

The Solid Scoop

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

September 2009

Vol. 5 Number 3



2009 SACC National Convention

"C-1 Saturation Weekend Highlights"

The 2009 National SACC Convention was held on July 17 – 20, 2009 in Ventura, California. Participation included 64 C-1 cars and approximately 160 people. The events during the weekend included a Friday evening Welcome Reception (hosted by Corvette Mike), a Free continental breakfast hosted by Jeff Reade, a Saturday Technical Session, a spouse visit to nearby Old Town Ventura, an evening Dinner Cruise around Ventura Harbor, another Free continental breakfast hosted by Ron Lefler and Steve LuVisi, a Road Trip and lunch experience north of Santa Barbara and the final Banquet, General Meeting, Guest Speaker (Dick Guldstrand) and 70 Raffle Prizes.



Many of the listed Convention Events are separately presented in this issue of the SCOOP while this summary highlights the overall weekend.

With much of Southern California basking in a heat wave inland (90 to 100 degrees of "Dry Heat"), locating our Convention Headquarters right next to the ocean (Ventura Harbor) was sheer genius. Ventura, CA is an old California Mission town and includes one of several early California Missions that were built from San Diego to San Francisco. The Ventura temperature remains very constant over the year and is usually only affected by a "more or less breeze" off the ocean. The So. California SACC Chapter (SoCalSACC) selected this area almost 2 years earlier because of its weather and "somewhat less" traffic congestion.

The Four Points by Sheraton was the selected headquarters hotel with one side of the hotel bordering the harbor docks. This complex, designed in the Frank Lloyd Wright style, featured all the convention facilities needed and had the management flexibility to alter plans as it became apparent with the increasing number of convention attendee's.

Convention Chairman, SoCalSACC member Bruce Fuhrman, and our Chapter Membership/Treasurer John Costales were key coordinators for this Convention. Both of these SoCal members live in the Ventura area and spent many hours with caterers, hotel management, etc. to provide a flawless feel to the convention. Many other SoCal Convention Team members also pitched in when asked, and they include Chip & Jenni Werstein, Judi Costales, Larry Pearson, Phil Roche, Mike Gibbons, Jim Lundal and Rick Dufresne.

Since the 2008 National Convention. when our 2009 Convention Poster was unveiled, it has been at least a 1 ½ year effort for planning, re-planning and finalizing this accumulation of people and cars.



SoCal member Bob Brown's '59 in front of the 4-Points.



Member Hosted Events

Three Convention Events were held through the generosity of several Chapter Member Businesses and Company's.

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Mammoth Lakes, CA

www.oldnewyork.com

Saturday Morning Tech Sessions, featured four C-1 Topics:

- C-1 Clutch Linkage Operation and Lubrication (Doug Prince)
- C-1 T-10 Transmission Operation (Jeff Reade)
- C-1 Generator Description (Larry Pearson)
- Special Tools for C-1 Restoration (Chip Werstein and Mike McCloskey).

Saturday Evening Harbor Dinner Cruise

The Island Packers Co. cruised around the Ventura Harbor and catered our dining whims. We watched the Pelicans fly, the sun set and viewed the large harbor homes in Ventura Keys.



Sunday Morning Driving Tour to the "Timbers Restaurant"

SoCal Member, Larry Pearson, provided the directions for our driving tour through some beautiful California countryside. Our destination was the Timbers Restaurant and a prepaid lunch.

Sunday Evening Banquet

Sunday evening was kicked off with a pre-banquet mixer and onto a very well hotel catered banquet meal. Guest speaker, Dick Guldstrand, provided several colorful vintage Corvette racing stories for our entertainment. The evening was completed by locating many Raffle winners.

(Picture to right) The convention featured a rare occurrence with two "Corvette Hall of Fame" members on the same stage: Dick Guldstrand (lt.) and Noland Adams (rt.). Dick and Noland exchanged a few reminiscence's prior to Dick's presentation.



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 SoCalSACC Chapter member, a person must belong to the National SACC. Applications for membership are available on our Chapter Web Site, www.socalsacc.com. Submitting an application along with the appropriate listed dues, is necessary for membership. The SoCalSACC 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. **MEMBERSHIP APPLICATIONS AVAILABLE: WWW.SOCALSACC.COM**

The Solid Scoop is published expressly for Chapter members to communicate 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 SoCalSACC membership is encouraged to submit articles, classified ads and commercial ads if pertaining to 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 listed in this newsletter.

Solid Axle Corvette Club Southern California Chapter Board 2009 Club Officers

ELECTED OFFICES

President	Phil Roche	pdr44@aol.com
Vice President	Mike Gibbons	gibbonsltd@aol.com
Secretary	Larry Pearson	lpears1941@att.net
Treasurer/Membership	John Costales	costales@west.net
Tech Session Coordinator	Chip Werstein	chipsgarage@aol.com

VOLUNTEER OFFICES

Newsletter Editor	Jim Lundal	jlundal@socal.rr.com
Webmaster	Jim Lundal	jlundal@socal.rr.com
Events Coordinator	Open	
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

COVER CAR: *Jim & Judy Lundal own this 1960 Horizon Blue/Frost Blue Car. Owning it for 20 years and just turning 45K miles since purchase, the car has provided much enjoyment with trips to Tennessee, Oregon, Arizona, all around Calif. and Jim's drive from Chicago to LA on Rt. 66. The picture location is Hwy 1 at Mugu (pronounced Magoo) Rock, the morning after leaving the 2009 National Convention in Ventura, CA. Jim Lundal is the SoCalSACC Newsletter Editor and Webmaster.*

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

Sept. 13:

Red Line Corvettes, All Corvette Show in Thousand Oaks

October 17:

***SoCalSACC General Membership Meeting in Pomona**

Nov. 7:

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

“Look Us Over at” www.socalsacc.com
For Chapter Membership.

Scoop Features:

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Welcome New SoCalSACC 2009 Members!

The following people have joined our Chapter since June 2009.

#	NAME	LOCATION	CAR YEAR
166	Bob & Gail Johnson	Westlake Village	1960
167	Scott & Cathy McDevitt	Ojai	1961
168	Mike Stewart	Ventura	1962
169	Orwin & Alma Rose Middleton	Santa Barbara	1957, 1961
170	Ray Deschenes	Orange	1959
171	Dave Trigg	Fullerton	1961
172	Jim Maxwell	Ojai	1958

So. Cal. SACC

General Membership Meeting

Saturday, October 17, 2009

Pomona Valley Mining Co.,
See map below!

Tire Kicking begins around 10:00 AM,
Lunch and the meeting (\$25) will begin at Noon.

General Meeting Guest Speaker is SoCalSACC member Jim Gessner, #29
Jim's Topic: "THE HISTORY OF 1956 AND 1957 GM ENGINEERING OF NASSAU, DAYTONA AND SEBRING RACE CARS" My pictorial 45 minute presentation will include the race cars presented at the tracks over the 56-57 season and track the changes that became the RPO 684/687 design carried thru 1962.

The last section is dedicated to the 1957 SEBRING # 3 production racer VIN #1034 that was found in Texas in May 2009 and how 9 experts met over a three day weekend and inspected the car August 1, 2009 and discovered its history. Neat new history and our chapter will be the first to get it.



*This is our only membership meeting during the year.
Nominations for 2010
SoCalSACC Board Positions will be sought, voting will follow on those nominated.*

Cost is \$25 per person.
Please RSVP and mail John Costales a check!
Menu is sliced beef or ½ Chicken

Pomona Mining Co.
1777 Gillette Rd.
Pomona, CA 91768
(909) 623-3515

To LA Fairgrounds



RSVP to John Costales at costales@west.net or (805) 642-3662.
Mail your check, (payable to SoCalSACC), to John Costales at 7026 Sonora Ct., Ventura, Ca. 93003.
Send ASAP!
We need an accurate headcount.



SO. CAL. SACC FALL TECH SESSION

Saturday, November 7, 2009

Toyota Museum, Torrance, Calif.

The Fall 2009 SoCalSACC Tech Session will be returning to the Toyota Museum. This is NOT the Toyota Hi-Bay Facility which was the location of a previous Tech Session. Check the Map below. We have been to this facility previously though. Only C1 parking in the lot, please!

Tire Kicking begins around 9:30 AM,

Sessions will begin around 10:30 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 chipgarage@aol.com.

We need a headcount for food!

Due to the closeness of the date, Chip asks you to PAY AT THE DOOR when you attend the meeting (Try to have the correct amount).

Come out and Join the Fun!

Bring your C1!

Invite Prospective Members!

***Only \$20
per person!***

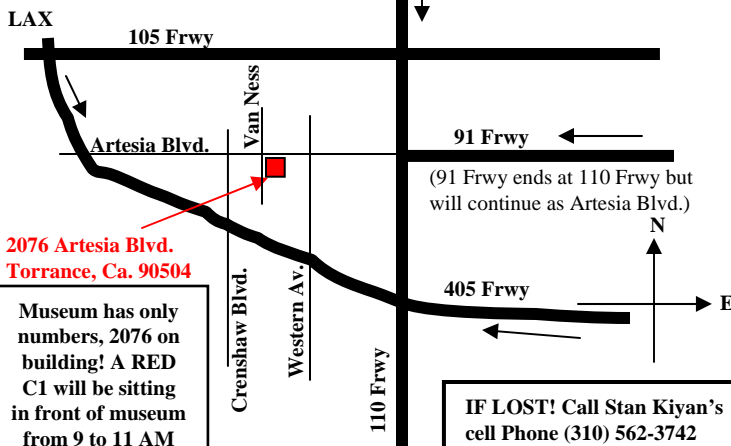
C1 Tech Session Topics:

- Complete C-1 Brake Rebuild w/silicon brake fluid.
- Other Topics TBD

The Meal!

- Catered Lunch payable at the Door.
- Please bring correct change or check made out to SoCalSACC.

**•RSVP CUT-OFF IS NOVEMBER 1ST.
PLEASE CONTACT CHIP WERSTEIN
AT ABOVE ADDRESSES.**



From Downtown LA/Pasadena (south on 110)

- Exit on Artesia Blvd West, make U-turn at Van Ness to museum.

From Riverside/Orange County (west on 91)

- 91 Frwy becomes Artesia Blvd., make U-turn at Van Ness to museum.

From Huntington Beach/San Diego (north 405)

- **Either** go north on 110 to 91 and drive west (make U-turn at Van Ness to museum), **OR**, take Crenshaw Av. off 405 north to Artesia Blvd and make right (east). Museum is on south side of Artesia between Van Ness and Western.

From Ventura/SF Valley (south 405)

- Exit Artesia Blvd. East. Museum is on south side of Artesia between Van Ness and Western.

2009 National SACC Convention Opens: "And we are off and Running"



It takes many motivated people to successfully promote and "pull-off" an event of this size, especially when most are more content to be at home in their garage with their car. The So. Cal. SACC Chapter has those people that worked together, and it came together at the end, still friends.

Bruce Fuhrman, past Chapter president, was the Chairman for this Convention. Over the last one or two years Bruce and his team organized the details, changed the details and "Hoped Everything Would Work".



(left) Jenni Werstein and Dorothy McCloskey greet the arrivals and locate their "envelope" containing all Convention items for the weekend.



(right) Randy Solle assists in selling Chapter Merchandise.

(below) Judi Costales handles Raffle Ticket sales. \$20 for "your height" in tickets.



Newsletter Editor Jim Lundal is out to win "something". Actually you could put as many tickets to win on whatever prize you want.



(above picture) Judi Costales pushes Raffle Tickets. At the Banquet, two posters like the one hanging on the wall were auctioned off for \$170 each.

Convention T-Shirts available for purchase.



The Clipper Room at the left housed several activities. A slide show ran on the first day, Tech Session the second day and all 70 Raffle Prizes were displayed around the room.

C-1 Convention Parking Lot Scenes

The 4-Points allowed us to rope off a section of the front parking lot for C-1 only parking. "Other" Corvettes were allowed along side but the C-1's had their own space. Additionally, from 6PM till dawn each night a paid security individual was present to watch the cars. The guard was allowed to check your convention badge and ask to show your identification if departing in your car after 10PM.

Access to a hotel parking lot tower was gained providing the following pictures.



(above rt.) Member Bill Zappen trucked his '53 below to the convention but drove it on the Driving Tour.

- Tech Sessions on Saturday -

SoCal member Chip Werstein is the Chapter Tech Session Coordinator, and he is used to large crowds of attendance. Chip selected 4-Topics for this Convention session: C-1 clutch linkage (Doug Prince), T-10 and Muncie Transmission's (Jeff Reade), C-1 Generators (Larry Pearson) and Special C-1 Restoration Tools (Chip Werstein and Mike McCloskey). All presenters are members and technical advisors for the SoCal Chapter.



Chip (left) began by welcoming the Saturday morning crowd in the Schooner Room for our 3-hour session.



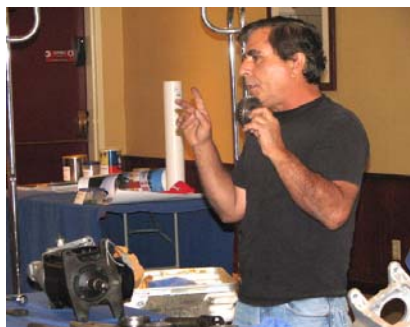
The presenters did a thorough job with their identified subject matter. It is extremely difficult to cover the topics in such a short time period and also the short space of this Newsletter. Pictures will have to be used to indicate the in depth preparation these speakers went to prior to presenting their subject. They are to be commended. Short discussion sessions followed each presentation and many questions were answered.

C-1 Clutch Linkage Lubrication



The first Speaker was Doug Prince and his "props" are seen to the left. Any C-1 owner who has ever worked on a C-1 clutch linkage can identify the parts. Furthermore, Doug passed out a illustrated parts breakdown identifying each part.

The C-1 clutch linkage system works well, when not worn and properly lubed. All of the displayed parts were extremely worn and this is common on most C-1's that are driven and original to these cars. The primary problem appears that no method ever existed originally that "properly" lubed the clutch system. To quote from the repair manual, "squirt engine oil on the moveable parts every 1000 miles". Doug went on further to explain that replaceable parts fit good but the hardening characteristics of many replaceable parts are poor and will wear quicker than the originals. For additional cost, these parts can be further heat treated and will perform very well over time.



T 10 and Muncie Transmissions

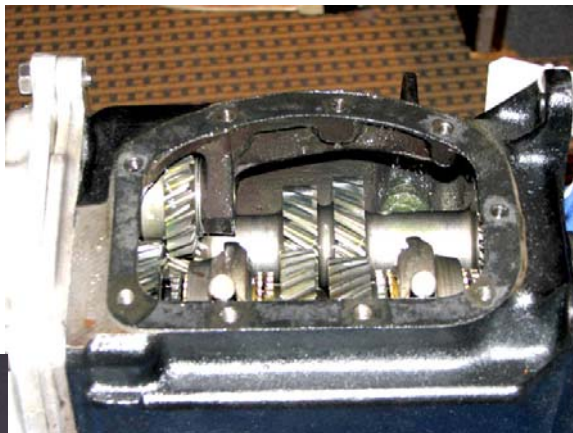
When Jeff Reade comes to the table to address a subject, he literally brings his shop. Jeff operates a Corvette shop in Culver City and his C-1 knowledge for these sessions seem endless. Several of Jeff's past tech talks are found on the Chapter Web Site, www.socalsucc.com.



Transmissions.....continued



Jeff was discussing the C-1 T10 Borg Warner Transmission and comparing it to the follow-on Muncie transmission.



(rt.) Noland Adams gets up front along with many others after Jeff's talk. The 1961 Shop Manual, pictured above, was recommended as a great information source on the T 10 operation.



- Generators -

Larry Pearson, our SoCal Chapter forever hobbyist, tinkerer, and all-around source for an opinion on all C-1 subjects, was today conveying information about C-1 Generators. Larry proceeded to provide an overview of the generators used on the C-1's, the several sizes (amperage output) of each generator, and identifying each generator.

The information provided was extremely valuable providing a good "workable" understanding of a generator operation and care.



- Specialty Tools -

Yes, the table to the left is the necessary items for C-1 surgical procedures. The final 2 speakers are both skilled "Doc's" on the C-1 car. Our own Chip Werstein and Mike McCloskey have for years developed special tools which mostly are obtainable and each tool contains the uniqueness for some operation on the car.



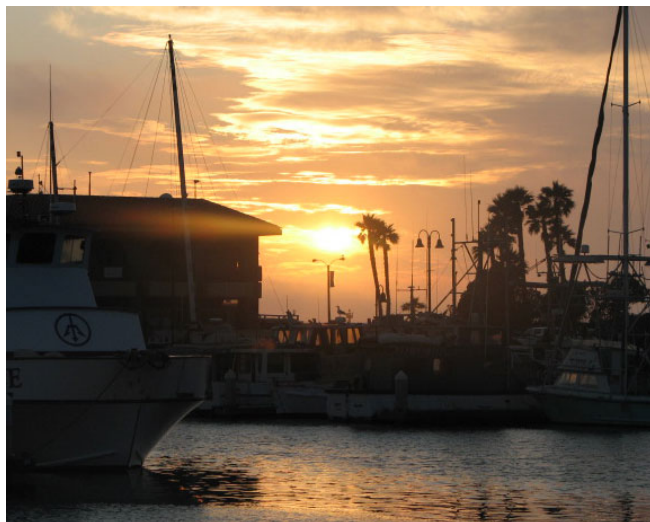
Chip & Mike spent much time explaining each tool and its special operation.

With the explanation of each tool in the collection, many heads in the audience nodded with agreement of its usefulness.



- Harbor Dinner Cruise in Ventura Harbor -

One Event that most land-locked convention attendee's wanted to participate was the Harbor Dinner Cruise and experience the ocean. The Island Packers Co., in Ventura Harbor, offers several cruise events within the harbor, to the nearby islands and up the coast. The Island Packers ship was full and left the dock at 6:30 Saturday evening. We sailed for a few hours while we ate dinner, watched the sun set, pelicans gliding by and enjoyed the company of fellow convention attendee's.



Above is National Vice President, Brad Bean, and his wife, Marilyn.



(above) SoCal members Bob & Karen Pinkney received their own table (TV Tray with napkin) on the upper stern deck. To most, it was a little chilly but these two are from New York and are a hearty duo. They traveled across country by train and went home by the same mode of travel. Bob is a "57 Air Box" expert.



- The Convention Driving Tour -

Larry Pearson, SoCal member #5C, coordinated our Sunday drive through the beautiful countryside north of Ventura, to the town of Goleta, CA. Our tour began in the Convention Hotel (Four Points) parking lot with a Driver's Meeting and Photo Op as we left the parking lot. SoCal member Jerry Norton, #156, "shot" us as we left and all the drivers received their pictures that evening at the banquet.



Approximately 45 C-1's participated in our drive which drove out toward Ojai, around Lake Casitas and up toward the higher elevations for some spectacular views. The roads we drove were 2-lane and less traveled.

Approaching Santa Barbara from the south the highway traveled through some spectacular flowers inland from the ocean in Carpinteria. The drive continued along the back roads to a section known as Montecito, very exclusive. A detour occurred further up the road and all were pleasantly surprised when the road allowed us to view the Santa Barbara Mission, one of the most spectacular of the surviving missions.

An impromptu stop was made at a local town esplanade. People drinking coffee in the area gave us many high signs of appreciation. The break was well needed by some after almost an hour of driving. Then it was back on the road for more hilly curving roads.



Almost an hour later we began descending into the town of Goleta, north of Santa Barbara. This was our luncheon experience at the Timber's Restaurant. Most everyone arrived at the Timber's about the same time and overwhelmed the servers. But the restaurant recovered and easily seated our entire crowd numbering over 100.

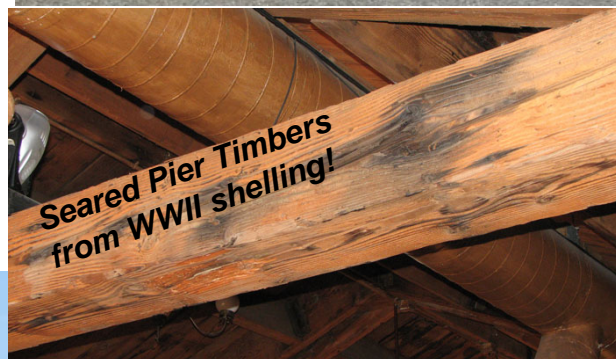


(above) Randy & Diane Solle are caught by a photographer in front of the Santa Barbara Mission. This was Sunday and almost Noon with a lot of people activity going on in the area.



Parking was initially easy and expansive at the Timbers, and provided quite a C-1 car show. Most cars then moved a short time later when it was determined we occupied a nearby gas station property. Our pre-paid meal was a Mexican food Buffet. The line was somewhat long but when all were done no "hunger" complaints were heard.

See the USA in you red, white or Blue '60 Corvette!



The Timbers Restaurant does have some history and a "brief" of that history was contained in the Driving Instructions Packet. Basically the timbers used for construction of the restaurant in 1946 were the result of a blown-up pier nearby, having been blown up by a Japanese submarine shortly after the beginning of WWII. Burn marks are still visible on several of the beams (see picture above).

- Convention Banquet -

Sunday evening was the National Convention Banquet. Everyone was given a choice of 3 entrée's and each made their decision at the time of Registration Check-in. Due to the larger attendance the 4-Points moved our event to the Banquet Room. Very good facilities!

After a few Greetings to the attendee's, the waiters hit the floor moving the food. Very generous portions and very good service. After dinner Max Brockhouse, the National SACC President, chaired a short General Business Meeting were Bruce Fuhrman, the National SACC Secretary, read the previous minutes.

Next, the Guest speaker was introduced, Dick Guldstrand. Dick proceeded to entertain everyone with his recall of early Corvette Racing and how he entered this arena working for Roger Penske. Very enjoyable presentation.

The final event of the evening was the drawing of 70+ Raffle Prize winners which was expedited as quick as possible. Jim Lundal (page 8) did win a Harry Mann (local early Corvette dealer) T-Shirt with (hard to obtain) window decal. Probably not an impressive win to eastern folks, but big-time for LA people.



Dick Guldstrand (lt.) and Noland Adams (rt.) mix it up verbally prior to Dick's presentation.



Max Brockhouse (lt.), National SACC President chairs the General Membership Meeting. Bruce Fuhrman (rt.), National Secretary, reads the minutes from the previous meeting. Bruce is also the Chairman for the 2009 National Convention.



L to R, Van Orden brothers from Tucson, Blair & Jay, sit with Jeff and Richard Block attending the banquet.



Below are several attending the pre-banquet mixer.



Convention Pictures with "No Special Place to Go!"



Joe Ryan & Noland Adams look over Joe's car.



Meet Chairman, Bruce Fuhrman (lt.) and Tech Session Coordinator Chip Werstein enjoy a relaxing moment.

(Below) Member Bret Botzong displays ingenuity when he attached a plywood bracket (using vel-cro) to the cooler bottom. The radius cut into the feet fit the center hump in the C-1. The cooler top also works as an arm rest.



(l to r) Max Brockhouse, Jack "Doc" Hallada stand beside Todd Powelson (passenger) and driver Gary Muehl.



Plywood Feet



(Lt Picture) Jim & Judy Lundal pose in front of the 1928 gas station across the freeway from the "Timbers" Restaurant. Gas Station history on page 19.

(rt picture) Kathy Ilowiecki's "DADS59" cools off during the stop on the driving tour.



Kathy received the longest distance recognition after driving her car from Massachusetts. She relayed some of these facts about her (DADS 59) car.

"My car, the '59 I drove to the SACC convention in Ventura, was purchased by my father in 1959. I was 14 then and lived in Florida where a person could get a learners permit to drive at that age. I learned to drive that car in 1959. I've officially owned the car since 1969, drove it until 1980, stored it until 2002. By 2005 it was restored and I drove it to Utah for the NCRS convention and received the Sam Folz (not sure if I spelled his name correctly) award for driving the longest distance and receiving a Top Flight in judging. This summer is my second full coast to coast to coast trip with the middle of August. Last year after the St. Louis NCRS convention I drove to the central coast of Oregon at Newport and camped my way down the pacific coast to San Louis Obispo. Having spent so much time using the car as my only transportation it is natural for me to be driving it anywhere I wish to go. I am cautious driving and parking the car when I travel and know that there can be mechanical failures that are not expected. Fortunately there are Corvette enthusiasts all across the country who are willing to help or direct a Corvette traveler to help.

The pleasure of driving the car and traveling with it is enhanced by the universal interest of all who view it. I call it my "letter of mini-introduction" because it opens me up to meeting people everywhere that I would otherwise have no cause to talk to or get to know."

Kathy



(above) Mike Vietro (rt), Corvette Mike, is found discussing Corvettes in the Convention Parking Lot. Mike is a member of SoCalSACC, #60, and hosted our Friday Night Welcome Reception.

SoCalSACC Member Profile.....

Jim & Joan Neilsen, #28C

Cars have always been a part of my life. From helping my brother with his hot rods as a kid to finally purchasing a string of British sports cars in high school. My first significant Corvette experience was when I was autocrossing a 1963 TR-4. I had just purchased a front sway bar for \$45 (a week's paycheck) when a friend also purchased a heavy duty sway bar for his 63 Corvette fuelie coupe for \$10. That hurt. Luckily, my high school sweetheart, Joan, was also a car person. She was raised in the Austin Healy and Mercedes Gullwing camp. Her father still owns the 55 Gullwing that he purchased while we were dating.



Throughout our early married years, we also followed traits of SoCal members Lundal and Hershkowitz confessing being in the F*** camp with the purchase of our first new car, a 1966 Lotus Cortina. After auto-crossing that for a brief period of time, it was time to settle down and raise a family.

We had moved to San Francisco where I began work as a U.S. Treasury agent where I worked until my retirement in 1996. Shortly after the move, we purchased a 1966 Corvette air conditioned coupe which was our daily driver for many, many years. Our two girls literally grew up traveling in the back of that car. We did a body off restoration in 1995 and it still looks better than new to this day.



After adjusting to retirement and part-time consulting, in 2001, I began to get antsy for a new project. Since 1957 was my favorite year (looking surprisingly like my father in law's Gullwing), I finally located an ex-drag car out of Hawaii. It was raced under the name "Grinch" as a big block. I purchased the body, frame and three boxes of assorted parts.

I knew from the beginning that I wanted a more fuel efficient car to drive so that I would use it more frequently than the 1966. From there, it took on a life of its own. I began exploring updating the steering and soon wound up talking to Paul Newman (not the actor) who convinced me that a full frame conversion to C-4 running gear was the answer.



I was able to secure a donor suspension and decided on the relatively new LS-1/6 speed combination. Unfortunately, in 2001, nobody was doing this conversion in any great numbers and most of the items on the car had to be custom-made.

We reskinned the entire body prior to sending it off to the paint shop for 12+ months. We decided on Ferrari red with Shoreline Beige coves and a beige interior.



After getting the car running, it was time to finish off the interior and thorough SACC, we found Little John and he was the answer to our prayers. His interior work was the final step in completing our lovely toy. He was able to turn a pair of seats out of a Miata into a look-alike for the original 57 seats except that they were more supportive and provided much needed additional leg room.

After driving the car for a couple of years and about 5,000 miles, we realized that although it handled wonderfully, it was not a comfortable ride for the long trips that we took in it. Again, through SACC, I met one of my boyhood idols, Dick Guldstrand. A visit to Dick's shop and numerous conversations with Phil Roche disclosed that the donor suspension was the Z51 performance option. A softening of the springs, change of steering rack and Dick's suggested suspension settings resulted in a car that rides like a dream on the highway.

Now that the car is done, we spend our time enjoying it and our four lovely grandchildren. We live in San Clemente and are active in numerous things around town. I can say without reservation that the So. Cal. SACC chapter is the best car group that we have ever been involved in. It has a great mix of tech sessions, spouse events and formal meetings. We have enjoyed everyone that we have met through the group.



Paradise Cove – 2009, Malibu, CA

(We may be "\$-broke", but we still look Good!)

The Annual Malibu trek to Paradise Cove was held on Saturday, August 8th. John Costales coordinated the site with the Restaurant including a Corvette Corral on the pre-text that we had to begin leaving when the "Big-Dollar" locals begin to arrive around noon. This area is in the heart of Hollywood country for movie-stars to "have lunch". Somebody said David Jansen was in the restaurant, but not confirmed.



Paradise Cove, Malibu



Restoration On-Going

George Iverson and Steve Clifford are in-process of restoring George's 1962 Corvette. To this point it has been in the dismantling mode and collecting parts. Recently several SoCalSACC members met at George's garage to remove and place the body on a homemade stand. The pictures below depict the story. Steve Clifford and a friend fabricated the custom framework for supporting the body. The vertical components of the stand are adjustable and match to the body-frame mounting locations. After setting the body on the frame, two vertical supports for the front body are attached and fasten to two locations in the radiator mounting area.



The support framework features wheels for mobility. The adjustable vertical supports contain pads for dropping bolts into the existing body mounting bolt holes.

Scraping the frame to locate the numbers.



Zora Duntov's Prototype is Alive! Written by Dave Stanley

Dave Payte (SoCalSACC member # 147) was 15 years old when he owned his first Corvette, a 1961. Texas law states you could get your license at 15 to help out on the farm. I doubt Dave was doing much farm work with his Vette. The envy of everybody in his home town he proudly drove the Vette to school and has driven Corvettes ever since. Took \$80 per month payments and 3 paper routes, but gas was 25 cents per gallon.

The current 1962 Fuel Injected Roadster has been in his stable for the past 30 years and has less than 30,000 miles on the odometer.

In 1984 Dave gave this beauty a body off restoration and the car has won several awards at local car shows. In 1984 he had it painted a beautiful Honduras maroon which really compliments this car. Recently Dave has been a little power hungry and had a GM 383 cubic inch crate motor with Edelbrock heads installed to satisfy his craving for power. Then he added a Tremac 5 speed to match the power cure of the motor. This combination seemed to satisfy Dave's thirst for power, but it didn't last long. As many of us have learned once bitten by the power bug it doesn't stop biting. Long time friend and owner of "The Corvette Shop" and "Raylar Motors" in San Diego, Larry Hofer, had been doing much of the work on Dave's 62. Dave thought it would be nice to give Larry a book he had picked up on the history of Corvettes. Larry found lots of interesting nuggets of information about the Corvette including a little hidden gem concerning a chapter on a 451 roots style supercharger that Zora Duntov, John Camden, (Lucatia??) and others had been experimenting with back in 1958 for General Motors. Five of these prototypes were built and it appears only 2 were ever installed on cars for testing. It may be that GM was interested in testing the durability of the 283 cubic inch motors. One of these units ended up in a Northern California Museum and none are known to be current working products, until now. As it turned out Larry was fascinated with the idea of trying to put together a running version of this supercharger. Problem was there wasn't much information regarding this unit and very few pictures. After hours of research, Larry called Dave and convinced him he could squeeze out 500 horsepower if he let him install one of these units in his car. Dave was pretty happy with the way his Vette was running and was a little skeptical that Larry could find one of the units much less get it to run. After much debate Dave gave in but insisted Larry keep his old fuel injection set up in-tact in case they had to put it back on the car. Larry was excited to get started but knew he was going to face many challenges on the project.

Larry began by contacting John Marquardt of "John's Fuel Injection" in Paramount, CA. As it turns out John has been collecting Corvette Fuel Injection parts for over 30 years and actually knew about the 451 Project. He even had some of the impossible-to-find parts Larry was going to need to put this project together. This was going to be one challenging project and Larry, not being a stranger to challenges, was ready for it. As Larry started collecting parts and doing research it became clear that the biggest hurdle was going to be the fuel management system. Since there was no computer in the car Larry had to find a way to make the fuel system adjustable so he could tune the car by ear and make a smooth accelerating ride. Designing a working fuel system turned out to be the biggest challenge for this three month project. Once completed Dave couldn't believe the power output of his new toy. In fact, after a couple of power runs he determined that his springs needed some beefing up so he had to install a set of heavy duty springs from National Springs to keep the car planted. He also has plans for a Ford 9" rear end just to be on the safe side. Wilwood 12" disc brakes are also coming. After a "quick" ride I can confirm that this Vette is producing at least 500 HP and accelerates very smoothly. If you pull up next to Dave in your Z06 you may want to think twice before challenging him..

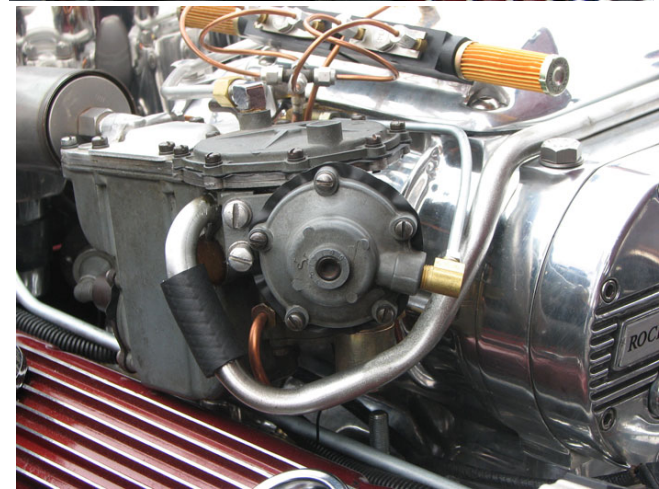
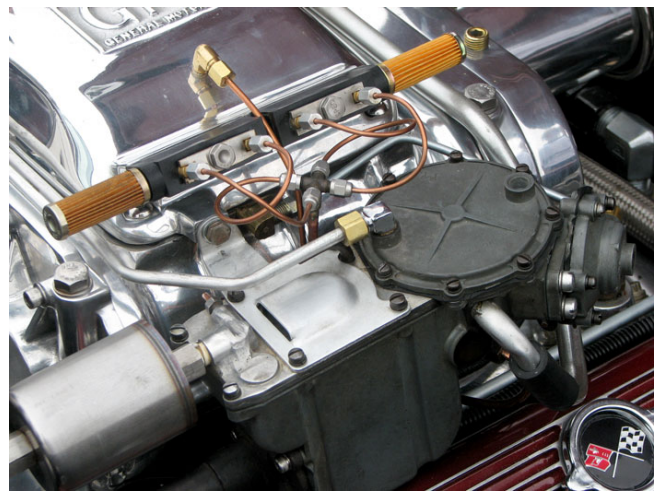
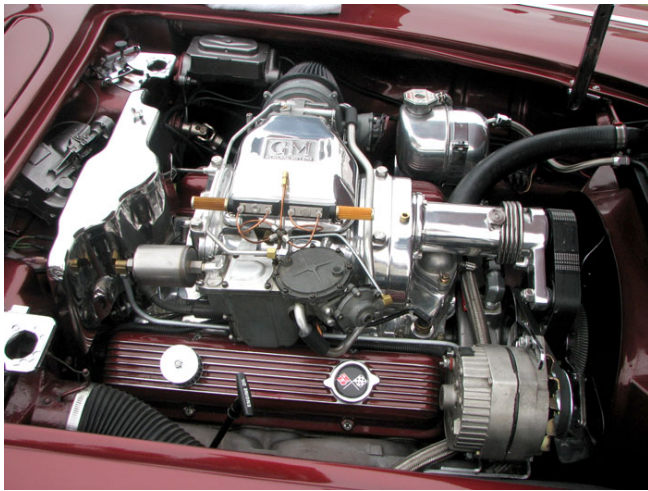
Sources:

The Corvette Shop
4645 Ruffner St. Suite H
San Diego, CA 92111
(858) 277-8383

John's Fuel Injection
Corvette Parts & Service
8542 Somerset Blvd.
Paramount, CA 90723



Scenes from 2009 Plastic Fantastic Car Show!



C-1 Member Classified Ads

FOR SALE: 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: 1) Nice pair of 9 fin valve covers ... no notches or mods \$360.

2) Recently rebuilt 60 T-10 stamped March 31 1960. All casting dates match. \$2200.

costales@west.net

WANTED: Looking for wiper arms with TRICO logo on backside. Also looking for wiper blades with "patent #" or "patent pending" underneath. Finally, looking for the gas line 90 degree elbow exiting fuel filter on injected cars, made of steel (not brass). Contact Ralph at rehatcr@aol.com. Put Corvette parts in subject line. Thanks.

TRADE: I would like to trade my Black '61 Stock Steering Wheel for a Red '61 Stock Steering Wheel. My wheel is a Corvette Central Repop in excellent condition. Would like to trade for same. Evan Williams - 818 640-6319.

FOR SALE: Cast Iron Intake Manifold # 3799349 (300 hp) dated K282 (Nov 28, 1962)

Exhaust Manifold #3733976 1957 RH all engines

Cylinder Head #3795896 (250 hp) dated A234 (Jan 23, 1964)

Pair of "Powerpack Cylinder Heads" #3725306 (all 210 hp and early 225 hp with 2 bolt exhaust manifold) dated D2556 (April 25, 1956)

Complete set of 1963 rear window stainless \$2000.00

Set of 1964 seat springs and frames \$450.00

Red steering wheel, no hub no hub \$250

Beige steering wheel with blue hub \$350 Call: Carlos Vivas (805) 929-0838


FOR LEASE: (or Sale) 3920 square foot commercial building in Torrance Post Office area. Contains 2 small offices, 2 restrooms, the rest is open space - no interior poles. 14 foot ceiling. Large roll up door. Plus fenced yard. Wired for alarm. Previously used as a restoration shop. Great location to store cars.

Call: Carlos Vivas (805) 929-0838

STILL WANTED: T-10 4-speed aluminum main case and tail housing dated April, May, June, July or 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

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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	20% discount for all SoCalSACC members. Credit Cards accepted. Recognized by Ins. Co., Lending Co., IRS.
American Motoring Memories C-1 Corvette Repairs	Jeff Reade #33C	11375 Playa St., Culver City, (310) 397-3800 FAX (310) 397-6969	All type repairs, Total & Partial Restoration, Engine Overhaul, Consulting, Sales & Service
Corvette Frame Straightening Corvette Restoration 1953 – 1962 Specialist	Walden Dahl #116	(760) 949-6653 Victorville	Chassis straightening for C1's. We have the attachments to correct any frame problems.
Corvette Mike 	Mike Vietro #60	1133 N. Tustin Av, Anaheim, (714) 630-0700 www/Corvettemike.com	We sell the best..... And service the rest!
Vette Garage 53 thru 67 Restorations From Drivers to Concourse	Ron Lefler #91	(909) 945-3111 Cell (909) 519-7977 rdlef@aol.com	C-1 Hardtop Restoration

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



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EXECUTIVE BOARD MEETING MINUTES**SO CAL CHAPTER SACC****MONDAY, March 23 2009**

Minutes have been Approved
by Chapter Board.

This Month's Meeting was held at Weiler's Delicatessen in Canoga Park. The Board Meeting was called to order by President Phil Roche at 6:40pm. The following Board Members were present: Mike Gibbons, John Costales, and Chip Werstein. Also present was Larry Wright and Len Marino.

Officer Reports:

Copies of the Minutes from the February 9, 2009 E-Board Meeting were not available for Board approval, because Secretary Larry Pearson was ill and could not attend the Meeting. Meeting notes were taken for Larry by Mike Gibbons. John Costales made a Motion that the Minutes of a Meeting be prepared by the Secretary for review by the Board no later than four weeks following the Board Meeting. The Motion was seconded by Chip Werstein, voted on, and carried unanimously.

Mike Gibbons, Vice president, reported that he continues to plan events for 2009. Mike reports having trouble coming up with a June event. Both Edelbrock and Universal have not been encouraging and he asked for suggestions. Chip Werstein suggested maybe just a lunch run to a good restaurant. John Costales suggested that we drop plans for a June event because we need to work on the July National Convention. Mike suggested a tour to the Nethercutt Museum at a future date to be determined. John Costales, Chapter Treasurer & Membership Chairman, reported that as of tonight we have \$4958.77 in the bank and \$170.00 in petty cash. We have \$525.00 worth of car badges in stock to be sold. Chip Werstein, Tech. Session Chairman, reported that the Spring Tech Session is planned to be at Kent Browning's facility in Cerritos on Saturday, April 18th. As of tonight, 50 have signed up. The subjects will be tires, wheels, and wheel covers. We will charge \$20 per attendee to cover the costs of the tables, chairs, food & drinks. The Fall Tech Session is tentatively scheduled to be held at the Toyota Museum. Chip Werstein suggested that we upgrade the Newsletter to have a front and back cover with pictures of member's cars, etc., and that we use heavier paper on the covers.

Old Business:

2009 SACC National Convention in Ventura, July 17-20: Len Marino and the Board discussed the Saturday Swap Meet, which he will coordinate. When making room reservations, make sure to call the Hotel direct at 805-658-1212 and ask for Rachael. Do not call the national reservation line. The room rate is \$160.00 per night, plus tax. On Sunday night, the rate is \$140.00. Chip Werstein suggested we have a volunteer to sell our stock of SACC car badges. The next Convention Committee Meeting is at Chip's house on Saturday, April 11 at 12:00pm.

New Business:

None

Phil Roche proposed that the next Board Meeting be held at Weiler's Delicatessen in Canoga Park on Monday, May 4th 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 John Costales, voted on, and carried unanimously. The Meeting adjourned at 8:05 pm.

Respectfully submitted,

Larry Pearson

Secretary

BACK COVER: Another picture of "TED 460", Jim & Judy Lundal's 1960 Corvette. The background is the 1928 Gas Station across Hwy. 101 Fwy. from the Timbers Restaurant in Goleta. Several convention attendee's stopped at the site after lunch for a Photo Op. The station sits behind a fence awaiting restoration or some sort of salvation? The station sign still is evident: "B. Barnsdall Oil Co. and Rio Grande Oil Co." Both of these company's were very prominent in early oil drilling in the Santa Barbara area. The station top is a copula filled with water to provide water pressure to the station. The WWII destroyed pier timbers for use on the Timbers Restaurant belonged to the Barnsdall Oil Co. Oil storage tanks and the pier were located nearby.

Over the years additional buildings have been located at this site. One building being a restaurant, location for the filming site of the movie "A Postman Always Rings Twice".

