September 2014

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

Vol. 10 Number 3

"Look Us Over at" www.socalsacc.com



A National Organization dedicated to keeping these Corvettes "on the road".
<u>Club Features:</u>
Membership with Chapter Clubs across the U.S.
National Quarterly Magazine
Annual National Convention
Web Site: www.solidaxle.org (non-profit affiliation)

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

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

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

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

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SoCal 2015 Dues are now payable. Late after Dec 1st! (was Jan 1st)

For reasons to better comply with National SACC dues deadlines all <u>dues must be paid by Dec 1st</u> at the latest. SoCal chapter collects Chapter dues (\$20) & National SACC dues (\$35) and passes on the \$35 to Natl. SoCal must collect Chapter dues and Natl dues and transmit Natl dues by Jan 1st. After the Jan 1st deadline, if Natl doesn't receive their renewal dues, they send post cards indicating that members should pay the \$35 dues directly to them. The post cards tend to cause major confusion, as some SoCal's late members simply send Natl \$35 and think that both Chapter and Natl dues are paid. It then becomes quite time consuming to collect the \$20 for Chapter dues. Anyway we need to collect dues in a timely manner! Please remit \$55 to SoCal SACC for dues we will send Natl's their \$35.

i.e. <u>never never ever</u> send Natl SACC any dues regardless of any requests from them ---SoCal handles both chapter and Natl's dues!

Please forward a check for \$55 payable to: SoCal SACC c/o John Costales Membership 7026 Sonora Ct. Ventura, CA 93003 805-642-3662 costales@west.net

SCOOP COVER CARS

ATTENTION!!

Front Cover Car:

ATTENTION

Tom Clayton's 1960 Vette (member #148). I got the car in 2004 from KY. It had sat for 20 yrs, as the owner past away in 1984 his wife kept it in his memory. As she aged and the car did as well.

She never drove the car and used the sale for her care. It appears to be true miles. As shocks were original and brakes were done once. The car came with 59k miles however it burns oil from never running for those years. Numbers matching from what I can tell.

Back Cover Car:

Walden Dahl's '62 FI (member #116). Walden is second owner of the car having purchased it from the owner in Modesto, CA area. The car was purchased new in 1962 by a Vietnam Vet. It was later transferred to his nephew who Walden purchased it from. It is an early (#587) very solid car which still has stencil on the frame.

The SoCal SACC Chapter Welcomes our Newest Members!

- Member #
- 226
- 227
- 228

Name Jerry & Pat Louer Johnathan & Melissa McCaverty Allen & Rose Peters

Location Corona El Segundo Manhattan Beach

C1 Year 57, 62 59 62

Calendar of Coming SACC Events:

2014 SoCal Planned Events					
<u>Date</u>	Event Name	Location	<u>Coordinator</u>		
October 18	Riverside Auto Museum	Riverside	Charles		
November TBD	Tech Session	Kent Browning	Werstein		
2015 SACC NATIONAL EVENTS					
July 29-Aug 1	SACC National Convention	Fife, Washington			

Scoop Features Inside:				
Chapter Information p. 2				
Chapter Dues Collection Notice p. 3				
• Calendar of Coming Events p. 4				
• Fall Tech Session Flyer p. 5				
• Riverside International Auto Museum p. 6				
• Paradise Cove Tour p. 7				
• Rt. 66 Display at Autry Museum Tour p. 8 – 9				
• 2014 National SACC Convention p. 10				
• CA Legacy Plates, Where are they now! p. 11				
• C1 Restoration Vacation p. 12 – 15				
• Nixon Presidential Library Tour p. 16				
• Member Profile, Eric May p. 17				
•Classified Ads p. 18				
• Commercial Ads p. 19				





Saturday, November 15 Cerritos, CA

So. Cal. SACC member Kent Browning #118 will host our Tech Session at his NEW FACILITY in Cerritos, Calif.. See the map below. Only C-1 parking in the lot, please! The address is 16625 Norwalk Boulevard Cerritos, CA 90703

Kent has acquired a new building north of the previous location but on the same side of Norwalk Blvd. The Tech Session will be held in this new building.

Tire Kicking begins around 9:30 AM,

<u>Sessions will begin around 11:00 AM, with a catered lunch at Noon, and more</u> <u>sessions after lunch</u>.

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

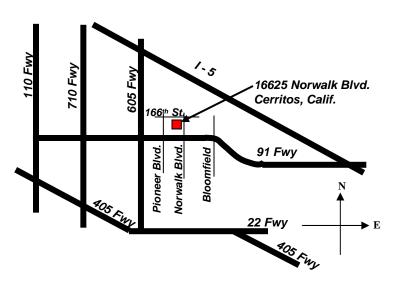
THIS IS A PAY IN ADVANCE EVENT!!!

Cost for the Tech Session is \$20 per person. •Includes a Sit down lunch and refreshments will be served. •Cut off RSVP date is Nov. 12th.

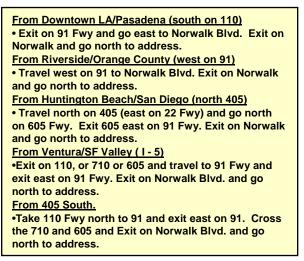
Send your check (Made out to SoCalSACC) to Jenni Werstein, 23317 Schoenborn St., West Hills, CA 91304

<u>C-1 Tech Session Topics:</u>

TBD



Meal Cost, \$20, Payable In Advance. Cut-Off Date is Nov. 12







Bob Brown Does "It" Again!

Bob Brown (member #37C) never lets grass grow under his '59 Vette. He has traveled extensively over much of original Rt. 66 and many times making side trips to visit friends and see new sites.

Below is his brief account of his recent trip to the east coast and return. (editor)

Bob's car is seen at the east beginning of Rt. 66 off Lakeshore Dr. in the downtown Loop of Chicago.

I took the month of July for a road trip in the 59. Went Rt. 66 to Joplin, MO, then north a couple of hundred miles to Kansas City and spent 5 days at the NCRS National Convention. Then 500 miles east to my little home town in southern Indiana to visit family and high school classmates. Then on to Boston, MA to see my Navy Sea Daddy who is 89 years old. His wife had just died and I thought I had better get on to see him before he checks out. Then headed west to Chicago via Niagara Falls and then the Auburn, Cord, Duesenburg Museum in Auburn, IN (awesome!). Picked up the starting sign for Route 66 in Chicago and drove it home. 7,655 miles, 6 qts of oil, a new battery and a new voltage regulator, and 16.38 mpg. Had a blast.

Paradise Cove 2014... Where the Stars & Corvettes Hangout!



Paradise Cove is located along the Malibu, CA coast and is a very busy location for the towns residents. Once a year our Solid Axle's show up to populate a portion of the parking lot. This year we had over 25 cars participate having driven from various areas of So Cal. A single stipulation is that all cars are parked shortly after 9AM and usually in the process of leaving before noon. The nearby Beach Café provides us a location for eating while the cars sit in the parking lot. The customers usually are filling the parking lot entrance before noon and they need "our" space.

Member John Costales coordinates this event each year with the restaurant and John did a fine job again.



Rt. 66 Exhibition at Autry* Museum.. "The Road and the Romance"

*The Autry, named for Gene Autry. It also been named Autry Western Heritage Museum.

The Autry Museum is located near the entrance of and the Romance the LA Zoo off Interstate 5. Our visit was coordinated through a Museum member, Joel Berk, and the museum provided a dedicated parking area. The Rt. 66 Display is was labeled "Rt. 66, The Road and the Romance". It is a history and layout of the famous highway which was completed during the 1930's. Rt. 66 is also known affectionately as the "Mother Road". Rt. 66 on the east end begins near Lakeshore Drive in downtown Chicago and ends historically where Santa Monica Blvd. dead end's into Ocean Av. on the bluff overlooking the ocean, and north of the Santa Monica Pier. A rock with a plaque is positioned at this location in Bluff Park to commemorate the terminus. Somewhat recently Santa Monica decided to advertise and make the Pier the terminus for mostly advertising reasons, I guess.

The exhibit began by describing the background planning for the highway and identifying the original highway route alignment. Many alterations to the original alignment have occurred over the years and "running" the original alignment needs much research to locate the path.

Sections of the exhibit included construction methods, description of "Grapes of Wrath" filming, pictures of memorable motels, signs, and of course a big section describing the movie "Cars" supplied by Disney. A '60 Corvette was on display which didn't seem to have any connection with the exhibit but did look OK. References were also shown of the advertisement and usage of the glamour of Rt. 66 such as the TV Series from the early 1960's.

Pictures were not allowed of the exhibit so only a couple were secretly taken. Pictures were taken of our car display and approximately 25 Corvettes showed at 8:30AM. The museum supplied some snacks and coffee for the arrivals.



Parking was blocked off for our cars. Coffee and snacks were provided by the museum as the cars were expected to be in position by 8:30AM.



Gene Autry and his horse Champion sits at the seum entrance.



Rare picture, SCOOP editor and wife Judy arrive. Editors never want their picture in newsletter.



Museum of the American West Entrance.





The Rt. 66 display was good. Docents were available to point out the displayed stages of the Mother Road. If a person had traveled the road in the past, the pictures and artifacts was instructional and would bring back memories.

Myself (Editor) and probably Bob Brown who have driven their Solid Axles from Chicago to LA on much of the original Rt. 66 alignment, the exhibition was average.

Thanks to Chip Werstein and Barry Charles for coordinating this tour.



Spectacular neon sign on display. White '60 Vette belongs to a museum members parents. Been sitting in garage for long time.



Evan Williams car sported a trunk rack. These racks are fabricated by a person in Kentucky and will ship.



This picture was Barry Charles's '58 "getting a little help". The picture was taken using a phone and sent for the newsletter. The problem was in the ignition area (maybe the resistor).

SACC 2014 CONVENTION- LANCASTER, PA

By Bruce Fuhrman

It was the Mid Atlantic's turn to sponsor the 2014 National convention and as usual they did a superb job. Brad Bean was the coordinator and he has a lot of experience doing the conventions. It was held at the Hilton DoubleTree in Lancaster, PA from 18-20 August. The hotel was very well equipped for our events and the surrounding countryside was very GREEN and well suited for our driving tours. There were about 55 "Solid Axle" members and 14 C-1's attending. The event consisted of:

Monday- Golf Tournament, SACC board meeting and a welcome reception in the PM.

- <u>Tuesday</u>- Road tour thru the Amish countryside while dodging Amish horse & buggies, which included a tour of an Amish settlement and museum plus lunch, family style. In the PM a dinner and show "Hairspray" after a SACC meeting with all chapter reps.
- <u>Wednesday</u>- A fun road tour to Ludwig's Custom Auto (does retro-mods) and Jeff Barbour's private collection in Mohnton. This was quite a collection including race cars and numerous Corvettes. Lunch down by an "Old Mill Stream", annual SACC membership meeting and finally the closing banquet back at the hotel. The guest speaker was Adam Boca from the NCM who gave a power-point presentation on the eight cars that fell into the sink hole! See photo of "before the tumble".
- <u>Thursday</u>- Phil Parker (SO CAL) and I ventured off to the Corvettes at Carlisle" event. I did find a guy to restore my original radiator cap. As in the past, the clouds opened up with more rain than we see in a year in SO CAL!

Highlights of the convention included:

- Dick Block (SO CAL), the Western Regional Rep who recently resigned, was replaced by Greg Medico from the AZ Chapter.
- The Eastern Regional Rep., John Battista, also resigned and Ron Dill from the Sunshine chapter assumed his duties.

Sales of the "Solid Answers" (Technical Owners Guide) are going well.

SACC currently has over 1,200 members, eight chapters and SO CAL is by far the largest.

SACC dues will remain at \$35 per year. Most chapters are collecting SACC dues with theirs.

The next SACC convention is in Tacoma WA, 29 July- 1 August 2015. They have a fun filled schedule so watch for info.

The 2016 SACC convention will be in Effingham, IL, 12-14 September just before the annual "Fun Fest".

Respectfully submitted, Bruce Fuhrman, SACC Secretary





Picture from the National Meet while touring.

Lower Left: Bruce Fuhrman's Enterprise Rental Car from a local Amish Family.





Legacy License Plates....Where are they NOW!

California has a Program to supply Legacy License Plates and it is due to end on January 1, 2015. These plates are pictured below along with the number of pre-orders received to date for each plate type. The program needs 7500 pre-paid orders to proceed with manufacture. I have included what is printed on the DMV Web Site with the legacy details. Orders forms are available on the DMV Web Site.



Beware that there is a disclaimer (look under FAQ's in DMV Web) that the reissued plates will not be exactly like the originals. And that state law mandates that they be reflectorized.

The images are for illustrative purposes only. The final design of the plate will differ.

From the CA DMV Website this following information that may be of interest to anyone who has an old car and wants to get a period correct license plate. The program needs 7,500 pre-paid applications prior to Jan 1, 2015. As of today we are almost half way there, about 3,500 have applied. So please send out this info to anyone who you think might be interested. Legislation introduced the California Legacy License Plate program offering vehicle owners the opportunity to purchase replicas of California license plates similar to those issued in the 1950's, 1960's, and 1970's. The program requires a minimum of 7,500 prepaid applications prior to January 1, 2015. Legacy License plates can be ordered for any year model automobile, commercial vehicle, motorcycle, or trailer. The Legacy License Plate Program will not replace the current Year of Manufacture (YOM) license plate program. The DMV is accepting pre-orders until January 1, 2015. A pre-order form California Legacy License Plate Pre-Order Form (REG 17L) (PDF) is available for these plates. The completed form and \$50 payment must be mailed to the address provided on the form. Payment can only be made by check, money order, or cashier's check made payable to Department of Motor Vehicles. Pre-orders will NOT be processed at DMV Field offices or Auto Club offices. California Legacy Plate Program Frequently Asked Questions (FAQs) California Legacy Plate Pre-Order Form (REG 17L) (PDF) PAYMENT: Check, Money Order, or Cashier's Check ONLY. Payable to: DEPARTMENT OF MOTOR VEHICLES. Mail REG 17L WITH a \$50 PAYMENT to: **Department of Motor Vehicles** Legacy License Plates Customer Service/Operations Support, MS H203 PO Box 825393 Sacramento, CA 94232-5393 PRE-ORDERS WILL NOT BE PROCESSED AT DMV OFFICES or AUTO CLUB OFFICES REFUNDS: Your payment will be refunded shortly after January 2015 if this plate program is not implemented, or if your desired personal plate configuration is not available and you did not request a sequential plate substitution. To cancel your PRE-ORDER, mail an Application for Refund (ADM 399) to the address shown above. The refund request must clearly indicate that the refund is for a pre-ordered Legacy License plate and include the personalized configuration ordered, or state if a sequential plate was ordered. Please include your name, address and daytime telephone number in case we need to contact you. NO REFUND will be issued after the program begins and your plate number reservation has been made.

This Legacy Plate Program will not replace the current YOM (Year-of-Manufacture) Plate Program. The current YOM program allows you to register original plates on your vintage car. The YOM plate requires 2 matching readable plates and proper year registration stickers for the year car they are being placed on. The SIGNIFICANT requirement is that the numbers/letter combination must not match anything in the DMV computers. So before purchasing "old" plates make sure the DMV checks them <u>on their computer data base</u>.



The vintage plates depicted here were taken by Bruce Fuhrman at the National SACC Convention. It is mainly interesting as they do make more credibility to your restoration.





C1 Restoration Vacation Time.....Chuck Gibney & others

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

During this period of C1 Restoration both cars are in the paint shop and the progress is going well. They put gel-coat on it, and are in the process of sanding down the gel-coat to find the high and low areas. Still a lot to do. I (author Chuck) have decided to paint my '62 a 2010 Corvette color. It is Red Jewel Tintcoat. Since it is summertime there was time for vacations. Below is Chucks vacation to the Corvette Museum (post sinkhole) and Assembly Plant in Bowling Green, KY.



Chuck Gibney, So Cal member #139

A Visit To Bowling Green

This past June, another Corvette enthusiast, our wives, and I, decided to go to Bowling Green, KY to visit the National Corvette Museum, and the Corvette Assembly Plant, while the sinkhole was still open for viewing. I know that visits to both of these have been written about in the SACC magazines, but it has been some time, and there have been some new developments.





I found that the National Corvette Museum offers a combined. docent-led, tour of both the Assembly Plant and the Museum, in small groups of 4-7. The cost is \$200 for four people, and \$50 for each additional person. A little pricey, but the money goes to the museum, and it can use the support.

The Corvette Assembly Plant

We arrived at the museum at 9 AM, met our tour guide, and were driven to the plant, about 1/2 mile away. I was impressed with the greeting we found, with my name on the Marquee. They also do this for people that have purchased a new Corvette and are there to follow part of it's assembly down the line. The plant holds about one million square feet, and has seven miles of assembly lines.

George Iverson's father passed away on August 27th.

The normal tour holds about 15-20 people, takes an hour, and it is very difficult to hear the guide, as the plant is noisy. The extra cost to be in a small group made it very easy to hear. We were also able to see and learn more on our 2 1/2 hour tour. No pictures are allowed to be taken in the plant. The ones you see in this article were posted by others on the internet.

This is the only Corvette assembly line. The original plant was in St. Louis, and moved here in 1982. They run one shift on the line, two shifts in the paint area, and three shifts of maintenance people to keep all the machines working. It takes more than a day to completely assemble a car, and the goal is to complete about 180 cars a day. They rarely meet the goal, as the company is very safety and quality conscious, and any worker can stop the line any time to fix a problem.



PAGE 13

THE SOLID SCOOP - SEPTEMBER 2014

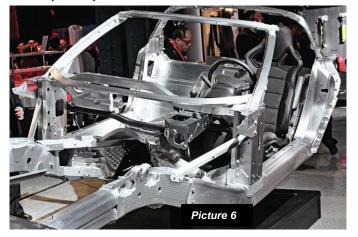
There are actually multiple assembly lines, with groups of parts being assembled, and then joined together. It is quite a scheduling accomplishment that the correct assemblies come together at the correct time. The workers use many specialized machines, like the one shown here that puts all 5 lug nuts on at one time. (picture 2). Each worker is part of a team of about 6 people. They trade off tasks during the day to help prevent injuries from repetitive work. Most work is done by people working individually, and they have 3-4 minutes to complete one or one set of tasks. They work steadily, but are not hurried, or forced to move too quickly. This worker, in picture 3 is





installing a door with the aid of a specialized lift. There are very few robotics in use. One of the robots is used to assist two workers to install the windshield. The robot picks up the windshield, applies adhesive, and then positions it for two assemblers to put it in place. (picture 4) There are self-guided, unmanned carts that wander around the assembly building, delivering parts to the workers. This is the premiere assembly plant at GM, and many workers transfer here from other plants. There are 700 workers, 100 supervisors, 4 managers, and about 100 maintenance people. Many of the workers took time to wave to us, and a few came over to talk for a moment. It was very clear they are very proud of what they do.

The construction of the modern Corvette is quite different from our C1s. The car is "Born" when the dashboard is assembled. It now has a brain and a VIN #. The frame is assembled (picture 6), then the pre-painted body panels (picture 7) are attached to the frame. The dashboard, interior, seats, etc are added.







One of the last steps is to lower the frame/body onto the drive train (picture 5). Until now, engines have been manufactured in Tonawanda, NY. This year or early next year that function is being moved to Bowling Green, to another part of this plant.

The assistant plant manager took a moment to talk with us. She has been with GM for 30 years, and loves this job. She said it is like working in Disneyland. Every 6 months she gets a new Corvette to drive. Her current Corvette was a prototype 2015 model (this was 3 months before the plant was switching over to the 2015 models).

THE SOLID SCOOP - SEPTEMBER 2014

The company is very quality conscious. There are multiple inspections as the car moves along the line. Here we see two workers giving a final inspection. (picture 10) The car is then driven over a series of rumble strips to settle the chassis for alignment. This is followed by a dynamometer where about 100 separate tests are performed. Then it is on to the pressure wash to test for any leaks.

The cars are held at the plant for 10-12 days before they will be shipped to the buyer. This is the same for cars to be delivered to buyers at the museum. This delay is designed to allow any of the suppliers to notify the plant of problems with recently shipped parts before the car leaves the plant. Our visit was a great experience.



The National Corvette Museum

We returned to the National Corvette Museum for lunch in the cafe, and our tour. I'm sure you have heard that a sinkhole opened up under a portion of the museum in February, 2014. (picture 25) This swallowed up 8 Corvettes, including a Black 1962, the one millionth and the 1.5 millionth Corvette. The museum personnel immediately moved 18 other cars away from the hole to prevent them from falling in. The museum pulled the cars out of the hole (picture 26), and are displaying them in a separate area.



Some of the cars that fell in experienced only mild damage, like this 1962 (picture 21).





Others, like this ZR-1 (picture 22), and this 2001 (picture 23) were almost totally destroyed. The first ones to fall in were the most damaged, as large rocks, like this one (picture 24), and other cars fell on top of them.



The museum has seen a 65% increase in visitors since the sinkhole opened. The plan, until recently was to leave the sinkhole open in the future, so visitors could see into it. But, a few weeks ago, the Museum Board decided it would be too expensive to do this. The cost to ensure safety, and the insurance cost was estimated to be prohibitive. The plan now is to fill in the hole.

The museum and GM had originally planned to repair/restore all 8 cars. Later that was changed to restore only 4. The final decision is to restore 3 cars, the1962, the 2009 ZR1 prototype, and the 1992 one millionth, and to leave the other 5 on permanent display. They decided the restoration of the most damaged cars would almost require complete new bodies, some drive trains, etc., and then they would no longer be the original.

The museum has exhibits about Harley Earl, (picture 27) and Zora Arkus-Duntov. (picture 28) There is a nice display of a 1960 (picture 29) (notice the price of gas). There are displays about Corvette racing, (picture 31) and concept cars. (picture 32) They also have the only 1983 Corvette ever built. (picture 33)



The and the museum assembly plant offer а service that will allow a new to pick up their owner Corvette at the museum. The is delivered to the car museum, detailed by museum staff, and displayed, then delivered to the new owner in the center of the









museum. (picture 35) Your friends and relatives can watch the car being delivered to you on the Internet via a webcam. The museum raises money by raffling off a new Corvette every few weeks. (picture 36) These are also delivered at the museum. We had a great time visiting. Makes you want a new Corvette.

Chuck Gibney





President Nixon Library Tour



The Presidential Seal at the Library entrance.



Library Entrance.



This Saturday, September 13th tour was coordinated by our Events Director Barry Charles. All attendee's met at the Library in Yorba Linda. It was a very warm day and most drove their modern Corvettes while Bruce Fuhrman led the procession in his '54 Vette.

The Library grounds feature the Library, Richard & Pat's gravesites and the original home where Mr. Nixon grew up. Inside the Library are the many displays from Mr. Nixon's past and during his Presidency.

Prior to the tour, Tour Coordinator Barry Charles had taken orders for box lunches which were received. Each individual pre-ordered their choice from a menu.



The picture to the left is the Nixon home moved here from its original site. Touring of the house was permitted allowing a view of this CA home from early 20th century.

(Left) Gravesites of Richard & Pat Nixon.

(Right) Mannequin of early Richard Nixon

(Left Below) The green car is member Phil Roche '68 Cuda (Plymouth Barracuda) with 300K miles.

(Below Right) The "hot" owners of the only C1 on the tour, Bruce & Janice Fuhrman.







SoCalSACC Member Profile Eric May, #71

It all started when I was about 13. It was a dream come true. We had just moved to California from New Mexico. Beach bunnies in bikinis from here on out! I went to some car shows with my older brother, and I started building model cars, one of which was a 1961 Corvette, and I painted it blue with white coves. When I turned 17, I bought a 1968 Cougar XR7 which I later sold, then bought a 1930 Willys-Overland Whippet. It was a mess. I ended up replacing the bottom 3 inches on the doors and cowl because they were rusted away. It was about this time that I was diagnosed with a horrible disease. The name of which my uncle calls the,"genetic family disease" a.k.a. "Classic Cars and Junk Collector".

Several years went by since I owned any classics.



I didn't want to waste money on a classic unless it was something I really, really liked. I knew the cost to restore was almost the same no matter what kind of car I bought. I decided, if I could only have one car it would be a 1958-60 Corvette. I started looking and saving when I was about 37. I was determined not to pass my 40th birthday without a vintage Corvette. I decided, if I died without having one, I would be really pissed off. One day I was at a party, and the conversation of Corvettes came up. A guy I knew had an uncle who wanted to sell him an, "old timey Corvette", as he described it, but he didn't know the year.

It took a few sleepless, frustrating weeks before I saw the car. It was a 1961 with some amateur restoration work done. It wasn't the 58-60 that I dreamed of, but I didn't care, it was close enough. I didn't know much about Corvettes, but I knew the interior was incorrect. It had an incorrect, rebuilt 327, and a three speed. The guy just repainted it white, and did a lousy job. I could do better with my eyes closed. It had zero miles on the rebuilt engine because he didn't rebuild the carburetor, and it wouldn't stay running long enough to drive. He was also too big to fit behind the wheel. We made a deal and I brought a trailer and a race boat driver/ mechanic friend. I thought maybe he could do some magic, and get it running well enough to get it on the trailer. Sure enough, I cranked the motor, he looked at me with a funny smirk, waved his hands over the carburetor and distributor, and I drove it on the trailer.

I'm the fourth owner. He bought the car from his brother in 1984, and his brother bought the car from the original owner in 1962. The car spent its whole life in Arizona and California. I have owned it now for 9 years with no regrets. I've done many improvements and upgrades over the last 9 years. I'm still keeping an eye out for a 58-60 in better shape than mine. I missed out on a couple of those because of bad timing, but I'm sure I will come across one that wants to be in my garage.





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'58-'61 dual quad intake (3739653) used \$375.
'58-'62 used heater/defroster control switch w/knob, spacer, nut & mount kit \$100.
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'62 new front nose emblem \$60.
'56-'60 new door locks \$40/pair
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'56-'62 soft top bracket plate support \$140/pair
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'58-'62 new dash pad \$250.
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Email: joe.lagreca@att.net
WANTED: Borg Warner T-10 four speed aluminum case and tail housing dated May, June, July or early August 1961. Will buy complete transmission if necessary. Or I have complete transmissions and various

August 1961. Will buy complete transmission if necessary. Or I have complete transmissions and various transmission parts to trade as well as many other C-1 parts. Chip Werstein chipsgarage@aol.com, 818-554-6560 0r 818-883-5766

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<u>FOR SALE:</u> 1953-55 Reproduction exhaust extensions 53-E54 (short) and L54-55 (long) available, windshield post tab repair \$65 ea plus shipping. arunner@frontiernet.net, Gary, Member #26C. FOR SALE: C1 Front Spindle (L or R). Very nice shape ... no grunt marks. \$75

John 4F

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<u>FOR SALE:</u> Pic's racing engine & Muncie M-22 Rock Crusher 4-spd close ratio transmission. See Engine: 550 HP; Donovan alum. block 409 ci: Edelbrock induction; Holley 900 cfm carb; JE Custom pistons/ring; Scat crankshaft; Manley performance push rods; T&D Competition rocker arms; AFR cylinder heads, valves, springs. Seller will pay for removal; buyer responsible for transportation; \$13K. Contact: Allen, peteral441@gmail.com.

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Back Cover Car:

Walden Dahl's '62 FI (member #116). Walden is second owner of the car having purchased it from an owner in the Modesto, CA area. The car was purchased new in 1962 by a Vietnam Vet. It was later transferred to his nephew who Walden purchased it from. It is an early (#587) very solid car which still has stencil on the frame.