driven and the '62 is no exception.*

**NOTE: Mike & Judy's car is on the front & rear cover of this SCOOP issue.**





# C1 Restoration, Article 14 .....Chuck Gibney

**Editor note:** Two 1962 C1's in-process of restorations began during 2011. Both C1's are being completed somewhat concurrently. I (Editor) thought it would be of some interest to follow the restoration on-going process 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 currently have completed the Frame and Body restoration process. 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](http://www.socalsacc.com)).

Both of the 1962 C1's mentioned above have now reached the stage of being returned to their owners from the Paint shop. George Iverson's car was returned approximately 6 months ago and Chuck Gibney's returned earlier in March 2016. Basically the reason for the time difference is Chuck's car required considerably more repair before painting. While George's car was returned earlier reassembly was begun first and reassembly "situations" are reported in this issue. Meanwhile, Chuck while waiting for his car he assisted and experienced the situations which occurred on George's car. Included in this issue's Restoration article are pictures of both C1's and they will be identified appropriately since both cars are of similar paint color.

SoCalSACC member Chuck Gibney is the author of all the Restoration articles presented in each issue of the SCOOP. Chuck has been extraordinarily descriptive of each step during the restoration. If any questions arise contact Chuck at [cgibney@cox.net](mailto:cgibney@cox.net) and he will try an help.

## GIBNEY HOMECOMING

We brought my newly painted 62 Corvette home on March 14, 2016, after months of fiberglass repairs, sanding, priming, and painting. (picture 1) The color is Red Jewel Tintcoat, which was used on the 2010-11

Corvette. It is similar to Honduras Maroon, but I liked it better. It is a 3 stage paint. They applied two base coats, two tint coats, and two 2 clear coats. I doubt that I would have started this complete restoration had I realized how much frame and body damage my car had sustained. Now that the repairs have been made, and bodywork is done, I'm very glad that I didn't know what I was getting into when I started. My lack of knowledge probably saved this great car from the scrap heap.

While waiting for my car to be finished, we have been reinstalling parts on George Iverson's car. One of the great things about doing this work is how we continue to learn something new each day.

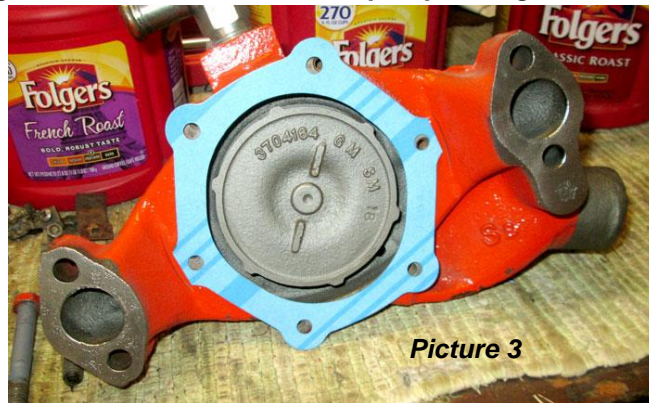


Picture 1

**Lesson One.** Don't believe everything the listing on EBay said about the part you bought. George bought a "rebuilt" 609 water pump. We installed it months ago when we assembled the engine. When we tried to fill the radiator the pump leaked like a sieve, where the rear plate was attached to the pump. George was certain he had made sure the bolts were tight. So, off comes the pump and it's associated parts. We removed the rear plate, and found the seller forgot to install a gasket. The inside of the pump was clean, as far as we could tell, so we installed a new gasket (picture 3), new mounting gaskets, and reinstalled the pump, along with the hoses, fan, etc.



Picture 2



Picture 3



### Restoration continued....

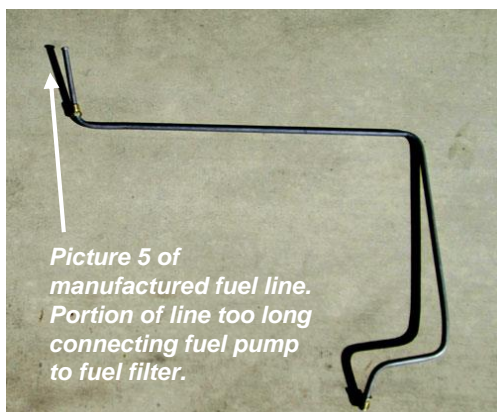
We put water in the expansion tank, and now the pump leaked from the weep holes under the front shaft. We began to suspect maybe the pump hadn't been rebuilt. So, off comes the pump and it's associated parts. We disassembled the pump, and it was clear that the pump had not been rebuilt. A rebuild kit, another set of gaskets, and reinstalling the pump, fixed the problem. Lesson learned don't believe everything the seller says, and pre-test everything before you put it on the car. Removing and reinstalling a water pump on these C1's is not a trivial task.

**Lesson Two.** George's car has fuel injection, and the unit was installed properly. After installation, while attempting to start a rebuilt engine for the first time, make sure you recheck the distributor timing before starting. We checked to make sure we had added fuel, the fuel injection unit was adjusted properly, the distributor timing was set to fire the plugs correctly, we had water in the radiator, etc. George cranked the engine, but it wouldn't start. So, while George was turning the engine over, one of his "helpers" turned the distributor back and forth to see if the timing was off. We found out if you turn it too much (advance or retard), and if the fuel has built up in the cylinders, you can get a very loud backfire in the exhaust. This caused both mufflers to become seriously distorted. After careful inspection, and comparing a new muffler with the old one, we determined they were unusable. (Picture 4). Lesson learned don't arbitrarily fiddle with the timing. Also adjusting timing too much in another direction causes backfire through the carburetor. Not sure what occurs with FI.

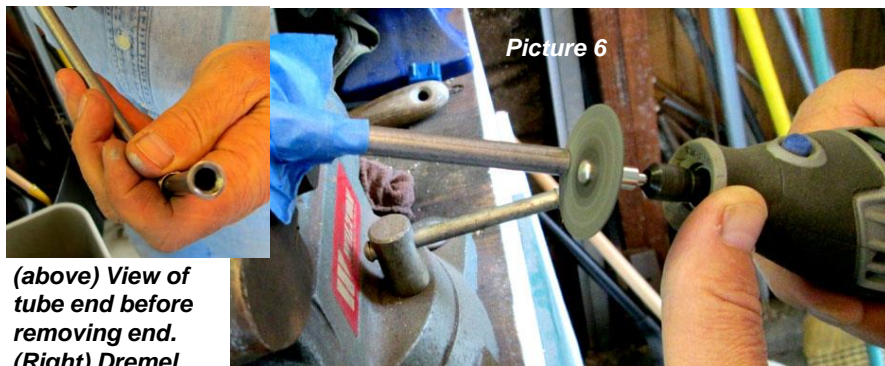


Picture 4

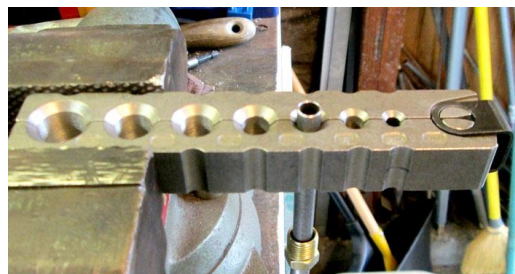
**Lesson Three.** Not all the replacement parts that you buy will be made correctly. George bought all new fuel lines. The fuel that connects the fuel pump to the fuel filter on the engine was manufactured incorrectly, and it was about  $\frac{1}{2}$  " too long. (vertical part of the fuel line on the left side of the picture is too long) This was in a small area where there was little tolerance for error. So we realized we would need to shorten it, and re-flare the end. We cut off about  $\frac{3}{8}$  " with a Dremel tool. (picture 6). Then using a flaring tool we double flared the end. The result was a nice strong flared end. Now it fits correctly into the fuel filter (Next page). Lesson learned don't expect perfection from a parts house. Now maybe people can understand why it is taking so long to restore these cars.



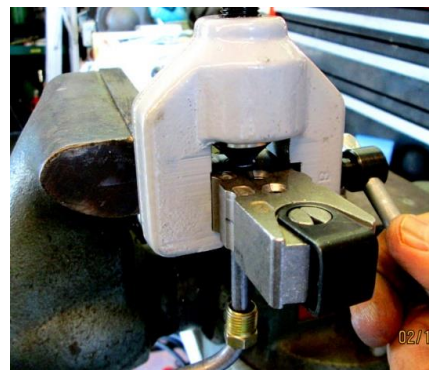
Picture 5 of manufactured fuel line. Portion of line too long connecting fuel pump to fuel filter.



(above) View of tube end before removing end. (Right) Dremel Tool cutting fuel line. Removed about  $\frac{3}{8}$  ".

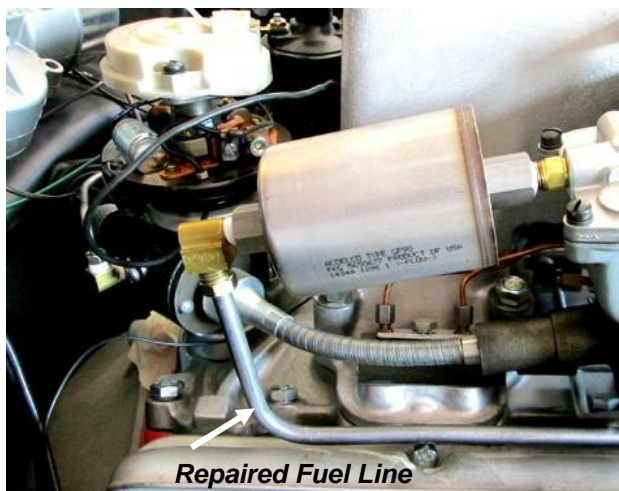


(left & right) Cut end of fuel line clamped in double flaring jig when flare being applied to line end.





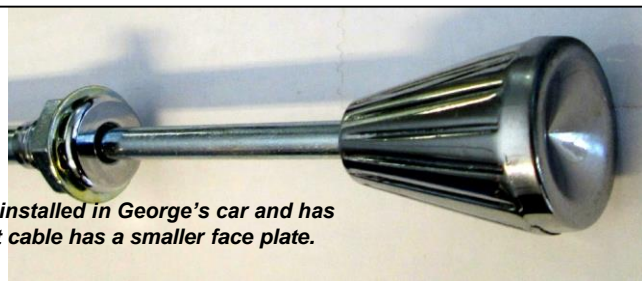
Restoration continued.....



Repaired fuel line installed to fuel filter. When this line was too long the horizontal portion of the line pressed against the valve cover and pushed the fuel filter out of line.

**Lesson Four.** Not everything that came with the car is correct or original. In the early days many Corvette owners changed a lot of original parts for something "better". Like Muncie transmission, Hurst shifters, etc. They also replaced parts that had worn out with replacements. I have spent a lot of time and money finding original parts like shifter, starter, generator, etc. Also, some parts which looked like they had been on the car proved to be incorrect. Often people replaced defective parts with something that worked, or fit, but was incorrect. The left heater cable which was installed in George's car is incorrect. The face of the piece that goes

into the console is larger than the other cable shown below it. Both should be the same. The incorrect one was probably from a 58 Corvette, and someone used the wrong part years ago. I'm sure we will learn a lot more lessons as we go forward.



Two heater cables. Left is what was installed in George's car and has a larger face plate. The right correct cable has a smaller face plate.

**Editors Note:** Earlier I discovered a replaced Hood Release cable in my car was a "cheaper" version reproduction. Although it functioned for some time the knob came off during a pulling hood release session and it was found that the knob was pressed on the shaft. More research found that it was the cheaper replacement from Corvette Central (other suppliers also carry it) and a more expensive replacement was offered from CC which duplicated the original.

**Stainless Steel** The bumpers, grill work, and many other parts are chrome plated. If they are rusted or scratched they will need to be re-plated. However, a lot of the bright work (especially on the hardtop) is made of stainless steel. It looked beautiful when new, but over the years often got dented, or nicked, and became dull. These pieces can be restored to their original beauty by polishing (picture 11) using a friend's buffing machine and various polishing compounds. Dings can be removed by very lightly hammering them back into place from the opposite side, (picture 12). Then a light filing (using a file) is done (picture 13) to level the surface. Sometimes more hammering, and filing will be necessary to get the piece completely level. The surface will need to be sanded (picture 14) and buffed. Once that's done, it can be restored to look as good as new. (Picture 15)



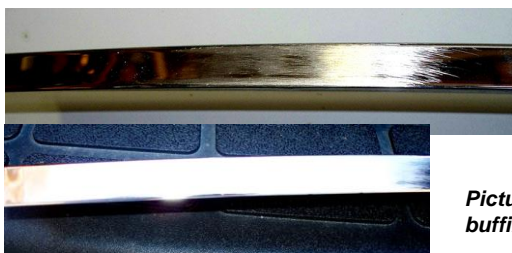
Picture 11



Picture 13



Picture 12



Picture 14: Minor scratches from rework are sanded and buffed.

Picture 15: Final result after buffing process.



SoCal

# Membership Submittal Info

The following items were submitted by various SoCal Chapter members. These are items of interest/information on present/past Corvette interests.

**Submitted by Bruce Fuhrman:** Bruce attended this years Barrett-Jackson Auction in Scottsdale, AZ. Bruce brought back pictures of various C1's which were offered. This auction also featured the sale of three Serial Number 1 cars. The years were 1955, 1956 & 1957. Bruce did not see them sold but heard they did sell. The reserve on each was \$1.8M.



Red '55, Very nice NCRS went to Sanford, FL VIN 1250 = \$100K



Blue '54, Very nice original NCRS, 3073mi. VIN 4273=\$200K Note it had 2 mirrors.

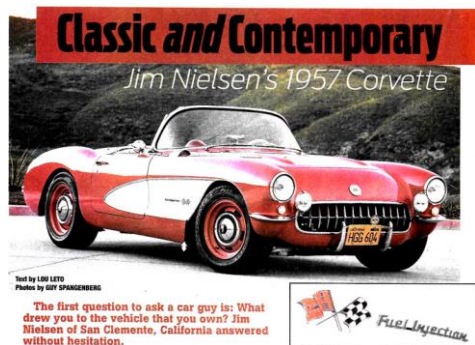


Yellow '54- Nice retro-mod.= \$155K



White '54- Barn find, 2,344 mi, VIN 1147 = \$100K

**Submitted by Eric Hershkowitz:** Rush to your Auto Parts store for your FREE copy of the March 2016 issue of DRIVE magazine. These issues are full of advertisements but the March issue features Corvette's and specifically a SoCal member, Jim Nielsen and his 1957 car. See below! [Good long article.](#)



**Submitted by John Costales:** This item appeared in the March Hot Rod Magazine, Dick Guldstrand, SoCal member #1H.

Dick Guldstrand was a legend in the Corvette world. Doug Stokes, longtime automotive scribe, wrote: "If I can say anything about him, it was that he was just about the most honest person that I've ever met. It was really more a form of humility, but Dick was a supremely civil individual who was modest about his accomplishments and always seemed more



Hot Rod Heros we Lost in 2015

enthusiastic about the achievements of others. He was always kind, always ready to listen to your story, rather than tell his (which most likely would have been much better, by the way). And, when you could coax one or two out of him, what stories he had from the heyday of sports-car racing when we were just turning the corner to professionalism and talented guys like him led the way by example.

He grew up as hot rodder during the golden years in Southern California and majored in engineering at UCLA. His charisma and demeanor are evident in his famous quote, "Either you were a hot rodder or you were a candy ass!" Guldstrand was one of the few who managed to turn his hot rodding hobby into a racing career. Guldstrand graduated from 1927 Fords to dirt-track sprint cars before discovering the Corvette in 1957. It wasn't long before he was running Corvettes at Daytona, Sebring, and even Le Mans. Roger Penske even hired him to drive a Grand Sport, later proving victorious on the West Coast, Daytona, and in the Trans-Am Series. He won California Sports Car Club Driver of the Year in 1964. Perhaps his ultimate assignment, though, was working for Zora Arkus-Duntov, driving a 427ci L88-powered Stingray in 1967.

Like fellow Corvette legend and team member Bob Bondurant, Guldstrand also starred in the movie Grand Prix with James Garner. The movie and this relationship culminated in the formation of American International Racing (AIR), Garner's racing team, which employed Guldstrand and other noted drivers at the time, such as Scooter Patrick and Davey Jordan.

Guldstrand eventually returned to building and tuning, opening up Guldstrand Engineering, Inc. in Culver City, California, in 1968. It was responsible for building 70 percent of the Chevy-powered road-race cars on the West Coast in the early 1970s. Dick helped develop and test the 1985 Corvette, setting track records at Mid-Ohio and Willow Springs in the process-overtaking Porsche's stranglehold. The shop was moved to Burbank, California, in 2000, and during this time period he developed the Guldstrand Grand Sport SO (GS-80) and the ZR1-based Grand Sport 90 (GS-90) that debuted at the 1994 Los Angeles Auto Show. -Scott Parker

# Classified Ads...

## For Sale:

1958-62 #266 windshield wiper motor, restored  
 1962 #1110985 dual point distributor. Rebuilt and Restored with dual-point Delco cap;  
 1958-62 Orig. male and female Deck Lid Latch Assy. Restored with rod + clips;  
 1961-62 NOS Delco fuel tank sending Unit #5642125 in orig. box;  
 1958-59E and 59L-62 male and female hood lock assemblies, complete and restored, just bolt on;  
 1957-59E small "022" and 59L-62 large "022" brake master cylinders rebuilt w/stainless steel sleeves and restored;  
 1958-60 #351 and #352 and 1961-62 #441 and #442 orig. horns rebuilt and restored;  
 1958-61 Restored Dual Quad Intake #3739653;  
 1958-61 #11110891 distributor, rebuilt and restored  
 1961-62 speedo and gauge dash pads, both top and bottom, (no holes drilled) excellent condition;  
 Many other C1 parts available. Len Marino (626) 358-1466

**WANTED:** 56-60 welded wheels Don 626 340 8872 troyer57@earthlink.net

**WANTED:** 61 and 62 Corvette starters # 1107889 and 1107233. chipsgarage@aol.com

**FOR SALE:** 1959 T-10 4 Speed. Dated July of 59. Could be an Early 1960. Has New Gears, New Synchros, New Bearings, Brass. Ready to install. \$2000. Also have a 62 T-10 Serial Number 2100725, Not Rebuilt. Have two extra Tailhousings for 58 T-10s, 4-10-58 and 5-5-58, \$650 each. Don, 714-454-8808.

**For Sale:** 1953-55 Reproduction exhaust extensions, both short (1953-E54) & long (L54-55) available. Email, arunner@frontiernet.net for photos and prices. Gary Member #26C.

## FOR SALE:

'58-'62 used heater/defroster control switch w/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 \$20.

'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.

'58-'62 used (very good) rear view mirror support \$25

'60 new kick panel inserts \$40/pair

'58-'62 front bumper bracket set of 8 New set \$195. Used set \$125.

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

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

'59-'66 used valve covers GM #3767493 \$135/pair

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

Call Joe LaGreca @ 909-499-5873

Email: joe.lagreca@att.net

**FOR SALE** 62 fuel injection unit. Currently on my 61. Rebuilt and restored by Doug prince. Runs great. Drive it before you buy it. Comes with reproduction fiberglass air cleaner. Distributor is a 64 unit with Pertronics. \$6800. Chipsgarage @[aol.com](http://aol.com)

## FOR SALE:

1957-61 #1110891 dual point distributor. Removed from running car;

1957-59 Corvette aluminum valve covers. Staggered hole pattern, 7 fin, high script;

1956-62 3733365 bellhousing, casting date H 18 7;

Y-50 Right side mirror;

298 ignition coil, installed in running car;

1958-62 Accelerator lever;

1957 Delco fuel tank sending unit, working when removed;

1959-62 Horn relay 1116781, working


Joe LeMay 619-977-9877 jlemay5@aol.com



## SoCal SACC FREE COMMERCIAL VENDOR LIST

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

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Product or Service	Name & Member #	Contact Information	Details
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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, rpeticca@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
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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 <sup>st</sup> . 1953-55 Conv. Top Kits John Kennedy Patterns
<u>Product or service:</u> Adam's Polishes, Bruce 4 Adam's, 10% discount to SACC members	Bruce Papp #222	818.621.1423 Bruce4Adams@hotmail.com	<u>Adam's Polishes,</u> official car care products of Corvette and Camaro

***Mike & Judy Woodings***  
***1962 Corvette***

