

The Solid Scoop

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



September 2011

Vol. 7 Number 3

“Look Us Over at” www.socalsacc.com

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

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

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

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

SCOOP COVER CAR: So Cal SACC Member Barry Charles, #98, Panama Yellow 1958 Vette. Barry recently coordinated the Mullin Museum Tour in Oxnard featuring exquisite Art Deco Period Designed Automobiles. The visit is featured in this months SCOOP. The aircraft behind Barry's Vette is a WWII Navy trainer, Model SNJ-5.

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

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

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OPEN

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1953 – 1955	Bruce Fuhrman	805-482-4396	bruce4info@aol.com
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Body & Paint	Dan Dempsey	818-846-2948	glassman@glassmandan.com
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net



The SoCal SACC Chapter Welcomes our Newest Members!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C-1 Year</u>
201	Richard McClure	Manhattan Beach	62
202	Ron Najjar & Ronnie Amici	Oak Park	57
203	Rafael Padillia	Los Angeles	59
204	Alex & Alyse Borla	Oxnard	54

Calendar of Coming So Cal SACC Events:

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

The Listed Calendar of Events were developed by the SoCalSACC Board with the intent of providing the membership opportunity to fill out their calendar for the 2011/2012 year. Dates and Event Coordinators have been assigned. Event Progress Bulletins are issued between SCOOP Newsletters (J. Lundal) on Event progress or changes. The Bulletins will be emailed.

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

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

2011 SoCal SACC Chapter Planned Events

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Coordinator</u>
September	Open		Volunteers?
November 12	* Fall Tech Session	Toyota Museum	Werstein
December	Open (Possible Holiday Party)	TBD	Volunteers ?
<hr/>			
2012 Events			
Jan 15 – 17	2012 National Convention	Fountain Hills, AZ	AZ SACC Chapter
February	*SoCalSACC General Meeting	TBD	TBD
April 29	*Kernville Weekend Tour	Bakersfield/Kernville	Hershkovitz

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**Wanted: "News" on
Caravans traveling
to AZ in 2012 for the
purpose of
attending the SACC
National
Convention.**

Send to jlundal@verizon.net
and we will publicize your
caravan.

BACK COVER CAR: This Beautiful 1959 C1 belongs to So Cal SACC member Fred Collins, #103. Fred resides in Newhall, CA and participated in the Oxnard Tour to the Mullin Museum and Camarillo Airport.



SO. CAL. SACC

FALL TECH SESSION

Saturday, November 12, 2011

"NEW" Toyota Museum Center, Torrance, Calif.

Tire Kicking begins around 9:30 AM,

Enjoy the NEW spacious fully equipped Toyota Museum.

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 November 6.

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

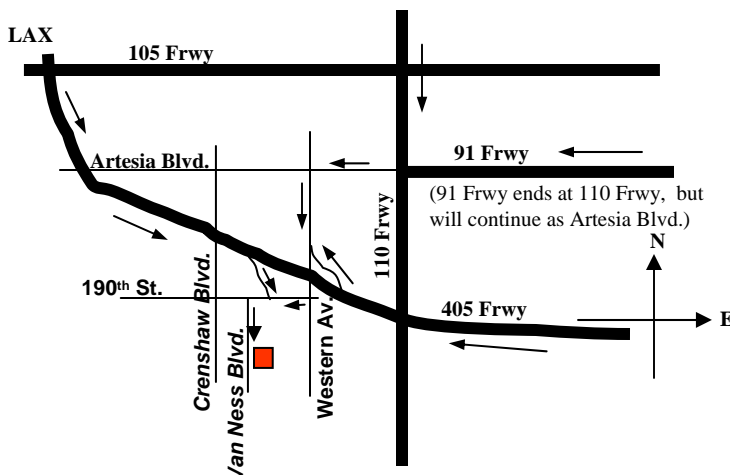
C1 Tech Session Topics:

Topics have not been fully chosen and call Chip if you have suggestions. Updated flyers will be sent as soon as more information is known.

Come out and Join the Fun!

Bring your C1!

Invite Prospective Members!



Only: \$20 per person!

A "Pay in Advance" Event!

From Downtown LA/Pasadena (south on 110)

• Exit on Artesia Blvd West, make a left on Western Av.. Go to 190th St. and make a right (west) and Turn left at second light (Van Ness). Go south to Museum on left side of street.

From Riverside/North Orange County (west on 91)

• 91 Frwy becomes Artesia Blvd., continue on Artesia Blvd to Western Av. and turn left (south). At 190th St. turn right (west). Turn left at second light (Van Ness). Go south to Museum on left side of street.

From Huntington Beach/San Diego (north 405)

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

From Ventura/SF Valley (south 405)

• Exit at Western Av. off ramp. At stop light turn right on 190th St.. Turn left at second light (Van Ness). Go south to Museum on left side of street.



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

The Arizona Chapter SACC invites you to sunny Arizona for the 2012 Solid Axle Corvette Club National Convention in Fountain Hills. The highlight of being in the Phoenix area this time of year, aside from the 66 degree average temperature, will be the 41st Annual Barrett-Jackson Collector Car Auction in Scottsdale, AZ. We have planned our event to coincide with the start of the auction, allowing you to maximize your convention & vacation travel dollars. Come early and stay late to take in all that Arizona, the greater Phoenix Area, and the auction have to offer.



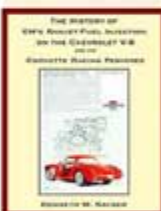
The Holiday Inn & Resort in Fountain Hills will be our host hotel. It is an intimate hotel located in the heart of Fountain Hills, and just across from the famous Fountain Hills fountain. The fountain was built in 1970 by Robert P. McCulloch (who also constructed the London Bridge in Lake Havasu City), and for a decade was the world's tallest fountain (it is now 4th tallest). Fountain Hills borders the Fort McDowell Yavapai Nation, Salt River Pima-Maricopa Indian Community and Scottsdale, AZ.

There is much to do in and around Fountain Hills. There are several golf courses, and the Fort McDowell Casino is right around the corner for when you are "feeling lucky." Downtown Scottsdale is home to lots of shopping and fine dining, and of course the Barrett-Jackson Auction. If you want to extend your stay but are not interested in the auction, then across Arizona, and within a day driving distance, there is Flagstaff (skiing), the Grand Canyon (yup—big hole in the ground), Sedona (shopping, sight seeing), Benson (Kartchner



Caverns), and of course downtown Phoenix (golfing, shows, sporting events).

Now for the 2012 Convention. Arrival day is Sunday, January 15th. For those who arrive early, you are welcome to join us at CRUIZ'n @ PHIL's, a local car show just down the road from the hotel at Phil's Filling Station Grill (starts at 12pm). At 6pm that evening we will have our opening reception at the host hotel, where you can sit back, relax, and meet new friends and catch up with old friends.



On Monday morning we'll start off with a tech session featuring Ken Kayser and will include a box lunch. For the ladies (and men) there will be organized activities to go shopping in Scottsdale or take a cruise on Saguaro Lake (lunch on your own for both activities). Monday night there will be a unique and memorable Vettes & Planes dinner event taking place at the Commemorative Air Force Museum (www.azcaf.com). Aviation from a bygone era is brought to life before your eyes.

The collection of World War II, Korea and Vietnam aircraft, friend and foe alike, ranges from the early trainer, to fast medium bombers to heavy bombers. And you won't want to miss being up close to the beautiful B-17G Flying Fortress—Sentimental Journey (pictured at right).



Tuesday morning we start off early for a road tour/lunch out to Tortilla Flats: an authentic remnant of an old west town. Along the way you will enjoy some great desert landscapes and a stop at the Superstition Mountain Museum where you can learn about and see artifacts, history and folklore of the Superstition Mountains and surrounding area. We end our activities on Tuesday evening with a Reception and Banquet at the beautiful Sunridge Golf resort.

The host hotel rate will be \$159 (plus tax), and will include breakfast each morning. This is a great rate for hotels around the area during the time of the year. Please see the Registration Form for details on how to contact the hotel. For general questions regarding the SACC 2012 National Convention, please contact John Randolph at lcruise94@aol.com, or Garry Mion at gmofaz@cox.net



Mark your calendar, send in your registration, and see you in Arizona on January 15, 2012

A Registration form for the 2012 National Convention is included on our Chapter Web Site along with the above flyer. It is not included in this SCOOP edition due to space/cost issues. (www.socalsacc.com)

Chapter Dues and our National SACC....John Costales..So Cal Membership

Soon appearing in the National SACC magazine "On Solid Ground" will be a "call for 2012 dues." This form is meant for the collection of dues from members that don't belong to a regional Chapter, that collects both Chapter (SoCal SACC) and Nat'l. dues. Our SoCal Chapter collects both dues so:

Please, ignore the dues notice that will appear in "On Solid Ground"!!!

We (SoCal SACC) are a chapter of the Nat'l SACC (Noland Adams 1st President). For insurance coverage reasons SoCal collects both Nat'l (\$35) and Chapter (\$20) dues for a total of \$55/year. We transfer your \$35 to Nat'l.

Please make payment on one check payable to SoCal SACC when dues are due.

Nat'l offers a 3 year dues option for \$100. If you choose this option make sure that you send it to Chapter SoCal and we will forward it, keep track of it and send you a yearly dues note for \$20 in the 2 remaining years.

Do not send your \$100 (or any dues) to Nat'l ... ever!!!

About 10 percent + of our members think the published Nat'l notice applies to them and they send \$35 dues directly to Nat'l. This produces a lot of "back and fourth" questions and correspondence between SoCal and Nat'l that we would like to eliminate. Also people that send dues directly to Nat'l wonder why SoCal is still sending chapter dues notices because they think they have paid both dues?

A note: Nat'l doesn't want members to pay more than 3 years ahead. We at SoCal don't advocate paying future years dues but if this is "your thing", send in your bread for extra years (in \$20 increments). You can always send SoCal \$160 and forget about all dues for 3 years?

In Conclusion:

- 1) Send no dues money to Nat'l SACC ever!!! When the dues time is near use the form in our own magazine "The Solid Scoop", our Web Site (www.socalsacc.com) or the one you receive via email or the one appearing in your mail box.
- 2) Send Nat'l and SoCal Chapter dues directly to SoCal SACC!
- 3) If you have any questions on Dues payment, the above drivetrip or other membership questions please contact:
- 4) John Costales SoCal SACC Membership 805-642-3662 costales@west.net

The above article is written by John Costales, So Cal SACC Membership Chairman. Each year (January) our dues are due and following the above rules will make life simpler and each organization will receive your membership dues.

SoCal Solid Axles Bakersfield/Kernville Run-TENTATIVE ITINERARY

Coordinators: Eric & Fran Hershkowitz

April 27 – 29, 2012

Friday April 27

Hotel check-in...a recommendation will be made for you.

Dinner options depending upon interested response. Reservations will be made for you.

1) Buck Owens' Crystal Palace (\$\$). The late local legend's famous dinner house and country- western museum. Steaks, burgers, Pizzas, and other "large" food. Usually a house band.

2) Uricchio's Trattoria (\$\$). In my opinion, the best Italian food in town...or in any town. A local favorite. (www.uricchios-trattoria.com)

3) Basque (\$). Several restaurants serve this popular, family style dinner.

Saturday, April 28

Breakfast on your own.

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

1:00 PM - Snacks provided and Hotel check-in at:

KERNVILLE INN (www.kernvilleinn.com)

11042 Kernville Road

Kernville, CA 93238

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

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

Group rate is \$107.00 + tax

2:00 PM - Depart, following the Kern River upstream to the Giant Sequoias (Trail of 100 Giants). This activity will depend upon weather conditions, as the road may still be snowbound at this date.

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

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

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

Sunday, April 29

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

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

2:00 PM - You're released.

A Shrine To The Mann!

Practically every Sunday a group of us, some who are Club members, get together for coffee, tire kicking, lie swapping and a cruise for those who want. We have been doing this for several years now and have made the Coffee bean in Westlake Village the main meeting spot although we would relocate if more guys wanted to join in. We have set 8:00AM as the time but most make it by 8:30AM.



This particular Sunday, we did something special. We met as usual but then caravanned through Westlake to Dale Schaum's house in Agoura to tour his garage which we all call the Harry Mann Shrine. We had 14 show up : Ken Adrianse #129 , Nyma Aralan #89 , Me #174 , Barry Charles #98, Mike Gibbons #72 , Don Hooper #186, Jerry Norton #156, Dale #22C, Evan Williams #108, Chip and Jenni Werstein, John Pratt, Joel Berk, Boyan Brkic and John Coiffel.

A Little Background About Harry Mann and Dale Schaum!
Dale is So Cal Member #22 and is pictured with his '60 at the right.

Dale's brother in law was a Bradshaw whose family owned Bradshaw Chevrolet. They sold it to Harry Mann in 1936. Dale had developed a relationship with the Mann's especially Peter. Peter signed Dale's sales receipt when he bought his 60. He also became friends with Frank Milne who went to work at Harry Mann right after WW2 and eventually purchased the dealership in 1973 till he sold in 1987.



Dale became friends with Jim Venedoff who went to work for the dealership in the early 50's and became the fuel injection specialist.

Over the years Dale collected many Harry Mann items. When the dealership closed Dale was invited in to "take" what he wanted. He has so much stuff it's not possible for me to articulate. For those of us who have been there something new always pops up – for me it was a can of Harry Mann Car Wax. Or the picture of Zora signing Dale's order sheet for his 60.

Dale worked his butt off to get his garage ready (it was perfect before but that's Dale) and all of the guys really enjoyed it.

Lastly, I usually send an e-mail to the "guys" (currently 21) each week. If any of our members want to join us on Sunday's give out my e-mail gdauidian@socal.rr.com and I will put them on the e-mail list.



Eric's Tech Page.....

So Cal SACC member Eric Hershkowitz is well known for his "detail" restoration techniques he uses incorporating tools from his dental practice. Eric has a recent article featured in "On Solid Ground" with his restoration of Bowden Cables. The cable article is also featured in our Chapter Web Site, www.socalsacc.com. This month's SCOOP features another restoration of the painted letters we all have on our C1's. These letters usually label operational dash controls and down to the center button on our steering wheels and hubcaps.



Photo 1:
Here's a relatively easy way to paint the small recessed lettering in parts like your hubcap spinners...



Photo 2:
...or your horn button. There is no paintbrush small enough to fit into these recesses without making a mess



Photo 3:
You need a 3cc syringe with a micro tip (.025") which you can obtain at a hobby shop or from any of the many SACC members who are dentists.



Photo 4:
Only a small amount of canned enamel is needed in the syringe by siphoning, pouring, or transferring from another (such as a 412) syringe. Model enamel has a good working consistency as well.



Photo 5:
If needed, polish the metal first, then clean out the recessed areas of polish, wax and old paint with a toothbrush (what else!) or metal pick (what else!).



Photo 6:
If possible work horizontally, filling the recesses completely with paint. Just resting your finger on the syringe plunger is enough to dispense the paint, no need to squeeze.



Photo 7:
Working on a vertical surface is a little more difficult, with paint dispensed more judiciously. Try to fill the recesses, as the paint will shrink when it dries. This gives good coverage and gloss.



Photo 8:
Don't worry if some paint gets outside the lines because after it is dry...



Photo 9:
...it's easy to clean off the excess with a metal pick (what else!), popsicle stick or plastic scraper.



Photo 10:
Voila'...easy.



Mullin Museum and Vintage Airplanes

37 C1's and over 49 individuals showed up for the Mullin Museum Visit and the visit to the Commemorative Air Museum at Camarillo Airport. The Mullin Museum property was the previous site of the Otis-Chandler Collection. The facility was given an entire facelift to a Art Deco period style. This Museum houses a very "one of a kind" collection of very "one of a kind" type designed Automobiles; Bugatti's, Delahaye's, and many other brand name's are featured.

So Cal's member Barry Charles coordinated this visit and being Barry's first time to the Museum he was very pleased with the turnout and the quality of the automobile collection.

This Museum is TOTALLY outstanding and anyone with car interest and/or Art Deco Period should not miss it. Everything in the museum is 1st Class!



Undoubtedly the star of the display is seen at left, a 1930 Bugatti Type 46 Cabriolet. This car was worth in the region of \$35M and was just awesome to stand and look at from all angles.

The center turnstile is at right, 1936 Bugatti Type 575C Atlantic Coupe. Currently on loan to the Mullin this car was purchased by an anonymous donor.



Left: 1937 Delahaye Type 135M Roadster



1938 Voisin C30 Cabriolet



Bruce Fuhrman coordinated the second portion of our Tour when we drove the short distance over to Camarillo Airport from the Mullin Museum. Housed at the Airport is the Commemorative Air Force WWII Aviation Museum.



The long procession of C1's was quite a sight as we all lined up along the road leading into the Museum property. The cars were parked among the planes outside the hanger in preparation for a Photo Shoot. After completing the parking everyone walked the few hundred yards to the Way Point Café for lunch.



B-25 Under restoration



British Spitfire Fighter



Way Point Café

16 C1's participated in the our Photo Shoot as we parked among a Grumman F-6F Wildcat, a Curtiss-Wright C-46 with Nose Art "China Doll" and a Navy fighter seen on the Front Cover. "China Doll" was an aircraft used to supply the Fighting Tigers in China during WWII and is still a flying aircraft today. An adjacent hanger housed several more aircraft under restoration. There was a B-25 and British Spitfire fighter residing with several mechanics busy at work.



Bruce Fuhrman "dreams" of life as a Belly Turret Gunner. Folding oneself into the turret is one problem but he would probably remain a pretzel after that.

A tour was provided of the hanger containing items of WWII memorabilia.



You Asked, Now You will Know!...Alan Emslie w/pictures by Jim Lundal

Participating in their first So Cal SACC Tour, Alan & Carol Emslie drove their "Last 61" to the Oxnard Mullin Museum and the subsequent Camarillo Airport visit. The Emslie's reside in Goleta, CA and being member #93 have belonged to our Chapter for a few years. **FEATURED** on the Emslie's '61 trunk is a Art-work featuring the American Flag, Statue of Liberty surrounded by buildings and a B-17 WWII Bomber.

Myself (Jim Lundal, SCOOP Editor) being a WWII aircraft fan and recently flying on a B-17, inquired about the Art-Work. Below is Alan's response that there is "real meaning" behind this mural.



The story behind the art is as follows:

The mural is a tribute to my Father who was a tail gunner in a B-17 in WWII. The B-17 on the mural was "re-created" from the crew photo (seen below) which is shown along with the attached sign I had made for the car. The number/name of the B-17 which is "P4 Miriam N" is on the B-17 on the mural.

My Father grew up in Jersey City, NJ which is just across the Hudson River from New York City so he saw the Statue of Liberty almost every day. So on the mural the Statue of Liberty is standing above and wrapped around the skyline of New York City just like my Father probably saw the "scene". The airbrush artist that did the mural is from Arroyo Grande which is just north of Santa Maria.

The story behind the "Last 61" is as follows:

The first car I bought when I was 19 years old was a 1961 Corvette. The year I bought it was 1971 so it was 10 years old. I bought the car for \$900. The body was in good shape but the engine and interior were thrashed. My Father and I pulled the engine out of the car and re-built it in the garage. My Father taught me a lot while rebuilding the engine. I kept the car for about 5 years and refurbished the interior using carpet and other stuff I bought from the JC Whitney catalog. At the time I didn't even know that there were Corvette parts dealers in existence. Just like a lot of other guys' stories I sold the car about 5 years later. When I hit the mid-life crisis and my Father passed away I decided to get a 61 to "replace" the one with so many memories of working on it with my Father. So the "Last 61" means it is the last 61 for me (or so my wife says!!!).

Alan



IN MEMORY OF DAD
TAILGUNNER B17 WWII
HUMBLE PATRIOT
FIRST 61 VETTE MENTOR
R.I.P.



Alan's Father

Paradise Cove in Malibu...A NEW Record!!!

Paradise Cove is a small/remote inlet on the Pacific Ocean near the town of Malibu, CA. Located at this location is a small restaurant known as the Beach Café and this has been the "shootings" for movies and TV shows. One of the best known is probably "Rockford Files" with James Garner which had many successful seasons.

Surrounding the area is a mobile home park with very exclusive views and remoteness. So Cal SACC member John Costales has had an annual event at this location where the Chapter meets at 9:30AM on a Saturday morning in August, has corralled parking, Brunch at the Café and we are out of there by 1PM. 2011 saw the arrival of several caravans from around So Cal and our total reached 37 C1's (and a bunch of floppy axle's) with 68 people. This is a new RECORD for this event.



One of several formed caravans traveling to Paradise Cove.



The Paradise Cove event went off like Clockwork. Everyone arriving at the designated time of 9:30AM and parking in the Corvette Corral. At 10:30 it was a trek into the Beach Café for lunch and by 1PM most everyone was on the way out of the parking lot. This is about the time the regular crowd appears and the Café needs more parking space.

Coordinator So Cal member John Costales did a fine job never knowing how many cars and people will show for such an event.





Seeing Double? To the top left are 2 '58's and below are 2 '54's and above are look-alikes Dale Schaum and Jack Alsobrook



New member Alex Borla's retro '54 without the "Blue Flame"! Very nice, still has C-1 frame and fiberglass body from a '54, but that's about all. 600 HP!

SoCalSACC Member Profile

Len & Sandy Marino, #38C

Growing up and working as a union meat cutter on the east coast, in Connecticut, during the 50's and early 60's, when as we all remember, Chevrolet's were one of the fastest production cars built. Starting in 1955, with the introduction of the 265 C.I. V-8 to the late 60's and early 70's, when their cars came equipped with engines ranging from 283 to 454 C.I.

I have always taken pride in owning a Chevrolet performance vehicle. My first new Chevrolet, a 1960 Impala 348 C.I. 4-speed that led me into a long list of Chevrolet purchases through the years. The last new purchase was a 1965 Corvette 327 C.I. 365 HP 4-speed convertible, which I still own today.



In December of 1967, I ventured to California on a two week vacation. I was visiting with a friend who was residing in Glendora, California. It was winter in Connecticut, so when I arrived in California, and saw snow on the mountains as I was



standing in the foothills, with the sun brightly shining, I knew I was coming back to California to live. When I arrived back home in Conn. I informed my parents that I was moving to California and taking my '65 Vette with me. I then contacted my nearest meat cutters local union and received a transfer card from my local in Connecticut to the California local. I did this so that when I arrived in California I could immediately go to work. At the time I had no money saved and the banks I applied to for a personal loan, refused my applications because they found out that I was leaving the state. I then as a last resort called GMAC financial in New Haven, Conn. And because my '65 Vette was paid in full they agreed to loan me \$2000 on the car. They also said that I could make my payment in Pasadena, CA. Boy was that "great news".

Soon after I borrowed a friend's car hauler to pull the Vette to California because at the time I also owned a '49 Olds V-8 that I drove during the winter months when I would put the Vette away. The roads in the winter were constantly sanded and salted so I always had a second car that I drove until the spring when the roads were clear again.

Member Profile.....continued

In March of '67, I loaded the Vette on a trailer and pulling it with a '49 Olds Rocket V-8 headed west. After about seven days on the road I finally arrived in Glendora, CA. I then shipped my friend's trailer by truck back to Connecticut. I then went to work immediately as a meat cutter and life was good. I rented my own apartment in Glendora and after a few months of getting to know my way around, met my wife of 42 years, Sandy. We dated in the Corvette and had a great time getting to know each other. Sandy's dad was a mechanic so he and I got along great. We then decided to race the Vette at Irwindale Raceway, which at the time was right down the road from my residence. Sandy would drive on Tuesdays, "Powder Puff" and I would drive on Saturdays. What could be better! I still had the '49 Olds 88, the '65 Vette and Sandy's '57 Ford that she and her father built together. Boy, were we living!

In August of '69 Sandy and I were married and rented a home from a friend in West Covina. I also had a career change from meat cutter to car sales. My first job was with Chrysler-Plymouth, and boy were things great. Roadrunners, Hemi-Cudas, 440 six packs, Dodge Chargers, challengers and 340 Dusters. Man was I in heaven and didn't know it. Every Hemi-Cuda that came into inventory and went through dealer prep, you know who was driving it before the owner took delivery of the car..... That's right, me. Boy these cars were fast.

After living in West Covina for two years, we bought our first home in Monrovia, CA.. Upon moving, Sandy and I discussed selling the '65 Vette and using the money for home improvements. I wanted to sell seeing as how we had an offer of \$3500 for the car. Sandy said she would go to work if necessary, and that we should keep the car and maybe one day we would enjoy it once again later in life. Even though I was against the idea at first, I finally agreed and we garaged the car at the new house.

Years later, we got involved in Vettes again, now I was glad we had kept the '65 Vette. Talk about listening to your wife, boy do they have insight or what!

In 1981 Sandy and I bought a 1962 340HP ?Corvette from its original owner in Red Bluff, CA. we thought we would like to have a Route 66 car with a trunk. In 1984 we ventured to Copper Mt. Colorado to have the car judged and certified.

In 1984 we saw another change in our lives, from Chrysler products to GM products and Chevrolets. This change in products for me was like coming home, for I had always owned Chevys from my first new car to my last new car.

I soon found my way into the parts department and its computer. For now if you were a GM employee you could purchase parts for cost plus 10%. I researched and bought all the parts that were still available for Vettes from '53 to '72. Some months the parts bill were more than my commission checks. Sandy thought I was crazy. She has since seen the light. \$\$\$\$\$\$\$\$\$\$ I STAYED WITH Chevrolet for the remainder of my career, which was the year 2005 when I retired from retail sales.

Through the years we have bought and sold numerous amounts of Corvettes and other classic cars. We still have our auto wholesale business, L & S Used Cars, which we work at on a part time basis. We have been members of NCRS since the early 80's and also members of another great club, SACC. We are also privileged to be the keepers of a 1960, 1962 and 1966 (no pictures) Corvette Coupe.



We love attending different car shows in our area and talking with people who are interested in the solid axle and mid-year Vette's. Cars have always been a passion with me and sometimes I wonder if I will ever grow up. I hope not! Happy Motoring!

Len



Len also has a side/part time business of selling radios for C1's which look like the real thing. Len's advertisement can be found in the Commercial Clasified section of each SCOOP. He offers assistance if you want to install your own radio and will support all your radio problems and questions. Contact Len at a (626) 358-1466. Each radio is designed and supports the changes visibly for the years of C1's.

Slippery Oil....The Final Word!?

During the So Cal SACC 2011 Spring Tech Session, two topic's addressed the issue of "Bad Gas" & "Bad Oil" for early flat tappet (or sliding surface) valve trains. The June 2011 SCOOP published this Tech Session and can be found in the Chapter Web Site (under past Newsletters). During the time since the June 2011 SCOOP, So Cal SACC member Joe Ryan submitted a more in-depth article on the oil issue published in *The Corvette Restorer* and written by Duke Williams. Permission was received from the author and publisher to reprint the article in the Sept. 2011 SCOOP to supply our members a more complete discussion on this important topic.

Engine Oil for Vintage Corvettes

by Duke Williams

[Editor's (Duke Williams) note: This article was originally published in *The Corvette Restorer*, Vol. 35 No. 1, Summer 2008, published by The National Corvette Restorers' Society. This updated version is reprinted here with permission from the author and publisher. The advice is applicable to all vintage engines with sliding surface valve trains.]

There is probably more chatter about engine oil than any other automotive subject. Entire Web sites are dedicated to the subject, but a good 90-plus percent of what you read and hear is based on myth, misinformation, and marketing hype.

For well over half a century the automotive and petroleum industries have promulgated engine oil standards through the American Petroleum Institute (API). The result: Engine oil is a generic product, but different generic engine oil products are offered depending on the type of service. The current API service category system dates back to 1969, and there are two basic categories. Current, past, and obsolete service categories that begin with "S" are intended primarily for spark ignition (gasoline) engines and "C" categories are intended primarily for compression ignition (diesel) engines. The second letter indicates the revision, and the service categories have evolved to the current SN (which replaced SM in late 2010) and CJ-4 ("4" refers to four-stroke cycle) based on the requirements of currently produced engines, and I emphasize currently. **SM and SN are not the best engine oils for vintage gasoline engines for reasons that I will explain.**

SCOOP Editor Note: During the discussion on oils in June 2011 SCOOP I located oils with the label to the right which is acceptable since they were missing "Conserve Energy" words on the bottom. Apparently Mr. Williams has found something better to use in our engines. Read On!



As a general rule both C and S-category performance requirements have significantly increased over the years, but recent changes have reduced the concentration of anti-wear additive due to evidence that its combustion byproducts reduce catalyst life; and EPA requirements for tighter emission controls and longer emission control system warranties are one reason for the reduction. A second reason is that modern engine design details have reduced the need for the anti-wear additive.

Additives, which are critical to proper engine performance and longevity include detergents, dispersants, and corrosion, foaming, and wear inhibitors. The most effective anti-wear additive going back over 50 years is zinc dialkyldithiophosphate, commonly known as ZDDP. This additive is critical to preventing sliding surface wear, and, in particular, vintage engines have many sliding surfaces in the valve train such as flat-faced valve lifters and plain bearing rocker arms/shafts or stamped rocker arms/balls as used on vintage Chevrolet V-8 engines. Most modern valve trains, both pushrod and overhead cam types, have roller lifters and roller trunnion rocker arms, which means they don't need as much ZDDP as vintage engines!

From the 1950s to 2004 when the SL specification was adopted, many engine oils were dual rated, carrying both the then current gasoline and diesel engine service categories. The primary service category was listed first and was often a marketing decision since the major marketers have spent years building various brand names specifically targeted at either diesel or gasoline engine owners. The typical level of ZDDP in these oils based on the mass fraction of phosphorous (symbol "P" on the Periodic Chart of Elements) evolved to about 0.12%, which can also be expressed as 1200 ppm (parts per million, 0.10% equals 1000 ppm). Over the years this level has proved to be ideal for sliding surface protection. Significantly less can allow more rapid sliding surface wear, but more than 0.14% over the long run can have negative effects such as certain corrosion mechanisms. More is not necessarily better, and there is absolutely no need to use any supplemental ZDDP-rich additives with CJ-4 other than GM EOS being optional for initial engine break-in.

Field oil analyses usually reveal the Zn (zinc) concentration, and sometimes marketers specify it. As a general rule, the Zn concentration will be 100-200 ppm higher than the P concentration.

To promote long catalyst life, SM and SN oils with winter viscosity ratings of 10W or less are limited to 0.08% P. (The SL limit was 0.10%.) This is sufficient for modern “roller everything” gasoline engines, but may not be sufficient to prevent accelerated wear on vintage engine sliding valve train components. SM and SN oils with winter viscosity ratings above 10W have no P limitation, but this does not mean that 20W-50 SM or SN oils have more because only as little as 0.06% P is required to pass the SM or SN specifications and test suites. As a result, most current S-category oils cannot pass some of the C-category tests.

The current CJ-4 specification also limits P due to the addition of catalysts to 2007 and later over-the-road heavy-duty diesel engines, but the limitation is 0.12% - 50 percent greater than SM and SN - and 0.12% is about the same as earlier S and C-category oils before any P limits were adopted. Typical CJ-4s analyze at 0.11-0.12% P, and this level of ZDDP is necessary to pass the tougher CJ-4 anti-wear test suite. As a general rule, past and present, C-category test suites are a higher hurdle than S-category test suites.

Thus, CJ-4 is the best commonly available oil for vintage engines because you are essentially guaranteed a near ideal amount of ZDDP for maximum protection of vintage engine sliding surface components. If you happen across a (first listed service category) CI-4, it is perfectly acceptable. CI-4 has no P limitation, but the typical concentration is at or slightly above the 0.12% CJ-4 limit – not enough to be of material difference, so there is absolutely no need to seek out CI-4 in lieu of CJ-4.

There are a number of “boutique” oil companies that market engine oil to the racing and vintage car communities claiming their oils are “better” than off-the-shelf oils, and these products are often several times the price of off-the-shelf oils. Some of these oils are not API certified (which is a multi-million dollar process for all the required laboratory and field tests), so you have to be genuinely knowledgeable about engine oil formulation and reliably know the analysis of these oils to rationally determine whether they are even the equals of API certified oils. Otherwise, a slick sales pitch can scare you into believing that your precious vintage engine will disintegrate into a pile of dust if you don’t use their oil.

What brand?

The next question is invariably: What brand? I refuse to name brands because it doesn’t make any difference! There is no “best brand!” As long as the label (usually the label on the back side of the package) has the API Service Symbol (sometimes called the “donut”) with “CJ-4”(or CI-4) as the first listed service category, the product, within reasonable tolerance, is essentially the same as any other API CJ-4 or CI-4.

There are scores of C-category oils on the market, but you will typically run across three national brands marketed by major oil companies like Chevron-Texaco, Exxon-Mobil, and Royal Dutch Shell and often “house brands”. The general motoring public is totally ignorant of the API service category system and even most “car guys” of my acquaintance seem to know little or nothing about the subject, so start your education by reading some labels. The tip-off on the front label may be words like “diesel” “Delo”, “Delvac”, “Rotella”, “universal motor oil”, “fleet oil”, and “15W-40”; and don’t be afraid to buy a house brand C-category oil from a reputable retailer like Walmart or the major auto parts chains. The contents are certified C-category oil packaged by an API licensed company under contract to the retailer with their house label. Retailers usually shelve C-category oils together, but they may be in a different section than S-category oils. I never fail to see a selection of C-category oils at any auto parts or big box store I visit.

Viscosity Range?

The commonly available 15W-40 viscosity range is suitable for cold starts down to about 10-15 degrees F (or around -10 C) and will likely meet the needs of 99-plus percent of vintage car owners. If cold starts below this range will be common, use the 5W-40 “synthetic” version, which is blended with more higher viscosity index Group II and Group III hydro-processed base stocks; 10W-30 is also available in some brands, but may not be commonly stocked at automotive retailers, particularly in warmer climates. Most national brand Web sites have product data sheets on all their engine oils that include available viscosity grades and chemical analysis. Google is your friend.

Once CJ-4 certification is achieved, certain secondary categories may be listed, however, the marketer may choose not to do so. You may find other C-categories and a S-category listed after the primary C-category because if the primary service category - the first listed service category - is "C", the S-category phosphorous limitation does not apply, so CJ-4/SM is common; however, the use of more than one S-category is prohibited regardless of the primary category. "CI-4 Plus" indicates a formulation with enhanced soot handling capabilities for diesel engines. Since soot is not an issue in spark ignition engines you can be indifferent to CI-4 Plus. See the accompanying examples of acceptable (primary) CJ-4 service category symbols.

These subtle and somewhat confusing details can be gleaned from the API 1509 document that is referenced below. If secondary categories confuse you, ignore them and only pay attention to the first listed service category, which is the primary service category, and you want it to be CJ-4 or CI-4.

It is relatively easy to become your own oil expert and make your own sound engine oil choices rather than trying to sort through all the myths and misinformation or listening to salesmen or "experts" who may have absolutely no technical/professional background in the automotive or petroleum industries. The first thing you should do is take the "Fundamentals of Lubrication" and "CJ-4" courses at www.lubricantsuniversity.com

References for further reading/study (supplied by Duke Williams):

1) API Engine Oil Guide:

http://www.api.org/certifications/engineoil/pubs/upload/EngineOilGuide_March2010.pdf Another good information source on engine oil and other automotive lubricants is: <http://lubricants.s5.com>

2) "synthetic" is meaningless as it relates to motor oil, download and read the 129 page pdf document – API 1509 Engine Oil Licensing and Certification System along with Appendices E and F that you will find at: <http://www.api.org/certifications/engineoil/pubs/index.cfm>

3) This entire write up will be posted on the Chapter Web Site (www.socalsacc.com) soon!



Typical primary category CJ-4 API service category symbols with various acceptable secondary categories.

(Symbols courtesy of The American Petroleum Institute)

Author Background: Duke Williams is a retired automotive and aerospace engineer and holds a Master's Degree in Mechanical Engineering from the University of Wisconsin Engine Research Center. He is the original owner of a 340 horsepower 1963 Corvette Coupe and a 1976 Cosworth Vega and has been involved with restoration and racing since he was a teenager. He resides in Redondo Beach, California and is a member of the National Corvette Restorers' Society, Southern California Chapter and the Cosworth Vega Owners' Association.

Editor...After visiting my local Wal Mart I found they carry the same oils stocked at my local auto parts store. Also the prices were cheaper.

After reading this article it now appears that I have to turn around and install the oils recommended. After the last Tech Session I installed category S oils which are "better" than what I was using but now I can change again....or maybe I will wait for the next SCOOP and a new oil article.

I want to thank Joe Ryan for putting us onto this article and more information does tend to make us more enlightened.

Joe also sent his personal endorsement: I buy the Shell Rotella 15W-40 from Wal Mart. It has the CI-4 and CJ-4. Duke is saying that these are best for use in the old solid-lifter cam engines, as was all of the C1 cars.

Joe continue's: As a side note, I called and spoke to an engineer at Shell and he concurred with Duke that any of the CI-4 and CJ-4 oils will do. The Zinc/phosphorous content should be 1,200 ppm, which the Rotella is. He also added to be careful with claims made by several additive suppliers. Too much zinc/phosphorous can be a bad thing.

Further Information on "Today's Bad Gas".....Doug Prince

Reference: Chapter member Doug Prince's talk on Today's Gas is presented in the June 2011 SCOOP. Doug recently purchased a gasoline powered lawn mower and upon reading the Instruction manual copied the following WARNING very reminiscent of the information Doug presented. This is why we add Automatic Transmission Fluid at each "fill-up". "The following is the Lawn Mower Warning"

Alcohol blended fuels called gasohol or using ethanol or methanol can attract moisture which leads to separation and formation of acids during storage. Acidic gas can damage the fuel system of an engine while in storage. To avoid engine problems, the fuel system should be emptied before storage of 30 days or longer. Empty the gas tank, start the engine and let it run until the fuel lines and carburetor are empty. Use fresh fuel next season. See Storage Instructions for additional information. Never use engine or carburetor cleaner products in the fuel tank or permanent damage may occur.

C-1 Member Classified Ads

FOR SALE: New pair of emergency brake cables for 56-62. \$40. Hurst shifter for Borg-Warner 4 spd.trans. Fits 56-62 and has correct appearing lever for 56-58 (no "T" handle reverse lock out). \$75. For Details. Mike McCloskey, clutchmccloskey@yahoo.com or 660-257-4330

FOR SALE: Top Distributor Ignition Shielding, '58-'60 Carb Engine, Very Good \$75 Steve Clifford, 714-803-9250

WANTED: Dual Quad setup, for a 1961, complete or partial.

For sale: 59 rear axle assembly, complete drum to drum, stamped AH 4 29, (3.70 open) \$450. 57-62 gas tank, clean inside \$45. 56-62 headers, several sets, cheap. Chip Werstein 818-554-6560 or chipsgarage@aol.com

FOR SALE: 1958-1962 CORVETTE "Original" used Steering Wheel, needs restoration, has a few small cracks asking \$125.00, used C1 Gas Tank, please contact me if you need pictures or more information.

email: Nyma@ardalan.org Cell: 310 279 6398

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

FOR SALE: 1962 Vette, 327, 2 tops, The following items have been replaced or rebuilt in the past 6 years. or 6000 miles. Electronic ignition, most front end components, Transmission rebuilt, new clutch, Conv. top, front disc brakes, rear leaf springs, new seat upholstery. Both cylinder heads were completely rebuilt. Will now run on unleaded fuel. new Edelbrock manifold, Carb rebuilt and car was dyno tuned. Bumpers rechromed, painted a GM, "sunset red metallic" about 5 years ago. Car is covered and garaged. Car is mechanically perfect, runs and looks great. See car on Chapter Web Site (www.socal.sacc.com members cars Group 5 and see below) Asking \$42,000.00. Call Tony Siragusa, office 951-520-1300, home 714-281-8930.

WANTED: 1958- 1960 original turn signal flasher # ZN232. It is rectangular and made of silver metal (aluminum, I think) Thanks. Chip Werstein 818-554-6560 or chipsgarage@aol.com.

FOR SALE: 1961 Corvette, 283/315 hp engine with Fuel Injection. 4-speed with 4:11 Posi.. Both tops, soft top by Al Knoch. Wonderbar Radio and Heater. Car featured in Robert Genat's "Fuelies" book inside front cover. Car is also photographed on p. 100 to p.102. Car can also be seen on the So Cal SACC Web Site, www.socal.sacc.com, and click on Members, Group 4 (seen below). Scroll down to George Visnic. Car is Ermine White with Jewel Blue interior. Car appraised at \$79.5K asking \$65K. Contact George Visnic at 951-688-7832 or gvisnic@yahoo.com.

FOR SALE: Original professionally repaired '62 Grille. Looks Perfect! Asking \$225. Rear Original License Plate Frame (re-chromed) for 61 -'62, Ready to install. Asking \$200 Contact Joe LeGreca, (909) 499-5873

Tony Siragusa's 1962 Corvette



George Visnic's '61 Corvette



'61, '62
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Polo Shirts, stone color (M, L, XL) \$30

Questions - please contact Bob Crane at
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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.
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