



The Solid Scoop

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

Vol. 3 Number 1

April 2007

"Look Us Over at"

www.socalsacc.com

So. Cal. SACC Scheduled Activities:

(These will be flyer/sign-up future events, stay tuned)

July 28:

Wine Tasting & Dinner in Santa Inez

Sept. 2:

Malibu Brunch

Oct. 6:

***Back road Run to Buellton
& Mendenhall Museum in Solvang***

Oct. 20:

General Membership Meeting

Nov. 10:

Tech Session

Proud Owners and Their "Black, 7 times '57 Line-up"



Right to Left:

1. Chip & Jenni Werstein, 270 HP
2. John Englehardt, FI owned since 1967
3. Marty Vranicar, FI owned since 1971
4. John Costales, 270HP
5. Dan McCarthy, orig. owner – sold and bought back in 1963
6. Ralph Haun, FI
7. Andy Bressler, FI
8. (Not shown) Ron Lefler, 270HP because fuel pump failed.

Photo taken by Jim Lundal

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, NCCC Events in Purple)

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.

2007

Sun., May 6	Cruise-in at Legends in Glendora 4 – 7 PM SACC Coordinator: Lee McCoy leemcoy@msn.com
Sun., May 6	All Chevy car show at Team Chevrolet in Pasadena, CA -- Corvettes Limited. All proceeds will go to Foothill Family Service Info: Ralph Verdicchio (626) 335-2142 or Burke Chaplin (626) 444-4159
Sat., May 12	West Coast Regional governors meeting in Garden Grove, CA, hosted by The Vette Set, Inc. Info: Allen Morris (949) 367-9000
Sun., May 13	Hi-Performance Swap Meet at Veteran's Stadium in Long Beach
Sun., May 13	Corvette Dreamin' 2007 people's choice car show and concours at Mission Bay, San Diego, CA -- Corvettes of San Diego
Sun., May 20	30 th Annual Plastic Fantastic All Corvette Car Show in San Diego. Change of Location: Spanish Landing. Huntington Beach Concourse at HB Library
Sun., June 3	Pomona Swap Meet, LA Fairgrounds, Pomona, Ca.
Sun., June 3	Hi-Performance Swap Meet at Veteran's Stadium in Long Beach
Sun., June 10	People's choice car show at Cormier Chevrolet -- The Vette Set
June 10	National SACC Convention in St. Charles, Illinois
June 11 – 14	Check your National Magazine for Info.
June 16-24	NCCC national convention in Nashville, TN
Wed., July 4	Long Beach Yacht Club Car Show and Chili Cook Off
Sun., July 8	All GM Car Show SACC Coordinator: Chip Werstein, chipsgarage@aol.com, Location: Van Nuys
Sun., July 8	Hi-Performance Swap Meet at Veteran's Stadium in Long Beach
Sun., July 15	Pomona Swap Meet, LA Fairgrounds, Pomona, Ca.
Sat., July 28	*SoCalSACC Wine Tasting and Dinner in Santa Inez Valley Coordinator: Sheri Vivas. Flyer will be sent.
Sun., Aug 12	Hi-Performance Swap Meet at Veteran's Stadium in Long Beach
Sat., Aug 18	People's choice car show at the Buena Park Elks Lodge -- Corvette Super Sports
Sun., Aug. 26	Pomona Swap Meet, LA Fairgrounds, Pomona, Ca.
Sept. 2	*SoCal SACC Malibu Brunch Coordinator: John Costales Flyer will be sent.
Sun., Sept. 9	Hi-Performance Swap Meet at Veteran's Stadium in Long Beach
Sun., Sept. 16	Red Line All Corvette Car Show SACC Coordinator: Bruce Fuhrman bruce4info@aol.com, Location: Thousand Oaks
Sat., Sept. 22	8th annual Cruisin' for a Cure for prostate cancer at Orange County Fairgrounds, Costa Mesa, CA to support the UCLA Jonsson Cancer Center, Info: (949) 752-5115 x10
Sat., Sept. 29	NCCC West Coast Regional governors meeting in San Diego, CA, hosted by Corvettes of San Diego Info: Allen Morris (949) 367-9000
Sun., Sept. 30	Oktoberfest in Camarillo SACC Coordinator: Bruce Fuhrman bruce4info@aol.com
October 6	*SoCalSACC Backroad Trip to Buellton Coordinator: Larry Wright Flyer will be sent.

2007 Schedule Continued.

Sun., Oct. 7

Hi-Performance Swap Meet at Veteran's Stadium in Long Beach

Sun., Oct. 14

Pomona Swap Meet, LA Fairgrounds, Pomona, Ca.

Oct., 20

***SoCalSACC General Membership Meeting**

Coordinator: Bruce Fuhrman. Flyer will be sent.

Sat., Nov. 10

***SoCalSACC Tech Session**

Coordinator: Chip Werstein. Flyer will be sent.

Sun., November 11

Hi-Performance Swap Meet at Veteran's Stadium in Long Beach

Sun., November 25

Hi-Performance Swap Meet at Veteran's Stadium in Long Beach

Sun., Dec. 2

Pomona Swap Meet, LA Fairgrounds, Pomona, Ca.

Sun., Dec. 9

Hi-Performance Swap Meet at Veteran's Stadium in Long Beach

So. Cal. SACC Personal Profile.....Mel Foye #7C

I and my 58 Chevy came to California in 1962.

My desk job was in insurance while my weekend "job" was helping two brothers keep their Corvettes running. One was a 61 283-315 FI, radio and heater factory delete and 4:11 Posi. The other was a 62 327-340 with a 3:70 Posi. Both were daily drivers and were daily driven HARD.

In the spring of 1963 I decided to trade in my 58 sedan and I was down to an Avanti with a factory blower, a turbo Corvair convertible and either a 61 or 62 Vette. I decided that since I was going on some 5,000 mile trips if I broke an engine, trans or rear end in say Armpit, Ok. if there was a junk yard I could be back on the road in a half of a day if I was in a solid axle.

I bought a 62 Honduras Maroon, 327-250, 4 speed with a 3:36 Posi. Daily driver that saw 170,000 miles with a valve cover never coming off. Was dragged raced many many weekends and lived through a number of 12 hour high speed Monte Carlo rallys including Santa Barbara to Ensenada via Big Bear. Was going on a 5,000 mile trip so stuck in a factory crate sb 400. It now has 130,000 miles and has seen many upgrades such as lightweight flywheel, forged pistons, Comp Cam Roller hyd. Cam, AFR heads, Tri Y headers for a 67-69 Camaro, Performer RPM intake, double pumper Holley spread bore, front disc brakes, 1 ton truck front bar for the front, a Camaro front bar is on the rear, front springs 28% stiffer, rear springs 43% stiffer and a Richmond 6 speed.

I still have the original engine and I raced it in my oval track asphalt car for several seasons with a number of main event wins.

Some folks think I have a trans cooler in the grille area. No it is an oil cooler. When I was first running the Riverside road course the oil temp was hitting 270 plus degrees so a fix needed to be found. The breadbox hood scoop went on so I could run a tall single plane intake, fit a big enough air cleaner for capacity and help smooth the turn that the air must make to go into the carb. and help with cooling by dumping out under the hood air.

Now to the thing that throws most purists and that is the big trailer hitch. Lost my tow vehicle in a divorce and needed to tow my 56 Vette drag car. Why not just drive the 56 to the track??? Well a 265 out to 272 with 12.8 CR with a 5:13 Posi just is not much of a freeway car.

So I have had the 62 for 44 years and the 56 for 41 years at this point.

I and an instructor did the Mooning Mel Yellow at a local college in 94. The Moon Discs I was lucky enough to buy from dean Moon himself.

Rock chips and dings came from driving from LA to the Grand Opening in Bowling Green, to the Black Hills Corvette Classic, Twins Cities Corvette Fall Color Run, Blooming Gold for a SACC convention and other trips.



Springtime 2007 – General Membership Meeting

Featuring Guest Dick Gulstrand



Dick Gulstrand poses just after arriving in his '67 Vette Coupe. Dick's history with Vette's and racing was his keynote message.

Another beautiful Southern California SACC day and over 30 solid-axle beauty's hit the road. Again, we drew members from all our Chapter boundaries and converged at the Tam O' Shanter Inn, at Los Feliz Blvd. and Interstate 5. This location provided us a total parking lot to ourselves and over 60 members and visitors. This was a over 50% attendance of our total membership to our bi-yearly General Membership Meeting. This attendance is only exceeded by I bi-yearly C1 Technical Sessions.

*"Our C1's are not only for Show, but to be Driven!
Save the Wave!!*

Featured at our meeting was a local racing Legend, Dick Gulstrand, who took us back to "yesteryear" and his stories of Corvette Racing.

10 AM was "tire kickin' time" and as each vehicle arrived they were greeted by waves and handshakes and a "glad to see you" attitude. The camaraderie within our Chapter is evident and infectious which is the single reason we are approaching 115 members. It becomes very obvious to most visitors that these are people who share their C1 information and are very helpful with a sometimes simple/obvious question.

As Noon rolled-a-round and the parking lot was getting full, everyone drifted into the Tam Inn and sat down to a 3-course meal with a selection of a fish, chicken or prime rib. The Tam has quite a history being in this location since 1922 and the interior is very opulent. Once seated, service began with salad, the main course and dessert.

The General Meeting (which is the reason we drove here, right?) began with Chapter President Bruce Fuhrman thanking all for coming, introducing Chapter officers and introducing Dick Gulstrand.



Dick Gulstrand kept all listening intently at his many stories. Dick's motto was whenever you buy a fast car the first thing you do is take it apart and make it go faster! He is 80 years old and still working on rebuilding cars.

(Right) Tam O' Shanter Inn, established in 1922 still stands and doing great food! (Below) The Tam's parking lot never looked better!



Tam O' Shanter Meet Continued.....



This collection of 7 Black 1957 Vettes was the "brain-child" of SoCalSACC member Chip Werstein. Chip knew these owners and coaxed them all to come out and attend the meet. Several cars belong to members and two additional individuals joined during the days festivities. Actually, 8 cars were scheduled but one had car problems and didn't show. However, 7 X 57 does have a "Ring" to it. These cars and their owners are also seen on the newsletter cover.



The Head table with Dick Gulstrand (yellow shirt) and Chapter President Bruce Fuhrman (red shirt).



(above) Parking Lot Scene. (left) Bruce Fuhrman (back to picture) cracks up Jim & Judy Lundal with his Fuhrman wit. Jim is Newsletter editor and Webmaster for the SoCalSACC Chapter.



Dick Gulstrand visits with folks at the Sign-in desk. Standing left is Chapter membership/treasurer: John Costales and seated is Jenni Werstein.





More scenes of the '57 string. (right) Parking lot view of the Tam. We had so much space, no one felt crowded.



Another Great Day for SoCalSACC!

**Thank You to those who
coordinated the effort!**



LAST MINUTE NOTE:

The July 28th SoCalSACC Wine Tasting Trip has blocked out rooms at the Radisson Hotel in Santa Maria. Make you reservations early, mention "Corvette". Dinner will be at "Vivas's Garage".

Radisson Phone #: (805) 928-8000



February 2007 Tech Session at Toyota!

SoCalSACC members Rick Dufresne & Stan Kiyan, both employees of Toyota, coordinated this Technical Session location for our Southern California SACC Chapter. Chip Werstein coordinated the topics and speakers. The event was another outstanding forum for "Tech Talking" on Solid-Axle's.

This Tech Session, along with all previous sessions, appears on our Chapter's Web Site (www.socalsacc.com) and presents a much more in-depth discussion on each of the topics. The topics selected for this session were: C1 Headlight Alignment (Chip Werstein), Total Ignition Timing (Doug Prince), C1 Fuel Tank Odors (Chip Werstein) and C1 Battery Care (Larry Pearson).

Our member "Toyota Boys" scheduled a building used for Toyota events in Torrance, Calif. This facility, being centrally located (Torrance, Ca.) in our Chapter's region also contained the space we now seem to need to accommodate all our members and member cars. Each Tech Session is growing larger. Along with coordinating the facility, Rick and Stan, along with their wives, coordinated and obtained our luncheon.

The pictures below illustrate much of the day. Remember to look on the Chapter Web Site for much more information on the topics.



Left, (l to r) Stan Kiyan, Susan Sanborn and Rick Dufresne are seen during "Tire-Kickin" time prior to our luncheon meeting.

Susan is the coordinator for the Toyota building. Stan & Rick are members of SoCalSACC.

Below, Chapter President, Bruce Fuhrman, opens the "show" with greetings and Thanks to all that participate in this session's success.



Tire Kickin' is always a hit. This session brought out about 35 cars and almost 60 people on a beautiful Southern California Saturday.



Tech Session Coordinator, Chip Werstein, kicks off the first session, C1 Quad Headlight Alignment, Chip is seen above explaining the function of the "Headlight Bucket" components. The '61 behind Chip belongs to member Dwight McDonald.

Headlight Alignment for a C1 Quad lamp arrangement can be intimidating, until the technique is broken down into simple steps which need to be followed, in sequence. (Right) Chip Werstein provided factory information on the alignment but Chip's format provided the sequence that needed to be followed. This alignment is a manual technique (no headlight aiming equipment) and stresses the initial car/target alignment setup prior to making any adjustments. The Target Pattern described in the factory information must be placed at a specific distance and location in front of your C1, and, then a sequence of aligning each headlamp must be followed. Chip used a Headlamp Bucket Assembly to explain all of the adjustment components and the alignment effect of each adjustment.

For more detailed information, go to our Chapter Web Site (www.socalsacc.com) and begin with C1 Technical /Tech Sessions/Spring 07 route to the Session.

C1 Total Engine Timing : This discussion followed Headlight Alignment and our Chapter's Fuel Injection Tech Advisor, Doug Prince, provided all the necessary information. Many in the audience began this session from the position of "how difficult is it to just set the C1 timing?", this will be a short session (no-brainer i.e.). Well, Doug began by saying, we are not discussing setting point timing (at idle) but viewing the Total Timing of your engine at higher RPM's. Total timing takes into account the contributions of distributor point gap, angle setting, centrifugal advance weights and vacuum advance (if used) contributions. Back in the years when our C1's were new, this Total timing was a generated curve of Spark Advance (in degree angle) versus RPM and the performance could be measured with machines which turned the distributor and provided this information. Generally these pieces of equipment are in corners of garages or in museums.

However, the Total Timing Curve can be measured by the "shade-tree" mechanic using a "Dial-Back" timing light. In brief, this type of timing light contains a rotational dial which always maintains the firing on the engine timing mark for all engine RPM's. If values are taken from the dial at various RPM you can then generate your own engine

performance timing curve and "see" what your engine is doing at 3000 RPM and not only at idle. This measurement will demonstrate that "all" of the components affecting your engine timing are operating correctly.

You are encouraged to review this topic on our Web Site in far more detail, (www.socalsacc.com , C1 Technical/Tech Sessions/Spring 07).



Doug Prince explains Total Engine Timing!



The lunch was a great break after Two Tech Sessions of "Much Information". The member "Toyota- Team" and their wives coordinated a great BBQ lunch.



Chip Werstein takes the podium for the second time and discusses Fuel Tank Odor in our C1's. Beside Chip is the prop, a used C1 fuel tank.

C1 Fuel Tank Gas Odors:

Fuel tank gas-odors in our C1 passenger compartments are similar to having BO (body-odor, i.e.), most all C1's have "it" but don't talk about "it". You probably don't have this problem if you don't drive your C1, or, most all driving is with the top down.

Chip's narrative began with the question, who experiences GO (gas odor) in their C1 and about 80% responded yes. Chip then proceeded to outline all the contributing areas, how to correct these area problems and "guarantee" a successful outcome. The most significant areas which can be an odor contributor only require seepage which smells until evaporated. It does not have to be a major leak.

Bad gasket at the fuel level sending unit, tank vent line deterioration/missing, fuel supply line fitting leak, fuel tank cap gasket/surface damage and a drain line missing draining fuel spillage into passenger compartment. Go to a much more in depth discussion on the topic on the Web Site (www.socalsacc.com) . Many more pictures and equipment lists are available on the site.

Chip did state, unless you are very familiar with the fuel tank equipment condition in your car, to perform fuel tank work it is best to acquire (purchase) the entire list of equipment PRIOR to getting into this job. Once you enter the Fuel Tank Odor repair and determine you need something and you require ordering the part , your car could be disabled for several weeks. If you have all the repair parts available this task should only require a couple of days, at most.

Battery Care and Maintenance by Larry Pearson

Larry Pearson began his presentation with, “all car batteries, with proper care and maintenance, can last as long as 10 years”.

Keeping a battery properly charged and not allowed to discharge can maintain this device to perform satisfactory for many years. Larry presented a couple of examples of “trickle-chargers” which helps to maintain the charge over longer periods of the car and battery non-operation.

Larry also indicated that upon purchasing a new battery to be sure and bring the battery to a fully charged condition as some batteries could be on the shelf for a longer period of time and not be brought to a fully charged state once installed.

Larry pointed out that of his many personal cars in use and in limited operation, the only batteries not providing good service of many years were due to his mistakes of allowing the battery to discharge and not recover.



Larry Pearson stands next his battery “props” while outlining the many reasons why proper care should extend a car battery life to almost 10 years.



*Photo submitted by Eric Hershkowitz
(Joel Berk's '59 FI car)*

A Face We Can't Forget!

So Cal SACC Classifieds

This listing contains Wanted and For Sale Items submitted by the So Cal SACC members. Items must be Solid-Axle Corvette related (parts, information wanted, etc.) and contact of a current So Cal Chapter member.

FOR SALE: 58-62 replacement windshield, glass only. Excellent condition, but not original LOF glass. \$50. Chip Werstein 818-883-5766 or chipsgarage@aol.com.

WANTED: T-10 4-speed main case and tail housing dated June, July or August 1961. Or will buy complete transmission if necessary. Condition of gears and other internal parts is unimportant. Also still need one 56-62 wheel. Chip Werstein 818-883-5766 or chipsgarage@aol.com.

FOR SALE: pair of rear springs for straight axle Corvettes. Nice "California no rust" springs. Used windshields and side window glass. 1957-1962 steel wheels. Carlos 805-929-0838

WANTED FOR '57: Turn signal flasher with bracket (either Tung-Sol AP 273, or Signal Stat ZN 232). Email Ralph at rehatcr@aol.com (please put "turn signal" in subject line).

FOR SALE: 1959-62 restored original steering wheels with hub for sale Roman Red, Black and Charcoal Grey !1958)
Please call Leland McCoy @ 866 317 8356

INFORMATION: PLEASE TELL YOUR EARLY C-1 STRAIGHT AXLE CORVETTE FRIENDS THAT THIS SOFT TOP FRAME IS FOR SALE IN THE SAN FRANCISCO AREA - THANKS, TONY - 650-348-8269 ~ 1953, 1954 & 1955 Corvette convertible black soft top frame assembly in great condition this is the correct "C" arm frame for late 1954 Corvettes and all 1955 Corvettes with fit all 1953 models too - \$3,500 plus shipping - 650-348-8269

WANTED: 1958 283 CI ENGINE BLOCK W/CAST DATE CODED FROM 1 DEC 57 THRU 5 MARCH 58. WILL CONSIDER COMPLETE REBUILDABLE ENGINE. OR BLOCK. CALL 213) 838-8821 AND LEAVE MSG. STAN # 88

FOR SALE: SoCalSACC member Len Marino is handling sales of Repro C1 Corvette Radios with reconditioned/updated electronics.



1958-62 Chevrolet CORVETTE Wonderbar AM/FM/Stereo Radio Specifications

1958-62 Chevrolet CORVETTE Wonderbar
AM/FM/Stereo Radio
\$590.00 + shipping
Available NOW! Call 626 358 1466 Len Marino
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Did You Notice?

**The article's on the C1
Signal mechanism in the
latest NCRS Restorer
Magazine. Find it!!!**

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1954 CORVETTE PCV CONVERSION (A 1954 “Green-Machine”)

Article submitted by SoCalSACC President Bruce Fuhrman

In California a car that is 52 years old is exempt from smog equipment or testing for annual registration. The only regulation is that it must not be emitting billows of white or black smoke. My '54 was in complete compliance with all state laws.

In June 2003 I joined the Corvette 50th Anniversary Caravan to Bowling Green, KY. As the “senior” car in the contingent from CA, it drew some attention. I am not sure but believe it was the only 6 cylinder Corvette in the Caravan. Some of my Red Line Corvette Club members insisted I be placed in with their predominant line up of C-5's. This was fine with me! After the first 100 miles or so of desert driving I noticed my companions opting to pass me. It was rewarding since I felt they were impressed how well the old “stove-bolt” 6 ran and were confident I was doing fine by myself. Wrong! After much prodding, I finally got several to confess that “I stunk”! There was no smoke or oil on their windshields but there was quite a pungent odor similar to following an old diesel bus. I also noted that after driving freeway speeds there was white smoke coming from the crankcase vent tube when I stopped for a traffic light. Later on I did want to continue driving in SACC caravans and did not want to offend my “followers” and obviously wanted to do my share to help the environment. So, I decided to see if the car could be adapted to a PCV system.

The car is mostly all stock with matching numbers except for a 12 volt conversion which was necessary for the trip to Bowling Green. Something about starting a 6 volt Corvette in hot weather? I did not want to drill any holes or destroy any original parts.

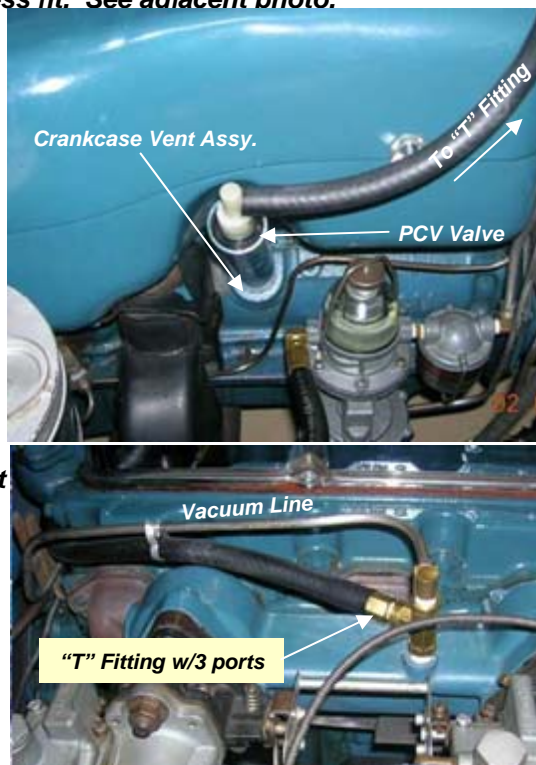
The best place to catch the crankcase emissions was at the crankcase vent in front of the distributor. Then install a PCV vacuum check valve in the tube and then run a hose to the intake manifold. There are 4 slots in the valve cover which would act as the intake for the vacuum? I sketched this out and was wondering if it would be effective and if the slots were too big in the valve cover. I mentioned the concept to Larry Pearson (SOCALSACC Secretary) at a board meeting and he said he thought he remembered seeing a Chevrolet Service Bulletin for doing a similar mod on Chevy trucks used in heavy (dusty) farm work. Larry was right and a week later he sent me the information from 1956. The truck and passenger Chevy cars all have one carburetor, different valve covers and intake manifolds. They required some drilling in the valve cover and air filter. See attached R.P.O. #417. The basic principle is the same for recycling the crankcase so I felt my concept should work. I did not want to do any drilling! I was not planning on taking the '54 on any dusty farm roads.

First remove the crankcase vent assembly which requires some tapping with a rubber hammer from side to side while pulling to loosen the press fit into the block. Once removed, install a steel pipe 1-1/4 “o.d. and 10” long into the hole for the vent tube. Again it will be a press fit. See adjacent photo.

Next, select a PCV valve from any parts store that will fit a grommet that will snugly fit into the 1-1/4 inch tube. You might take the pipe to the store to assure a proper fit. My selection was a PCV from a Toyota. The vacuum pipe is 3 feet of 3/8” hose for the run from the PCV valve to the manifold fitting. The vacuum line from the fuel pump which taps in the front of the manifold is removed. A 1/4 inch “T” with 3 internal ports will serve as the connection for the new PCV vacuum line and the reinstalled fuel pump vacuum line.

You will also need two 1/4” unions to connect the “T” to the manifold and vacuum line. These parts, along with a tube fitting for the PVC hose, are available at any hardware or auto parts store. Thus, no permanent changes are made.

The attached photos depict the final configuration. I have taken the '54 on numerous caravans and no one has complained about the “odor” and the white vent smoke is obviously eliminated. The car runs fine and with no adverse effects and the environment is cleaner (Green Car). I can put it back to NCRS status in less than 30 minutes, but I don't want to!



Welcome New SoCalSACC 2007 Members!

The following are our Chapter's new members so far this year.

#	NAME	LOCATION	DATE	CAR YEAR
105	LaGreca, Joe & Dottie	Grand Terrace, CA	29-Jan-07	61, 62
106	Odiorne, Bob	Alpine, CA	03-Feb-07	57!
107	Troyer, Don & Carol	Alhambra, CA	03-Feb-07	57
108	Williams, Evan	Oak Park, CA	03-Feb-07	61
109	Noguera, Mike & Patti	Ventura, CA	08-Feb-07	57
110	Visnic, George	Riverside, CA	07-Mar-07	61
111	King, Raymond	Tujunga, CA	18-Mar-07	59
112	Swanson, Bill & Robin	La Canada, CA	18-Apr-07	59
113	Oropallo, Robert & Julie	Pasadena, CA	21-Apr-07	57 FI



C-1 Corvettes sold at Barrett-Jackson, Scottsdale, AZ, Jan 2007

YR	AUCT. #	COLOR/(cove)	FEATURES/COND	SOLD
'53	1294	White	From San Diego	\$285,600
'54	1216	White	Custom, modified, 350 engine	68,200
'54	1355	Red	\$46 K invested	88,000
'54	87	White	NCRS Top Flt, VIN # 4610	88,000
'54	1259	Pen-Blue	Bloom Gold, VIN # 3469	106,700
'54	998	White	Survivor, NCRS-Bowtie, VIN# 3461	110,000
'55	944	White	Nice driver, frame off	84,700
'55	1364	Red	Recent Restoration	137,500
'56	386	Black/silver	4 sp. Driver, frame off	69,300
'57	722	Blue/silver	Auto, recent restoration	77,000
'57	1250.1	Black/silver	FI, 3 speed	104,500
'57	1351	Red/red	FI, racing suspension	134,750
'57	1013.1	Red/white	FI, 39k orig. miles	148,500
'57	1242	Red/white	FI, NCRS car	258,500
'58	712.1	Red/white	Show only	82,500
'58	748	Red/white	4 speed, driver	90,200
'58	1058	Yellow/white	4 speed, driver	95,200
'58	1291	White/white	FI, Joie Chitwood's car	154,000
'58	438	Yellow/white	4 speed, recent restoration	165,000
'58	1298.1	Turquoise/white	4 speed, Duntov award	165,000
'59	662.1	Red/white	4 speed, driver	57,200
'59	1063	Red/red	4 speed, driver	78,000
'59	1024	Black/silver	Duntov award	154,000
'59	1354	Red/white	Modified, 350 engine	198,000
'59	1261	Burnt Orange/white	Modified, 427 engine, 6 speed	231,000
'60	1320	White/blue	FI, frame off	88,000
'61	422	Red/white	4 speed, driver	55,000
'61	760	Beige/white	4 speed, recent restoration	68,200
'61	983	Silver/black	FI, 4 speed, same owner 42 yrs.	88,000
'61	1579	Red/white	FI, 4 speed, frame off	90,200
'61	1253	Silver/white	4 sp., Walt Disney executive	93,500
'61	101	White/silver	FI, 4 speed, NCRS Top Flight 3X	115,500
'61	1013.1	Beige/white	Auto, sold at Harry Mann, frame off	132,000
'62	979	Maroon/maroon	FI, Recent restoration	82,500
'62	1554	Red/red	FI, 4 speed, frame off	88,000
'62	1576	Red/red	FI, NCRS top flight	95,700

ATTENTION ALL CORVETTE C-1 **OWNERS**



Southern California now has a Corvette C-1 ('53-'62) Club which is affiliated with the National SACC (Solid Axle Corvette Club) Organization. The SO.CAL SACC Chapter was initiated in February 2005 to provide a place for C-1 owners to meet with other Corvette C-1 owners and enjoy driving their cars as well as socializing during coordinated events. The Chapter covers owners from **Bakersfield** to **San Diego** and from the **Pacific Ocean** to the **Arizona Border**.

As of January 2007, we have 112 C-1 Members. The club holds a couple of General Membership Meetings during each year, several organized tours to various locations and at least two Tech Sessions. The Tech Sessions are held to provide the members a opportunity to find out details about their C1 and fellowship with other owners to discuss specific problems.

Our newsletter, "THE SOLID SCOOP" (Lots of color photos), is published quarterly. This newsletter provides information on club activities, access for selling and seeking "wanted" parts or services, and provides technical information when supplied.

Also visit our Web Site to review more of our activities: www.socalsacc.com



If you are interested in joining the SO. CAL. SACC Chapter of SACC, here are the details:

- Annual dues for the local Chapter are \$20 per year, renewable in December.
- Membership in the local Chapter requires membership in the *National SACC*. The *National SACC* dues are an additional \$35 per Year.
- Your membership in both organizations entitles you to quarterly issues of the local Chapters Newsletter, "*The Solid Scoop*" and National SACC's quarterly magazine, "*On Solid Ground*".

If you are interested in joining or have any questions, please contact

John Costales (Membership Chairman SO. CAL. SACC)
(805) 642-3662 or costales@west.net

Membership application(s), for both organizations, will be mailed to you, and, those joining late in the year, copies of that years "The Solid Scoop" Newsletter will be mailed to you.

We hope to see you soon at one of our events!!!

"SAVE THE WAVE"

Welcome to the So Cal SACC (Solid Axle Corvette Club)

So Cal SACC Chapter Membership Application Year 2007

Because of liability insurance reasons SoCal SACC Chapter Membership requires current membership in the National SACC organization. To make record keeping easier SoCal SACC collects both National and chapter dues and sends your membership on to the National SACC.

SoCal SACC annual dues are \$20 and National SACC dues are \$35, renewable every December.

Chapter dues includes our quarterly Newsletters "The Solid Scoop"

Natl. Membership includes quarterly magazines "On Solid Ground"

If you are a new member the National SACC will send you your membership # separately.

If you are an existing National member please insert your national membership # _____

www.socalsacc.com

Make checks for \$55 payable to: "SoCal SACC" and mail to:

John Costales / SoCal SACC Membership

7026 Sonora Ct.

Ventura, CA 93003

(805) 642-3662 Costales@west.net

Applicant: Name: _____

Co- Applicant: _____

Address: _____ City: _____

State: _____ Zip: _____

Home phone: _____ Work phone: _____

E-Mail: _____ Fax: _____

Corvettes presently owned and please include VIN #'s for all C-1's:

I would be interested in participating in the following club events:

Driving Tours _____

Technical Clinics _____

Overnight Driving Tours _____

Newsletter Contributions _____

Tours to Museums _____

Tour/Event Planning _____

Tours to Shops _____

Racing _____

Car Shows _____

Other _____

My liability insurance company on my Corvettes is; _____

Liability insurance policy # _____

I currently am a member of the following Automotive clubs/organizations:

**EXECUTIVE BOARD MEETING MINUTES
SOUTHERN CALIFORNIA CHAPTER, SACC
TUESDAY, JANUARY 16, 2007**

This Months' Meeting was held at Weiler's Delicatessen in Canoga Park. The Board Meeting was called to order by President Bruce Fuhrman at 7:25pm. The following Board Members were present: Larry Pearson, John Costales, and Chip Werstein. Also present was Larry Wright.

Officer Reports:

Copies of the Minutes from the September 18, 2006 E-Board Meeting were e-mailed to the Board Members by Secretary Larry Pearson for review by the Board. There were no corrections. John Costales made a Motion that the Minutes be approved. The Motion was seconded by Chip Werstein, voted on, and carried unanimously.

Bruce Fuhrman, President, reported that we would like to provide three "Classic" cars for a display at the Pierpont Inn in Ventura on Saturday, March 24th. Bruce will try to get three Corvettes.

Bruce reported that Larry Richter, SACC Treasurer and event Insurance Coordinator, needs at least a 30-day notice of a SACC event requiring an insurance binder so that he can provide the proof of insurance. A discussion followed. John Costales and/or Jim Lundal will make sure that Larry gets a copy of all So.Cal. events fliers, even if proof of insurance is not required.

Bruce reported that we need to send a current So.Cal. Chapter Events Calendar to Lucy Badenhop, SACC National Secretary, and Ken Amrick, SACC National Editor, to get our events published in On Solid Ground.

John Costales, Treasurer and Membership Chairman, reported that 24 Members have not renewed. A list of delinquent Members was passed around for review by the Board. Members of the Board volunteered to call or e-mail the Members on the delinquent list to try to get them to renew. John will do a new Membership list in mid-February. If everyone renews, we will be up to 104 Members. The Board discussed Membership Roster confidentiality and recommended that we will only give out limited information on the Roster we publish. John reported that we have over \$3200 in the bank as of tonight.

Chip Werstein, Technical Coordinator, reported that our 2007 Spring Tech. Session will be held on Saturday, February 3rd at the Toyota Museum in Torrance. A flier has been prepared and mailed out to the Membership. To date, 25 Members have RSVP'd. Our cost for the catered lunch is \$13 per person, and we will charge \$15. Checks preferred or exact change. The topics are Headlight Aiming, Ignition Timing by Dough Prince, gas tank odor elimination by Chip, and Battery charging and maintenance by Larry Pearson. Tire kicking at 10am, sessions start at 11am.

Jim Lundal, Newsletter Editor, reported to Bruce Fuhrman that he plans to publish the next issue of The Solid Scoop no later than early April. He needs Board Meeting Minutes, technical articles, and "Parts for sale or Wanted". Chip felt that we should introduce the new Chapter Members in each issue. We want to publish a Member Profile in each issue. John Costales suggested that we go by Member number.

Old Business:

2009 SACC National Convention: *Larry Pearson volunteered to chair this convention and recommends that we do it in Ventura, away from all the traffic problems in the Los Angeles area. A discussion followed. The tentative dates are July 17, 18, & 19, immediately following the NCRS National Convention in San Jose, July 12-16 (Friday-Sunday). We hope to attract cars from the NCRS Convention. Larry proposes that the host hotel be the Four Points by Sheraton Ventura Harbortown. Larry chaired a large VCCA Meet at this hotel in May, 2000 and it worked out very well. In 2000, this hotel was the only one in Ventura that featured outside parking where a car corral could be set up. There are lots of things to see and do in the Ventura area, Larry reports.*

New Business:

So. Cal SACC Spring General Membership Meeting: *Bruce Fuhrman proposes Saturday, April 14th. The proposed site is Dogwoods on Foothill (Route 66) in Monrovia.*

Fall Tour to Oak Glenn, north of Beaumont: *Bruce Fuhrman proposed this as a possible tour in the fall.*

Jack Mendenhall's Gas-Up Museum and Dry Lakes Racing Hall of Fame: *This is located near Solvang, and is proposed as a possible May tour. Larry Wright to investigate.*

Gene Autry Museum: *Jenny Werstein knows the curator. Chip will investigate. It has a small café.*

Jay Leno Museum: *Proposed by Bob Sales. Chip will check on it. Normally, Jay does not allow large tours in his facility, due to liability concerns.*

Legends on Route 66 in Glendora: *Bruce Fuhrman proposed this as a cruise event.*

Paradise Cove in August: *John Costales proposes that we do another run to Paradise Cove for Brunch, and then on to the Regan Library.*

2007 SACC National Convention in St Charles, Illinois, June 11-14: *This Convention precedes Bloomington, which is June 14-17. The Board plans to attend to get some ideas for our 2009 Convention.*

2008 SACC National Convention in Hershey, Pennsylvania in August: *This Convention precedes Carlisle. 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 8:45pm.*

Respectfully submitted,

*Larry Pearson
Secretary*

These January 16 Board Meeting Minutes have been Approved!

**Solid Axle Corvette Club
Southern California Chapter
2007 Club Officers**

ELECTED OFFICES

President	Bruce Fuhrman	bruce4info@aol.com	2264 Glenbrook Av., Camarillo, 93010
Vice President	Richard Block	BlockRA@aol.com	18716 Rosita St., Tarzana, 91356
Secretary	Larry Pearson	(818) 848-2653	1108 Palm Av., Burbank, 91506
Treasurer/Membership	John Costales	costales@west.net	7026 Sonora Ct., Ventura, 93003

VOLUNTEER OFFICES

Newsletter Editor	Jim Lundal	jlundal@socal.rr.com
Webmaster	Jim Lundal	jlundal@socal.rr.com
Events Coordinator	Sherry Vivas	my1963Vette@aol.com
	Leland McCoy	leemccoy@msn.com
Chapter Liaison to SACC	Leland McCoy	leemccoy@msn.com
Tech Session Coordinator	Chip Werstein	chipsgarage@aol.com

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	
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

If undeliverable return to:
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