



The Solid Scoop



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

March 2009

Vol. 5 Number 1

Future SoCalSACC Events at a Glance!

See Details in Newsletter.

Sat. April 11: SACC National Convention Planning Meeting

Sat., April 18: Spring Tech Session at Kent Browning's Facility

Sat., May 30: Rim of the World Drive

Sat., June ?: Edelbrock Tour

July 17 – 20, 2009: National SACC Convention in Ventura, Ca. (hosted by the SoCalSACC Chapter)

August ?: Paradise Cove, Malibu, CA.

Sat., Oct. 17: SoCalSACC General Membership Meeting in Pasadena

Sat., Nov. 7: Fall Tech Session at Toyota Museum in Torrance

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Site of April 18th Tech Session, Kent Browning Collection



"Save the Wave", Drive your C-1.

"Look Us Over at" www.socalsacc.com

For Chapter Membership go to www.socalsacc.com

Calendar of Coming Events in our Area:

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

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

2009

Sat., April 11:

SACC National Convention Planning Meeting (page 6)

Sat., April 18, 2009

***SoCalSACC Tech Session, Kent Browning's Facility**

Sat., May: 30:

***"Rim of the World" Tour (page 3)**

June: Date not Set:

***Universal City or Edelbrock**

July 12 – 17:

NCRS National Convention, San Jose

July 17 – 20, 2009:

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

August:

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

October 17:

***SoCalSACC General Membership Meeting in Pasadena**

Saturday, Nov. 7:

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

Suggested Flyer Tours: Stay Tuned for Details

- Justice Brothers Museum – Monrovia
- Automobile Driving Museum – El Segundo

Welcome New SoCalSACC 2008 Members!

The following people have joined our Chapter since January 2009.

#	NAME	LOCATION	CAR YEAR
155	Andy & Karen Salvaggio	Lake Mathews	'56 & '59
156	Jerry Norton	Newbury Park	-----
157	Joe Freitas	Wrightwood	'57, '58
158	Diane Strother	Torrance	'60
159	James Gaytan	Riverside	'61
160	Mel & Susan Vaughan	Norco	'62
161	Steve & Jacklyn Karlock	Ventura	'57

“Rim of the World” Driving Tour

Hosted by members: Bruce Fuhrman, Jim Gessner and Joe Freitas
Saturday, May 30, 2009

**This one-day event will begin in La Canada and drive the Rim of the World,
 (Angeles Crest Highway) to Wrightwood.**

Meeting Location: 9:30AM in La Canada near the 210 Fwy.

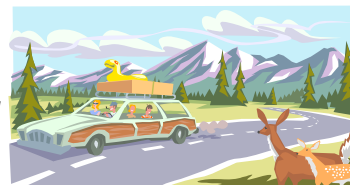
Meeting location will be fixed later and sent out to membership.

ITINERY:

Cost: Pay for your own Lunch!

Tour, Part 1: (60 miles distance)

- **Meet at La Canada at 9:30AM near 210 Fwy**
- **Drive east on Angeles Crest Hwy.(CA 2) with Scenic Stops.**
- **Lunch in Wrightwood**
- **Drive CA 2 to Hwy 138 which intersects the 15 Fwy.**



Optional Tour, Part 2: (Another 65 miles distance)

- **Continue to travel Hwy 138 to Crestline and Lake Arrowhead.**
- **Drive on Hwy. 38 down the hill to Hwy. 30 in San Bernardino.**
- **Drive Home.**

President Phil's Corner..Phil Roche #42

HAPPY NEW YEAR !!!!!

A little late maybe, but this is the first opportunity I've had to address YOU, the general membership. Hope everyone had a great holiday season, a Merry Christmas, a Happy New Year celebration and this finds you and yours healthy, happy and ready for a terrific Corvette year.

I've got to admit, it was with a great expectation, excitement, and a lot of TREPIDATION that I accepted the nomination for the office of President for this (outstanding) Southern California Chapter of the Solid Axle Corvette Club. I think the election might have been well we'll talk about that some other time. To try and fill the "shoes" of Mr. Bruce Fuhrman will be quite a task! Bruce has done a wonderful job of leading this club for some time now and I am very grateful that he will still be "close by". Thanks, Bruce.

This club may be led by one person, the president, but that person doesn't do all the work by a long shot. This Chapter, you the membership and I are truly blessed with a board/ cabinet that is enthusiastic, energetic, knowledgeable, trustworthy, loyal, innovative, and tireless .

We are extremely lucky to have the same elected officers, volunteers and tech advisers as last year.Vice President ...Mike Gibbons; Secretary...Larry Pearson; Treasurer/Membership...John Costales; Tech Session Coordinator...Chip Werstein; Newsletter Editor/Webmaster...Jim Lundal; Tech Advisors....'53-'55, Bruce Fuhrman; '56-'57, Chip Werstein; '58-'60, Mike McCloskey; '60-'62, Larry Pearson; Fuel Injection, Doug Prince; Body & Paint, Dan Dempsey; Interior, John Englehardt.

It was a prerequisite to my accepting this office that these fine people stay on board to help me, they did and gentlemen, I thank you very much !!

This is going to be a very busy year. We have a full agenda of our own plus we are hosting the SACC National Convention in Ventura, Cal. this July 17-20, 2009. Please read your Solid Scoop (THANK YOU, JIM LUNDAL !!) from cover to cover for all the details, times and dates. And last but not least, attend the meetings and tech sessions, a lot of time and effort went into these "things" and you never know what you might learn or who you might meet. Get involved, this is YOUR club, let's make it happen !!! SAVE THE WAVE Phil

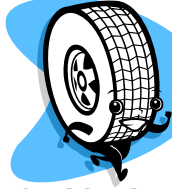


SO. CAL. SACC TIRE TECH SESSION



Saturday, April 18, 2009

Cerritos, Calif.



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

View the Kent Browning car collection of over 50 cars.

DRIVE YOUR C-1, WE WANT OVER 50 C-1's AT THIS MEETING!

Arrive for Tire Kickin' time which begins around 9:30 AM,

Sessions will begin around 10:45 AM, with a catered lunch at 12:15, and an afternoon session beginning at 1:15 till 2:45PM.

This is NOT a business meeting but a forum to receive and share C-1 information.

***PLEASE RSVP before April 13, to Chip Werstein at (818)
883-5766 or at chipsgarage@aol.com.***

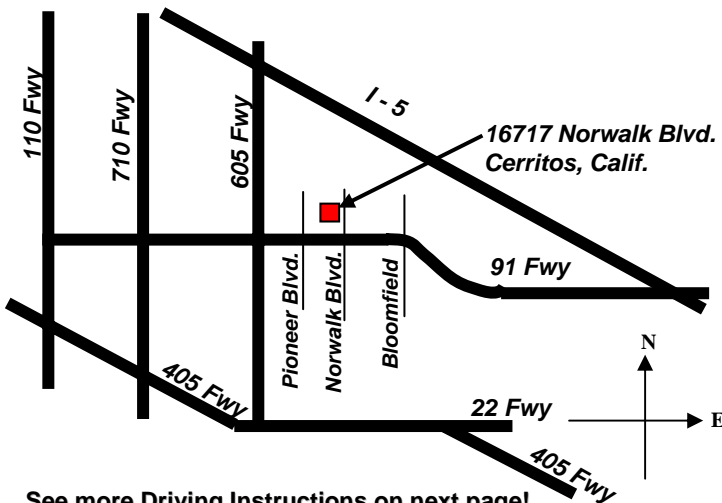
We need a headcount for food!

C-1 Tire Tech Session:

- **Bob Bower:** Types, Sizes, Age, Safety, etc.
- **Phil Roche:** 53 – 55, Wheels, Tires and Hubcaps.
- **Chip Werstein:** 56 – 62, Wheels, Tires, and Hubcaps.



***Meal Cost, \$20,
payable at the
Door. Please have
EXACT Change.***



See more Driving Instructions on next page!

See more driving directions on next page.

From Downtown LA/Pasadena (south on 110)

- Exit east 91 Fwy and go past 605 Fwy to Norwalk Blvd. Exit on Norwalk and go north to address.

From Riverside/Orange County (west on 91)

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

From Huntington Beach (405 north)

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

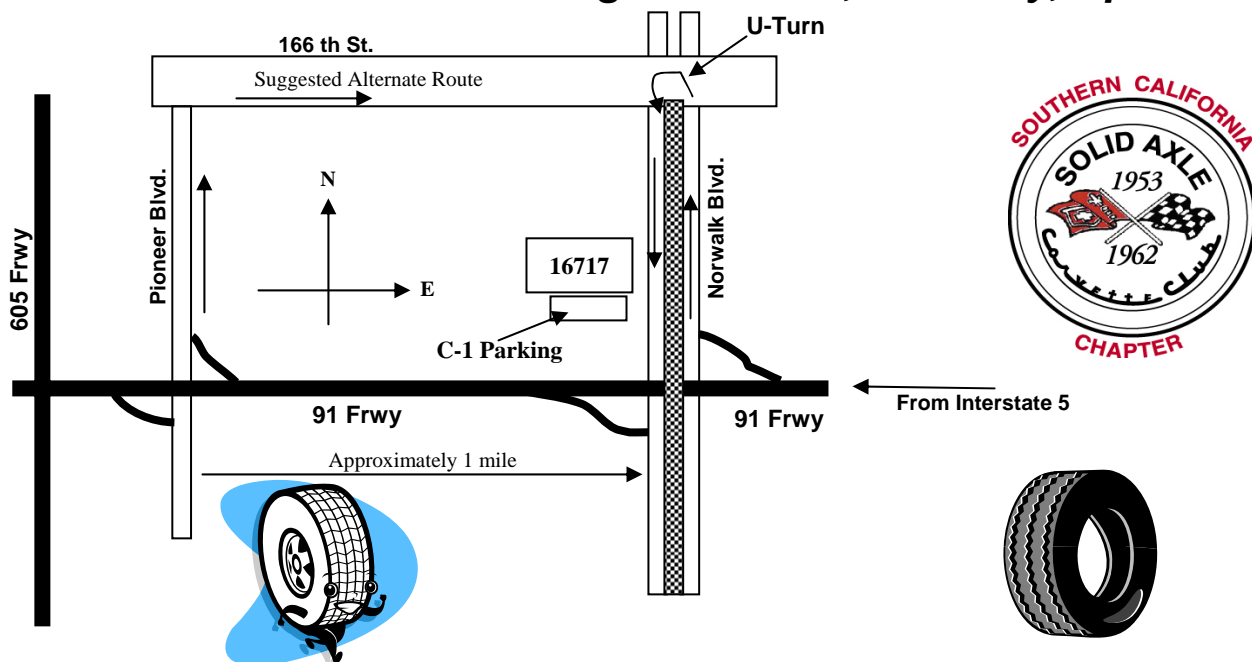
From Ventura/SF Valley (I - 5)

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

From 405 South.

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

SoCalSACC Tech Session Driving Directions, Saturday, April 18.



Note: The Meeting Location is at 16717 Norwalk Blvd. This location is approximately one block north of the 91 Frwy. on the West Side of Norwalk Blvd.

Norwalk Blvd. has a center island median preventing north bound traffic from making a left turn into our meeting location. In order to enter the parking lot go north on Norwalk Blvd. and make a U-turn on 166th St. and come back south. Norwalk and 166th intersection is not a controlled left/u-turn intersection making it more difficult to u-turn, but it can be done.

There is another suggested alternate route:

- If your traveling west or east on the 91 Frwy. exit at Pioneer Blvd. (west of Norwalk) and go north. Make a right turn on 166th St. and travel east to Norwalk Blvd. and turn right to go south to our meeting location (see map above). This places you on the correct side of the street.
- C-1 Parking is on the South side of the building. Members will be available to assist you in parking.
- There are 5 spaces in front of the building for moderns. The spots in front will most likely fill up quickly. There is some parking at the adjacent building to the north for moderns. There is no street parking on Norwalk Blvd.
- Additional parking is in the area of an adjacent building to the north side of our meeting location. There is some parking spaces at this building and we can use them.

Remember, C-1 parking is in the lot to the south of our meeting building.

**If you get lost or have in-transit Questions, Call Jim Lundal
(714) 335-2963**

The SoCalSACC Chapter here in Southern California is hosting the SACC National Convention on Friday, July 17 to Sunday, July 20, 2009. The location is in beautiful Ventura, Ca. and we are planning our stay at the 4-Points by Sheraton along the ocean.

We anticipate a good crowd from out-of-town and want to extend an extra invitation to our So. Cal. Chapter members.

We want you, your family and your C-1 to join us.

Convention information is in this Newsletter and we encourage you to sign up early (early sign-up deadline is May 1) and ask questions if you need information.

Read the Information Sheet (page 7) supplied on the Meet and send in your application (page 8). Convention Forms are also available on the Chapter Web Site and also appear in your latest "SACC On Solid Ground".

We are planning a Fun filled weekend to keep everyone busy with activities.

- You will need to make your own Hotel Reservations and the information is on the Convention Registration Form.
- You need to send in your Convention Registration Form before May 1, 2009 with \$70 to avoid a Late Fee.
- Chapter volunteers are needed for this convention. Contact those listed on the Convention Information Sheet to volunteer. Assistance is needed prior to and at the Meet.
- A Swap Meet is planned during the Convention (times are TBD) so you can plan for that.

National SACC Convention Planning Meeting

Saturday, April 11, 2009

Location: Chip Werstein's Garage

Time: Noon

Directions: The location is West Hills. If you need directions and plan on attending call Chip at 818-883-5766 or chipsgarage@aol.com



SAN JOSE



2009 NATIONAL

NCRS National Convention

San Jose, California July 12-17, 2009

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

**For More Details on this Convention go to
(only days prior to SACC's National Convention)**

www.ncrs.org/sanjose2009



Surf's Up, and get ready for a "Fun, Fun, Fun" Fine Time in 2009!

The Solid-Axle Corvette Club, Southern California Chapter (SoCalSACC), is hosting the National SACC Convention in 2009. The location will be Ventura, California.

July 17 – 20, 2009.

The city of Ventura is located on Highway 101, northwest of Los Angeles. Larger airports in the So. Calif. area are LA International (about 70 miles south), Bob Hope Airport in Burbank (about 50 miles east), Santa Barbara (West about 30 minutes away). Oxnard Airport (United Airlines) is about 10 minutes away with free Hotel van pick up. Hotel web site; fourpoints.com/ventura

We encourage those participants to drive and attend the SACC Convention in their C-1's. Night-time security is provided within our designated Hotel parking. An RV park is less than 2 miles from hotel (McGrath State Beach).

The Convention Headquarters: Four Points by Sheraton Ventura Harbor sitting on 17-acres of prime coastal land, overlooking Ventura Harbor, on California's Gold Coast. Summer temperatures average 75 degrees, moderating at night to the low 60's. "Ocean Breezes Prevail." The Hotel was renovated in 2008. SoCalSACC is one of the largest SACC Chapters and is looking forward to hosting this event. Agenda of the Events (tentative) being planned:

- **Friday, July 17:** – Registration Open: 2 – 6PM. National Board meets 4 – 6 PM. Reception (hors d' oeuvres, buffet), \$10 6 – 9 PM.
- **Saturday, July 18:** - Registration open 8 – 10AM. Tech Session 9 – 12. 10:30 AM Shopping visit to historic "Old Town Ventura" and lunch on your own. Chapter Boards meet 2 – 4 PM. Swap Meet available. Harbor Dinner Cruise 6:30 – 8:30 PM. 64' Catamaran holds 60 for catered dinner, \$50/person.
- **Sunday, July 19:** - Swap meet open in parking lot with a wash and shine show till 10:30AM. Begin scenic driving tour (10:30) through back hills of Ventura county to Santa Barbara, with lunch stop at Beach Side Café near UC Santa Barbara. Lunch is \$20. SACC annual banquet and membership meeting plus guest speaker, 6 – 9 PM.
- **Monday, July 20:** - Farewells in parking lot.

Convention Chairman, Larry Pearson, wants to welcome any questions and encourage all interested parties to contact the members listed below for further information. Also, review the convention section on our Web Site for the latest planned details.

Larry Pearson: (818) 848-2653 or lpears1941@att.net

Phil Roche: pdr44@aol.com

John Costales: costales@west.net

"Look Us Over at www.socalsacc.com"



2009 SACC National Convention Registration Form

Page 8

July 17 – 20, 2009 – Ventura, California

Name _____ Spouse _____ Attending? ____Y____ N
SACC Membership # _____ Chapter _____
Address _____ City _____
State/Prov. _____ Zip _____ E-Mail _____
Area Code & Phone _____ Cell Phone # _____
Non – SACC Member ☐ Yes # of Corvette (s) bringing _____

Make your own reservations and ask for "Group Reservations" **mention "SACC Convention"** to receive our rate of \$160.00 per night, Fri. & Sat., \$140 Sunday night.

Convention Reservation Dates: Friday, July 17 through Sunday, July 19, 2009

Four Points by Sheraton Ventura Harbor (fourpoints.com/ventura)

11050 Schooner Drive, Ventura, CA 93001 (805) 658-1212

Please indicate below the events you plan to attend. Also fill in the number of people who will attend each event.

- SACC Convention Early Registration Fee by May 1st, 2009 \$70.00 \$ **70.00**
Registers 1 SACC member & their immediate family (spouse & kids) Completed registration form with payment must be received by May 1, 2009.
- Registration after May 1st, 2009 \$30.00 late fee..... \$ _____
- Non-SACC Members additional fee \$30.00 each..... \$ _____
- Friday (7/17) Reception (hors d' oeuvres) # of persons _____ \$10.00 each..... \$ _____
- Saturday(7/18) AM, Tech Session (no pd. lunch) # of persons _____ N/C (No Charge)
- Saturday (7/18) Harbor Dinner Cruise # of persons _____ \$50.00 per person.... \$ _____
- Sunday (7/19) Tour & lunch @ Beach Side Café # of persons _____ \$20.00 per person..... \$ _____
- Sunday (7/19) Annual Banquet at Hotel # of persons _____ \$40.00 per person.... \$ _____
- Trailer Parking at hotel Fri. – Sun. (night-time security only) N/C
- Additional Tee Shirts __SM__ MD __LRG__ XLRG__XXLRG \$20.00 each..... \$ _____
Convention T-Shirts may be ordered for home delivery if unable to attend, Add \$5.00 for S&H; T-Shirts will be shipped after convention..... \$ _____
Address check or money order to So. Cal. Chapter SACC (see address below)
Payable in US Funds only, Check or Money Order. Total Enclosed..... \$ _____

No refunds will be made for cancellations occurring after July 1, 2009

Hold Harmless Agreement: I agree to insure my vehicle (s) and property against loss, damage and liability and to provide proof of such insurance to SACC. I agree to assume the risk of any and all damages or acts or omissions which may result in the theft, damage or destruction of my property or injury to me or to others occurring during or as a consequence of this convention wherever located.

If you are driving a C1, send or bring proof of insurance covering convention dates.

Year _____ VIN _____ License _____ State _____ Exterior Color _____

Interior color _____ Trailored (circle one) Yes No

Insurance Company _____ Policy# _____ Exp. _____

Mail completed form & proof of insurance and Check made payable to **SoCalSACC** to:

John Costales 7026 Sonora Ct. Ventura, CA 93003 (805) 642-3662

Convention Contacts: Larry Pearson (818) 848-2653, Phil Roche (818) 994-2173,

Jim & Judy Lundal, #19C

“There is always a Ford in everybody’s Past”

Cars have always been a necessity of life since High School day’s in the mid 50’s, growing up in a small town, Silverton, Oregon. Although I couldn’t even dream of a Corvette, I usually had whatever I could afford and build. Actually during high school, cars where a downfall as I almost didn’t pass enough courses to get out of High School. In the last SCOOP issue (Dec. ’08) a profile on member Eric Hershkowitz, Eric admitted his Ford past and I believe most everyone has a Ford in their past. Mine was a \$75 purchase which consumed all of my time. The car, a ’36 Ford 5-window Coupe, initially ran a Merc. flathead, later a Pontiac and it was truly a love situation. Pictured, is me and the car in 1957.

But life and reality had to progress from High School. My dad gave me 3 options: college, his dry cleaning business or the Military. My decision, based mostly on my recent stellar high school academics and sitting around playing with my car was not one of the options, I enlisted in the Air Force and became an airplane mechanic. I worked on large cargo aircraft with reciprocating engines. My Air Force career lasted for over 3 years and while serving a 2 year stint on the Azore Islands working on airplanes, I decided, after discharge, to try entering engineering school in Southern California. Besides, Southern California in those days (1962) was a “Disneyland of Street Rods”, so I responded to an ad to the school in Hot Rod Magazine



The school was Northrop Institute of Technology in Inglewood. This school also taught Aircraft & Engine (A&E) Maintenance so if I couldn’t hack the academics, I had a backup to go across the street and get my A&E license to work for an airline as a mechanic. Recently, I found out that two SoCalSACC members are alumni from the same school, Bruce Fuhrman and Niles Hallie. In retrospect, why I ever thought I could get into college and ever complete this course is beyond comprehension. I was correct about one thing, they wouldn’t let me in without passing a Quarter of pre-engineering courses (high school repeated). I entered, and 3 years later (no vacations) received a Bachelor of Science in Electronic Engineering.

During the 3 years at Northrop I had a ’55 Chev Sport coupe (purchased upon discharge from the Air Force) and at least had cool transportation although money for gas was hard to come by, even though it seems cheap now. I worked as a physics Lab assistant at school to make the tuition payments. Also, I met and dated my future wife Judy and the day after I graduated from Northrop we got married at a Inglewood church. I sold my ’55 Chev as Judy came with a near-new F-85 Olds. We moved to New Orleans where I worked at the Space Flight Center and tried to keep the F-85 going. Compared to the Chev, the F-85 began to be a high maintenance vehicle. After a year in New Orleans and beginning night courses at LSU grad school, we decided to relocate to Boston where I began grad school at Northeastern University, and continued to keep the F-85 going through the Boston weather. I got my Masters Degree in Electronics and afterward we returned to California where I got a position with Hughes Aircraft in Culver City. We settled in Hawthorne. We had two girls along the way and since I couldn’t afford Ford’s anymore, I acquired 2 vintage Chev’s, a 1934 & 1932. Both cars needed restoration and time was minimal. We had the ’32 Coupe running and all four of us piled in and did touring with the local Vintage Chevrolet Club.

Now it was Judy’s turn for school and she received her Bachelor’s Degree in Nursing in the mid 70’s. I managed the kids and continued with Hughes Aircraft in the Optic’s Department. Optics was a skill-field which deviated from my college skills but I had taken several elective Optical courses in Grad School and during this “era” optics courses were not that accessible. Hughes was most needy for optics-people and I put the word Optics in my Resume and bingo, got a job offer. Most of my 30 years with Hughes was spent as a Project Engineer/Manager managing the optical portion for designing, building and testing one-of-a-kind space telescopes. All of these telescopes were installed on classified satellite’s.

Car projects during this time entailed completing the Vintage Chev’s we acquired years earlier. I still have the ’32 Coupe but several years ago (2001) after retiring from Hughes we donated the ’34 to the Petersen Museum and took the monetary deduction. I was working as a high-paid consultant with Hughes at the time.

Early in 1990, Judy and I planned to do an Nile cruise in Egypt and see the Pyramids for our 25th wedding anniversary when a conflict broke out in the Region. It didn't seem safe to visit. So we cancelled that trip. Meanwhile, Judy had another idea, and was covertly looking for a Corvette for me. All this stemmed back to my lofty college goals which was to graduate, get a job and buy a Corvette. As I mentioned before, I graduated, married and she came with an Oldsmobile. The Corvette was going to be a surprise but she had to fess-up when it became a little confusing on what she was looking at (she did have a helper from the Vintage Chev Club). After fessing-up we looked at several C-1 production years and we preferred the '58 through '60 models with a little more legroom and I liked the grille teeth. I asked her what she liked and her only criteria was a "blue one". I looked at the production runs and I informed her a blue-one could be hard to locate. After making these decisions we went out to the Pomona Swap Meet one Sunday, and walked into the Corvette section to see this Horizon Blue '60 with Frost Blue interior, fuel injection and the owner was bolting on the white hardtop he had purchased that day. Destiny? It didn't take much time to decide.

The Corvette has provided more ongoing memories than a trip to the pyramids (which is still a trip we want to do). Over the years we have driven the '60 on several long trips. A year after acquiring the car we drove to Nashville to a Vintage Chev National Meet, in July. The July part was not too smart as between the heat and humidity it is a tough ride. While in Nashville we did meet one of the judges, Larry Pearson, who also is very active in the Vintage Chevrolet Club. Other trips in the '60 were many to northern Arizona (Rt. 66 Fun Run), Lake Tahoe several times, my High School reunion in Oregon and I drove the car, (along with 4 other cars) from Chicago to LA on Rt. 66. This latter trip (in 2003) was planned for 2 years and we followed much of the original route, taking over 2 weeks. The '60 has run very well over the years (44K miles) and we have many stories of trips, breakdowns, and things that happen on these trips, but we both love the car.

Our '60 does have a 327 '63 engine with a '60 FI unit. We do have the correct dated 4-speed transmission which I located and installed. The rear gears were changed to 3:08's to make it more highway friendly. Future plans are to build up a correct 283 engine for the car but that is only a plan. Currently, we also have a '56 Chev Sport Cpe. and I want to build the correct engine for it. We recently acquired the correct '56 engine and when time and money, become available will take that action.

My initial encounter with the Solid-Axle Corvette Club came when our Chapter was being formed in 2005. Like most members, I belonged to a Corvette Club where many members owned new cars and most members were interested in eating and discussing which muffler system "sounded" the best. SoCalSACC has been a perfect match to what I call an ideal Car Club. It is all about "Keeping Them on the Road". The Chapter has continued to maintain this same theme. After each Tech Session I have all I can do to contain myself from doing what was discussed at the session, on my '60. The most recent Tech Session is a case in point: Rebuilding the steering gear. I looked at my steering box with the leaking grease and steering play, and almost came home from the Tech Session to begin the job.

I also was pleased to find that I can contribute to this club. I was very happy to accept and write the Newsletter each year. I had a 15 year experience writing a Newsletter for another Corvette Club. I also somehow acquired some experience making Web Sites and began doing the SoCalSACC.com Web site several years ago. I feel it is great to be able to assist in whatever the club needs and the Web site simply records historically the many events our members plan and host.





Member Profile cont...

(left) At home with the Toy's in my Playhouse.

(right) Another Story!
Returning home from the Pine Valley Tour, Spring 2008.
Clogged mufflers stalled car.

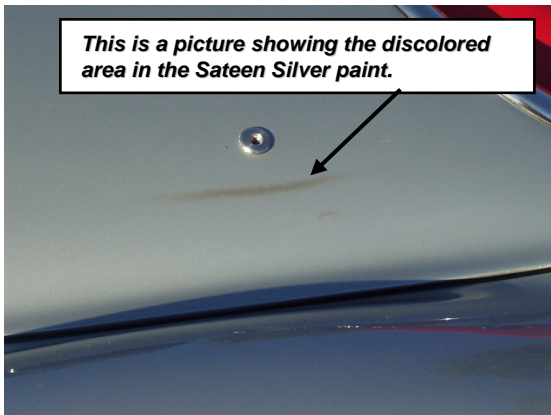


How My Hardtop marked its territory

By Randy Solle, #94

In the Spring of 2008, I had just finished the main part of the restoration on the wife and I's 1960 Corvette. At this time, I had redone the Hardtop, and I had it on the car, while waiting to do the Soft-top at a later time.

After a busy summer of driving the car, and racking up about 4000 miles, I pulled the Soft-Top Frame down off the shelf and proceeded to clean, paint and repair as needed. When I had taken the Hardtop off of the car, to start adjusting the Soft-Top Frame, I had found where the paint under the sides of the Hardtop had been discolored. I had put a plastic liner between the Top and the Deck lid to hopefully prevent any such problems, but the discolor had happened underneath the plastic liner. There is no color on the top side of the liner.



This is a picture showing the discolored area in the Sateen Silver paint.

The discolored area happened on each side, near where the hold down bolts for the Top are located. The center bolt in the back did not mark, but it is not a real tight seal area, like the sides are. I tried to polish the areas, but that did not affect them at all. I took the car into the person who had painted it, and he had never seen anything like this before. It was not a stain, but more like a burn down into the paint itself. The surface of the colored area was smooth and shiny like the rest of the paint, but it had discolored down into the paint.

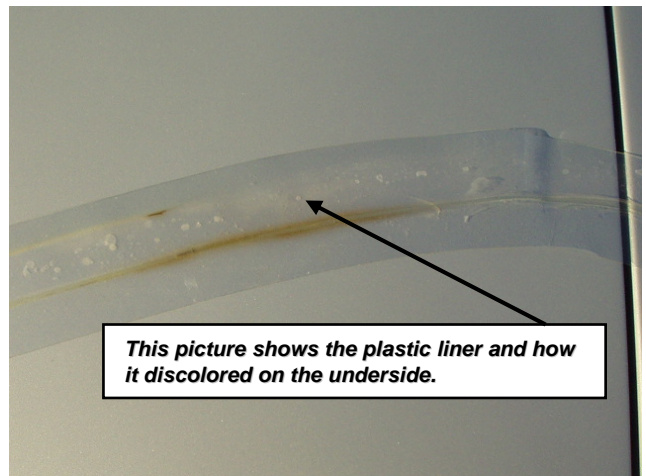
When I had put the plastic Liner on the car, I didn't want to use tap water with the salts and chemicals that are in it, so I used some detail spray from one of the leading manufactures instead. If this was an issue, I would have thought it would have discolored other areas also.

The only way to get the stain out, was with some 1500 wet paper. I got about 85 to 90 percent of it out, but I stopped, fearing that I would go through the Clear Coat.

Since it only happened where it is held down the tightest against the Deck lid, it seems as though a fine vibration had actually created enough heat to burn down into the paint.

The car had been driven in some upper 90 and triple digit temperatures. I don't know if this could have helped, or perhaps the plastic actually lets it move back and forth easier than if it had been sealed directly on the painted surface, creating more friction.

I am writing this article to see if anyone else has had this problem, or if anyone has a reason for it to occur. My damage is done, but perhaps it will help the next owner down the line that has just restored his pride and joy, keep from having the same situation. Perhaps if you have an answer, you can respond back to jlundal@socal.rr.com, and get it in the next news letter.



This picture shows the plastic liner and how it discolored on the underside.

National Corvette Museum's Historic Motorama II

SoCalSACC member Bob Brown, #37, lives in San Diego and owns a 1959 White Corvette. Bob's car is fastidiously accurate and he continues to drive the car everywhere. During 2008, Bob did the trip many SoCalSACC members only dream about, drive the length of Rt. 66 while visiting the many key vintage Rt. 66 sites still existing. Impetus for this trip was that Bob's '59 was selected to represent "the 1959 Corvette" at the 100th Anniversary celebration in Detroit, Michigan. The trip is documented below by Bob's words and pictures. "It is one thing to drive this Route in a new car or Corvette, but an entirely different experience to do it in a 1959", is Bob's conclusion.

This past June ('08) my '59 was selected to represent the '59 MY in the Historic Motorama II which would consist of one Vette from each year & the 55 car display would be the feature marquee for GM's 100th Anniversary celebration in Detroit. I then spent the remainder of June, July & August prepping the car and planning my trip via Route 66. A major help was being able to program almost the entire trip that included nearly 100 "must see" or points of interest into my Tom Tom GPS.

Two Nights, and Two Wigwam's, That's Enough!



2 Sept: Day 1, first photo op at the Wigwam Motel on Rte 66 in Rialto. Spent the next night in the Wigwam Motel in Holbrook, AZ....quite an experience, but once is enough!

3 Sept: Sno-Cap in Seligman, AZ



3 Sept: Big problem in the middle of the desert; this was an unscheduled pit stop and the starter was heat soaked. This would plague me until I got to Bowling Green, KY, where I had a replacement starter waiting for me.



6 Sept: Restored Phillips 66 station in McLean, TX.



National Route 66 Museum in Elk City, OK



7 Sept: Famous Blue Whale "Willie" in Catoosa, OK. The whale is fabricated from concrete and sits in a shady roadside rest. The property owner maintains this vintage Rt. 66 site.



Mickey Mantle's home town of Commerce, OK



Galena, KS. This is "Tow Tater" that was the inspiration for Tow Mater in the movie "CARS". Rt. 66 cuts across about 11 miles inside the southeast corner of Kansas.



9 Sept: Jim Van Dorn who owns "Automasters" in Bowling Green, KY. Jim is an old friend and quickly repaired my heat soaked starter problem.



10 Sept: Collinsville, IL. This is the owner of a 66 big block and he had everyone sign his air cleaner. Cool idea.



11 Sept: The 54 out of Pennsylvania threw a rod about 1/2 way between St Louis & Indianapolis. It had its own chase vehicle and trailer. The owner immediately began searching for a replacement engine.



12 Sept: After visiting Griot's Garage headquarters and Ray Skillman's Museum in Indy, and Tire Rack's HQ & test track, & the Studebaker Museum in South Bend, IN, we motored on to Sawyer, MI for a catered dinner at Corvette Central.

At the NCM. Tomorrow I will meet up with the other 54 Corvettes in the Motorama.



Remember the 54 with the blown engine? The owner found a spare engine in MI, worked all weekend, and with the help of Werner Meier of Farmington Hills, MI, had the 54 ready to go on the big day. Also cool is how he had reproductions of the original 53 Motorama Car display placards made to help show off his 54.



The Two Bob's! Photo op with Bob Lutz

Our overnight hotel in Battle Creek, MI. Hurricane Gus hit and we had torrential rains all the way from South Bend to Battle Creek. I think all the solid axle cars (except 53 & 54 which had warm, dry trailers) suffered from many, many leaks. The 63 split window coupe had more than 3" of water in the passenger foot well. This is the 1960 from KY.



15 Sept: We visited GM's Performance Powertrain Div. in Wixom, MI, where they hand assemble the LS7 & new LS9 engines. I was very surprised they allowed taking all the pictures we wanted.

The Return Trip on Rt. 66 Picks Some Missed Sites!

Bob's wife Liz flew into Detroit to join in the events. After the events concluded both drove south to Indianapolis for a family visit and Liz flew home.

Since the visit to Bowling Green (while traveling east) is off the "beaten Rt. 66 Path", on the return trip west Rt. 66 was picked up south of Chicago. The beginning of Rt. 66 is the intersection at Lake Shore Drive in downtown Chicago.



19 Sept: First day of return trip. I drove to Wilmington, IL to pick up Route 66. This is the famous Gemini Giant at the Launching Pad Drive-In.



A wonderfully restored Standard Oil Station in Odell, IL. All the little towns take great pride in their Route 66 heritage and take great pains to meticulously maintain these old treasures.

Shea's Garage is a Route 66 Museum in Springfield, IL. The original owner of this station still runs this place and will give you a guided tour through his 50-60 years of memorabilia stocked in two stations. While in Springfield I also visited Abe Lincoln's home (a 2-3 block area of restored period homes) and also Lincoln's Tomb. Springfield is also the home of the Cozy Dog Drive-in, another "must eat eatery".



20 Sept: Bunyon Giant in Atlanta, IL



Restored Texaco Station in Dwight, IL. Route 66 in Illinois has the most restored stations, historic buildings and the best signage/markings of any state....you do not need a map to follow Rte 66 in IL.



Even with good signage, Rt. 66 sometimes has interruptions. There exist several alignments of the Highway and it does take searching to locate the earliest alignment.



Famous Chain of Rocks Bridge that crosses the Mississippi Rive north of St. Louis. The bridge is the original 2-lane Rt. 66 thoroughfare across the river. It currently is gated off for pedestrian and bicycle traffic and connects Illinois with Missouri.



Adrian, TX, midpoint of Route 66.




Oops! End of pavement. Even with travel maps and GPS you can still run into some interesting situations.



24 Sept: Home to CA. Total of 7047 miles, 436 gal of gas, 16.2 mpg, 4 qts of oil & one new starter. You might say, "It was a gas!"

SoCalSACC COMMERCIAL VENDOR LIST

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

Product or Service	Name & Member #	Contact Information	Details
AM/FM Stereo Radio, 1958-62 Corvette Radio w/Wonderbar New Repro Radios	Len Marino #39	(626)358-1466	Made in USA 1 year guarantee \$590 + shipping
<u>Car Appraisal Service</u> Per-Purchase Inspections Stated Value Insurance Appraisals Resolve Insurance Disputes Diminished Value Appraisals	Robert Petricca #80	(888) 314-3366, (818) 992-7219, rpetricca@socal.rr.com www.caldreamcars.net	\$25 discount when mention ad. Credit Cards, 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!
C-1 Hardtop Restoration	Ron Lefler #91	(909) 945-3111 rdlefl@aol.com	

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

SCOOP Newsletter Classified Ad Cost

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

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

SINGLE Newsletter Issue:

Vendor List FREE

1/8 Page \$15

1/4 Page \$20

1/2 Page \$35

Full Page \$65

Business Card

FOUR Newsletter Issues (Yearly):

\$50

\$75

\$140

\$250

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

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

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

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

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

FOR SALE: 53-55 Reproduction exhaust extensions, both short and long styles. 53-62 windshield post tab repair \$65 ea plus shipping Call, Gary, 530-259-5997 or E-Mail, arunner@frontiernet.net for photos and prices of exhaust tips. Member #26

FOR SALE: Gas Tank, nice, original with no rust or damage. fits late '57 through '62. \$150. Contact Mike McCloskey at: clutchmccloskey@yahoo.com or Phone 661-257-4330.

FOR SALE: 1962 hub caps (4), good condition, \$400 obo. Call Phil (#45) at 818-889-7175

FOR SALE: 1962 Corvette #XXXXXS114507, Black/Black HT only 250HP original engine (no re-stamp) 4 Speed, posi, original seats/door panels. Outstanding driver and show car. NCRS Duntov 2007. Featured in NCRS Restorer, Fall 2006. Reasonable offers considered. Jerry Palmer 559-924 4331 SACC #13

FOR SALE: 1962 CORVETTE, 327/340hp, 4 sp, white / red interior. Driveline is out and car needs complete restoration. It might even clean up as a SURVIVOR type. One small damage on front lower valance, but the part goes with the car. Originally from Indiana. Solid frame, hardtop, soft top, wonderbar and every piece to restore. Vin # 14060. In Riverside \$27500.

Jim Gessner 909-794-7905 for pictures and more.

WANTED: T-10 4-speed main case and tail housing dated April, May, June, July, or early August 1961. Will buy complete transmission if necessary. Condition of gears and other internal parts is unimportant. Chip Werstein 818-883-5766 or chipsgarage@aol.com

FOR SALE: 58-62 heater assembly complete with control cables etc. Came out of 60. Needs restoration. \$600. Chip Werstein 818-883-5766 or chipsgarage@aol.com

WANTED: assistant technical coordinator. Our tech sessions have become too big for me to handle alone.No resume or experience required. Big salary, great benefits and lots of fun! Contact Chip Werstein 818-883-5766 or chipsgarage@aol.com

FOR SALE: 1 set. M/T cast aluminum valve covers, straight hole pattern for small block Chevy. There are NO holes punched out for filler or breathers. Great condition just need cleaning. \$ 45.00 + shipping. Contact, Tony Siragusa #124, email, DVAGUY@AOL.COM, day phone, (office) 951-520-1300, evening 714-281-8930

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

WANTED for '57: Radiator, part #3133689, date code 57E or 57D. Email Ralph Haun at rehatcr@aol.com. Put "radiator" in subject line.

FOR SALE: generator, with tach drive, rebuilt (bearings, brushes, armature, oiler, key); Delco 1102084 tag dated 7A29

4" generator pulley (high HP)

motor mount crossbracket; original from 58 Vette, good condition but notched (not NCRS!)

water pump with plug requiring notch in bracket (not NCRS!)

carburetor - Rochester 4bbl, 12128, w/ accel link, return spring, choke fresh air tube, stud & wingnut;

(used on 58 230hp TurboFire Chevy), little used (rebuilt many years ago)

fuel pump - rear input, front output like #4445/4663 but no AC logo on top, used but OK (fits 55-58e Vette)

thermostat - 180 degree, new

air filter elements - A350C, qty 4, new (can fit 59-62 Vette) <someone ? wanted these>

air cleaner - for 1x4bbl - split type, with filter element, used very good (can fit 59-62 Vette; chromed steel, may be from a GTO)

ignition coil 202

distributor cap - tall, window - ACDelco D308R, GR2.367, CC1236081, boxed, new

distributor cap - tall, window - Standard DR429 - CC271011, new

distributor cap - tall, window - DelcoRemy Pat.#xxx047, DR script inside, barely used

distributor tune-up set - ACDelco 101-2, 12338695, CC271009, new

emblem inserts - front/rear, silvered not gold, disk only not mount ring, qty 2, appear like new

Alfred Cellier, Rancho Palos Verdes CA, 90275, 310 833-6278, n6ac@arrl.net

...Al '58 245hp

FOR SALE: 1999 C5 Nassau Blue Roadster, light gray leather seats, all the options. 350 cu, six speed, 52,500+ miles. \$22,000 OBO. Call Bill Kupper #10 @ 909 594-9805

FOR SALE: It is at "The Corvette Shop" at 7537 Topanga Canyon Blvd. in Canoga Park. The pertinent information is: 1960 Corvette, single 4 barrel carburetor, 230 horse (may be original engine), black exterior and interior, restored (there is a photo album of the restoration), new top, new brakes, powerglide (may need work). The shop owner, John Martello, told me that the car was formerly owned by one of the Everly Brothers singing group. Asking price is \$50,000. Martello told me that the seller will take \$45,000. In case this is a charge ad, Martello's telephone number is (818) 992-8388.

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Converting NON-POSI Rears to POSI With GM & EATON Parts..... By Tom Parsons SACC/SACE #107

Edited for publication by John Costales

All 56-62 Corvette and 55-64 Chevy passenger car rear-end center sections are the same and are 100% interchangeable. The picture to the right is of a typical original 55-64 drop out Chevy-Corvette center section. There are basically 3 different 56-62 cast iron center section. There are basically 3 different 56-62 cast iron center section cases: 55-56 (no posi available from the factory), 57-62 NON-posi, 57-62 posi.



Typical Chevy rear-end center section, referred to as the "pumpkin".



The axle gears and axles of ALL 56-62 rears have 17 splines. Swapping the center section between years is a pure bolt-in swap.

The 56 center case is thinner and weaker than the 57-62. The most noticeable difference is that the 56 case does not have the wider, thicker webbing below the bearing cap which wraps around the case for added strength. Installing a complete posi unit center section into a 56 or 57 is a 100% drop-in, bolt-in process.

CONVERTING a 57-64 NON-posi rear to POSI: As shown above is a typical NON-posi 57-62 center case. The differences between Posi and Non Posi cases is the NON-posi case has an added gusset cast into the case that must first be partially removed (see pencil above indicating gusset requiring modification).

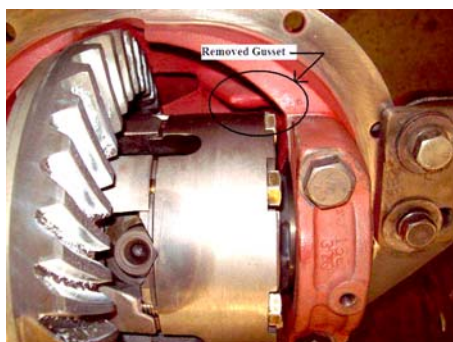
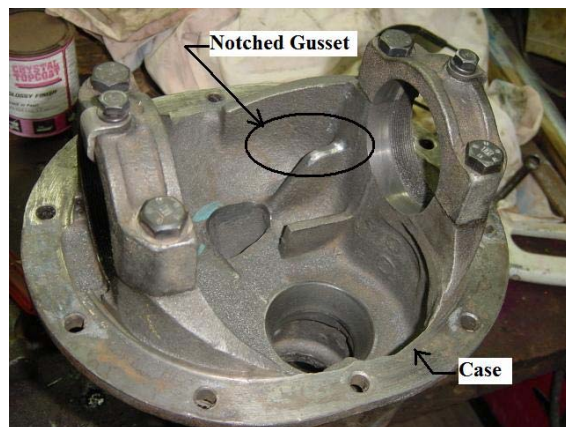
It is easy to remove a portion of the gusset. All that is needed is a die grinder with a cutoff wheel, rotary file and a small grinding stone. From where the bearing cap mates with the case, the gusset only needs to be cut back 1 3/4in to 2in. **IMPORTANT:** The gusset **MUST** be cut back all the way and be even with the inside side wall of the case.

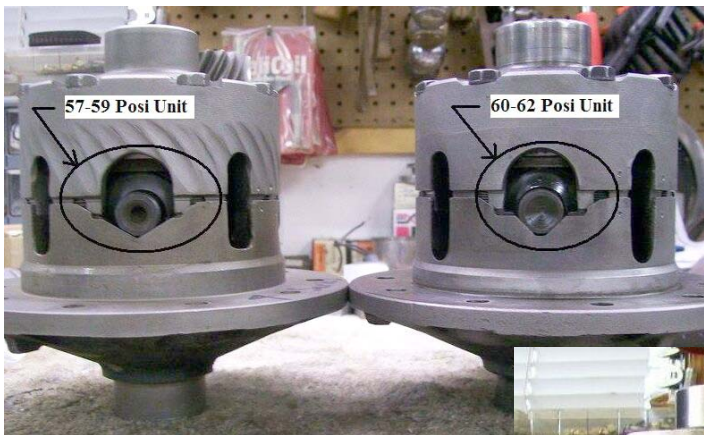
Prior to removing the gusset, the center section **MUST** be completely disassembled to prevent grinding particles from getting into the pinion bearings. Once the gusset is removed, **THOROUGHLY** wash, clean and flush the empty case, making sure the upper and lower oil passages are flushed out thoroughly.

Below is a NON-posi rear that has had the gusset modified and re-assembled with a posi unit. You can see the remaining gusset inside the case, plus, it is obvious why the gusset must be cut back all the way to the wall because of the small clearance between the end of the posi unit and the inside wall of the case.

Assembly and setup is identical (per the shop manual) to setting up a non-posi rear. Pinion depth and backlash settings are the same. When finished, the object of setting up a rear is to achieve an ideal contact pattern on the teeth. When setting up a rear with used gears, pinion depth specs are out the window and all you really have to go by is the contact pattern. If possible, if a good contact pattern can be achieved (with used gears), I prefer to end up with a .005-.008 backlash. Sometimes (with used gears) this cant be achieved So, the pattern is **MORE IMPORTANT** than the backlash for a quiet running rear. Therefore, a backlash of .007-.012 may be what you have to live with. Prior to disassembly, if you have an excellent, quiet running

rear and you check the backlash before disassembly, you may discover that it has .012-.015 backlash. It may be possible to re-assemble the rear and reduce this backlash (AND STILL RETAIN A GOOD CONTACT PATTERN) by .003-.005 reduction to get the backlash below .010. Don't sacrifice contact pattern for backlash. Early (57-59) factory posi unit and the later (60-62) posi units are different. The angle of the V where the cross shafts fit into the case is obviously quite different between the early (left) and late units. The early and late factory posi units are a 100% bolt in fit into any rear-end case, **BUT**, the guts of an early and late posi unit itself are not interchangeable.





Eaton Posi Substitution:

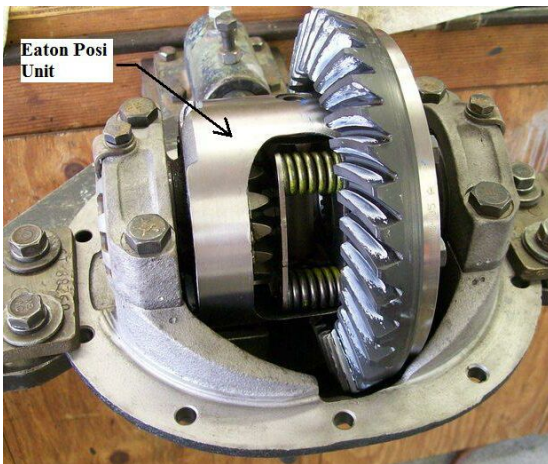
Shown below is a comparison between a factory (made for GM by DANA) posi unit and the now available posi unit from **Eaton**. Notice the factory posi unit is bolted together in two halves, whereas the Eaton unit is one piece. Either of the shown posi units can be used to convert a NON-posi rear to GM or Eaton posi simply by partial removal of the above illustrated gusset.

Now, for a couple of personal comments and observations.

The factory posi units (above) are good units, with the 60-62 version being the more desirable because it has 2 additional clutch plates, PLUS it uses a Belleville plate on each side which the early units do not.

A Belleville plate looks identical to a regular flat clutch plate except it is cupped or concave shaped to provide a preload spring on the clutch pack..

When rebuilding an early posi unit that only uses 4 plates per side, I always replace a flat plate with a Belleville plate to provide some preload to the clutch pack. These factory units are 44+ yrs old and depending on their past use, may be severely stressed or even have some cracks.



Since the Eaton units are a machined 1-piece unit, these cracks never develop. Also, the Eaton is a brand new posi unit and since it is an Eaton unit, replacement parts are readily available, whereas locating parts for the factory units is becoming more and more difficult. It would certainly be nice to locate a factory posi unit in excellent condition, but the price, age, unknown history of how it was used and poor replacement parts availability makes it questionable about installing one. Sooooooooooooo, that brings us right back to the Eaton unit. I've installed/converted several NON-posi rears with the Eaton units and so far I've been very pleased with them. One last thing I'd like to cover since we're on the subject of modifying/converting a rear for a posi unit: Even though the rears got additional strengthening with the 57-62 cases, nothing was done to improve the strength of the bearing caps.

If one of these old rears may be occasionally subjected to some harsh treatment, there are bearing cap saddles available to fit over the stock caps. These saddles are made of forged steel as opposed to cast iron like the stock caps. They do not replace the caps, they are installed on top of the stock caps with longer, new bolts. To install these cap saddles, minor grinding-fitting-grinding-fitting is required to fit the stock caps to the inside contour of the saddles. Again, this is a VERY SIMPLE thing to do for the home mechanics that likes to do their own work. I buy the bearing cap saddles from Aubrey Bruneau in Canada. www.bruneauperformance.ca/intro.html For the 53-55 style rear, there really isn't any positraction conversion available. For these cars, what must be done to retain a 100% bolt-in conversion to positraction is to locate a 56-62 Corvette axle housing, with axles, center section and brake backing plates with hardware. If a complete 56-62 rearend can be located, that would be the simplest solution. 55-58 passenger car rear brake backing plates and brakes will work (53-55 and 56-62 Vette rear brake parts are different). Depending on where you shop, an Eaton to fit the 56-62 rear will run \$475-\$550. SUMMIT are about the highest price. I've been buying Eaton posi units from Gears are Us. A 56-62 Corvette axle housing is a direct fit on the 53-55 leaf springs.

Tom Parsons, 405-745-8383 tparsons6@cox.net

**EXECUTIVE BOARD MEETING MINUTES
SOUTHERN CALIFORNIA CHAPTER, SACC
MONDAY, December 8, 2008**

Minutes Approved by Chapter
Board on Feb. 9, 2009

This Month's Meeting was held at Weiler's Delicatessen in Canoga Park. The Board Meeting was called to order by President Bruce Fuhrman at 7:00pm. The following Board Members were present: Larry Pearson, Mike Gibbons, Chip Werstein, and John Costales. Also present was Larry Wright and Phil Roche.

Officer Reports:

Copies of the Minutes from the September 30, 2008 E-Board Meeting were e-mailed to the Board Members by Secretary Larry Pearson for review by the Board. There was one correction. Chip Werstein made a Motion that the Minutes be approved as corrected. The Motion was seconded by John Costales, voted on, and carried unanimously.

John Costales, Chapter Treasurer & Membership Chairman, reported that as of tonight we are up to Family Membership # 154, with a net membership of 147. John reported that as of tonight we have \$4918.67 in the bank, plus \$145 in petty cash. We are collecting our 2009 dues money. Some of this money is National dues money collected by us, which we have to forward to National. We have to ask our Members their preferences to be placed in the National Roster and the Emergency Road Service list, to be forwarded to National.

Bruce Fuhrman reported that he took Minutes of the October 4th General Membership Meeting. We made a profit of approximately \$180. We had over 60 people in attendance. Possible locations for the 2009 General Membership Meeting are the Tam O'Shanter and the Stevens Steak House in Montebello. Bruce suggests that one of our Chapter Members write articles on our Meets for inclusion in the National Magazine *On Solid Ground*. This could cause more SACC Members to want to come to our National Convention. Bruce will contact Ken Amrick about getting exposure to promote our tech sessions, and thus attendance, at our National Convention.

The Board discussed purchasing Directors & Officers (D&O) liability insurance coverage for our Board Members. Mike Gibbons and Richard Block are researching this. Discussion is tabled until the next Board Meeting.

The Board welcomed our new President Elect. Phil Roche, who will take over as President in January.

Bruce Fuhrman brought up the subject of SACC Grille Badges. They cost us \$20 each plus shipping from National. We will re-sell for \$25 to our membership. We have sold approximately 20 up to now. Mike Gibbons made a Motion that we purchase 25 from National to sell to our Members. The Motion was seconded by John Costales, voted on, and carried unanimously. We will make them available for purchase at our Meets to avoid the hassle and expense of mailing them out.

Chip Werstein, Tech. Session Chairman, reported that the fall Tech Session at the Toyota Engineering Center facility on November 15th was the best one yet. The Spring 2009 Tech Session will be at Browning's in May. The subjects will be tires, wheels, and hubcaps.

Bruce Fuhrman reported that Jim Lundal, *The Solid Scoop* editor, needs input for the next issue, to go out in March. Jim needs technical articles and ads for parts. Bob Massett, Chapter Member #17C is the next Member Profile. It was suggested that we mail it in an envelope to protect the magazine from damage. Mike Gibbons will check on this.

Mike Gibbons, Vice president, reported that he is working on events for next year. He is working on a joint tour with the NCRS So. Cal. Chapter of the Justice Brothers facility. Larry Wright is coordinating with NCRS. Tours are available on Sundays, but can only be set up one month in advance, which makes it difficult to schedule. It was suggested that we plan for February 22nd. Mike suggested an Edelbrock Tour in April and a road tour to Rim of The World Drive in May. Universal City has a car show and Mike will check this out. We also plan to do Paradise Cove again.

Old Business:

2009 SACC National Convention in Ventura, July 17-20: The Board reviewed and approved the logo design for the new poster. We need to determine how many T-shirts to buy. The Convention Registration package will be published in the March issue of *On Solid ground*. The next Convention Planning Meeting will be at Chip Werstein's on a Sunday in about two weeks.

New Business:

None

Bruce Fuhrman proposed that the next Board Meeting be held at Weiler's Delicatessen in Canoga Park on Monday, February 9th at 6:30pm.

There being no further business before the Board, Chip Werstein made a Motion that the Meeting adjourn. The Motion was seconded by Mike Gibbons, voted on, and carried unanimously. The Meeting adjourned at 8:55 pm.

Respectfully submitted,

Larry Pearson

Secretary

Solid Axle Corvette Club

Southern California Chapter

2009 Club Officers

ELECTED OFFICES

President	Phil Roche	pdr44@aol.com	13533 Ottoman St. Arleta, 91331
Vice President	Mike Gibbons	gibbonsltd@aol.com	3133 Anasazi Way, Simi Valley, 93063
Secretary	Larry Pearson	lpears1941@att.net	1108 Palm Av., Burbank, 91506
Treasurer/Membership	John Costales	costales@west.net	7026 Sonora Ct., Ventura, 93003
Tech Session Coordinator	Chip Werstein	chipsgarage@aol.com	23317 Schoenborn St., West Hills, 91304

VOLUNTEER OFFICES

Newsletter Editor	Jim Lundal	jlundal@socal.rr.com
Webmaster	Jim Lundal	jlundal@socal.rr.com

Events Coordinator

Chapter Liaison to SACC

TECH ADVISORS

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

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