



So. Cal. Solid Axle
Corvette Club

Vol. 1 Number 3

The Solid Scoop

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

July 2005

So. Cal. SACC Featured Activities:

(See Calendar and Newsletter for details)

August 20:

So. Cal. SACC "A Road Trip"

August 23 – 25:

**2005 SACC
National Convention**

September 10:

So. Cal. SACC Tech Session

(John Englehardt Interiors, Fountain Valley)

October 29:

General Membership Meeting

(Corvette Mike's, Anaheim)



***Why do these people appear to be having so much
FUN?***

(see story on Sideway's Tour)

Concours d'Elegance.....by Larry Pearson So. Cal. SACC Secretary

INTRODUCTION

Please be advised that this article is comprised solely of my own thoughts, opinions, and experiences, and does not necessarily convey the beliefs and thoughts of the Southern California Chapter SACC, and its members, or National SACC and its members.

In 1980 I was called upon to deliver a presentation called "Concours d'Elegance" at a Corvette meet in San Mateo, California, in August of that year. The purpose of the presentation was to acquaint the attendees with this unique form of car show, including its history, and to reveal how to prepare a Corvette to compete in this kind of show. This article draws from my personal experiences in successfully competing in Southern California Concours events and judged car shows with my red 1962 Corvette from 1972 through 1980. My 1962 Corvette was awarded the prestigious Tony Giaimo award for the Best Restored of Show at the prestigious Le Cercle Ambassador Concours d'Elegance in 1977 and 1978. This was in competition with Ferrari, Porsche, Mercedes, Packard, Rolls Royce, Bugatti, - everything! So I do know how the game is played. Today, many Corvette enthusiasts demonstrate little understanding of the origins of Concours d'Elegance, or even how it is spelled or pronounced. This article will hopefully clear up many misconceptions that Corvette owners have on the Concours d'Elegance event.

HISTORY

Concours d'Elegance is French and traces its origins to France back at a time before there were automobiles. The word Concours (pronounced "kon-koor" – the "s" is silent) means "a gathering or assembly of something", and d'Elegance (pronounced "da elagans") means "of elegance". So the term Concours d'Elegance means, literally, "A Gathering of Elegance". In its beginnings in 19th century France, the owners of fine coach-built horse drawn carriages and coaches would gather from time to time to admire and compare coachmaking arts. The finest examples were given awards for excellence in design, coachwork, and presentation. When the motorcar came along, many of the carriage makers began to design and build special bodies for them. These coach-built motorcars, and later automobiles, replaced the horse-drawn carriages in Concours d'Elegance events. By 1920, Concours d'Elegance events became commonplace throughout Western Europe and England. In these events, brand-new coach-built automobiles were driven in front of a panel of judges who would evaluate the elegance of the coachwork and the owner's presentation. The owner would typically dress up in a costume that would be harmonious with the automobile, and that presentation would be evaluated along with the automobile. If the vehicle were a limousine or town car, the chauffeur, footman and owner, in costume, would form an "ensemble" for the presentation. These were high social events and were well publicized, including the guest list. Things like surgical cleanliness and the engine and chassis were not a consideration at all, because these were new vehicles and the chassis was taken for granted. The Concours d'Elegance did not appear in America until after WWII.

To best capture what the European Concours d'Elegance was all about, the following is a quotation from a Packard advertisement in the April, 1926 issue of *The National Geographic*:

"Those who have been in Europe during the past few seasons will remember the car beauty contests which have been a fad at all the famous watering places on the Continent. *Concours d'Elegance-Automobiles* they are called in France."

"In these contests, held where the wealth and fashion of all nations gather at play, the most luxurious special bodies, the world's finest motor cars, are judged for beauty and distinction."

"Americans will be proud to learn that a standard American motor car has won first prize in such a competition – not once but eleven times!"

"Packard cars, entered by their private owners, have won first place for grace and beauty at Vichy, at Le Touquet and at Aix-les-Bains in France. At Wiesbaden, Neuenahr, Trier, and Baden-Baden in Germany. At Oporto in Portugal. And now at Monte Carlo – that cosmopolitan center of luxury and beauty on the Rivera!"

"Such international acclaim confirms America's verdict – that the unchanging beauty and distinction of Packard lines have yet to be equaled or surpassed."

ELEGANCE

Defining Elegance and how it is judged is a tough one to pin down. Because of that I consulted an authority on the subject when I was preparing my 1980 presentation: Strother MacMinn. MacMinn, now deceased, had an interest in coachwork design since he was a youngster. He worked for General Motors Art & Colour under Harley Earl from 1936 until 1941 and taught design at the prestigious Art Center School of Design in Pasadena for 29 years. He was the Chief Honorary Judge at the Pebble Beach Concours d'Elegance for many years, and was responsible for the Most Elegant of Show judging during that time. What follows in the next two paragraphs are a re-statement and excerpts of some of his thoughts on Elegance.

Elegance is the beauty of great design. Elegance is an effortless performance of style that is well founded in quality. In the search for examples of elegance in [automobile] design, it is inevitable that the top candidates always accurately reflect the most tasteful interpretation of chassis concept, color, trim and detailing relative to their special era *and* their specific marque. Elegance is the personification of the qualities that gave the car its *role* in its original state of use. To date, there is no such thing as a score sheet for elegance – it's largely a matter of taste, recognition of design advantages and knowledge of the performance and quality of the total architectural concept.

Elegance can be applied to classic cars as well as modern cars, and also to architecture, machinery, clothes, solutions to problems – just about anything-even people! When evaluating the elegance of an older car, the judge must be aware of what was considered to be the *limit* for its type for the *era* when the car was made and evaluate elegance in that context. Good elegance judges should be well versed in the elements of industrial design and be trained to *observe* and to be able to judge *intimately*. Most spectators take old cars being shown in today's concours as being a "phenomenon". They do not sense the quality or the design expressions

ELEGANCE AND THE VINTAGE CORVETTE

How does the concept of elegance – “the beauty of great design” - apply to the vintage Corvette? The beauty part of it was pretty much always well done. Corvette always got special attention in GM's styling department. But in the early years, especially prior to 1965, the design part of it wasn't as complete as it might have been. For example, the early cars had non-functional bumpers (53-57), fake air scoops and vents, and simulated knock-off wheels in the form of wheel covers with screwed on spinners. And the dash on the 53-57 models was styled to look good but was not very practical for the driver. But the car was gradually improved every year, until it is world-class today. In my experience, Corvette has a difficult time in elegance competition in those few concours where it is judged. The foreign stuff seems to get higher elegance scores. Fortunately for Corvette owners, there are very few concours today where elegance is evaluated.

TODAY

Due to its late arrival here, America never really experienced the Concours d'Elegance in its original form, and today's Concours d'Elegance events held here are, at best, only “pseudo” Concours d'Elegance events. This is because the era of the custom coach-built automobile was largely over after WWII when the Concours d'Elegance began to appear in America, and what was shown here was mostly restored old cars rather than the latest examples of the coachmaker's art. Today, emphasis is on originality, restoration craftsmanship, preparation (including cleanliness), and on presentation (sometimes) in Concours events. A properly done Concours should be a class act on the grass in a park-like setting with the cars arranged in a decorative manner, and the awards should be silver plates or cups, or crystal. The judges should be dressed in suits, and the cars should be driven up to the awards presentation so that the spectators can experience the *sounds* of the car as well as its *appearance*. Otherwise, it's just a “car show”, in my opinion.

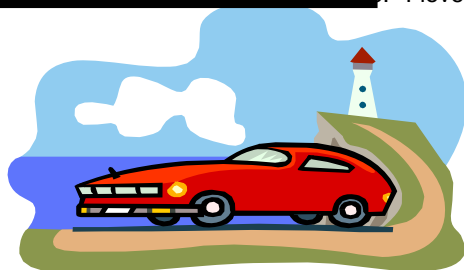
What is a Concourse? A Concourse, pronounced “kon-kourss”, is a *place* where crowds may gather, like in a train station or airline terminal. It is not a Concours, but the words are related. Years ago a Corvette club used to put on a Concours called “Concours on the Concourse”. This illustrates very well the different use for the two words. Finally, there is no such word as “concour”.

If you have any questions, feel free to call me at (818)848-2653 or (818)994-4890 to leave a message. Call any time. I love to talk.

So. CAL SACC Presents: A Road Trip!

*Summer's here and it's time to get our C1's on
the road!*

Saturday August 20th , 10AM



Tour Details:

- A Caravan to Paradise Cove and Brunch at their Beach Café
- Paradise Cove is a remote beach location a few miles north of Malibu and was used as a filming location for the James Garner TV series “The Rockford Files.”
- Paradise Cove will provide a Corvette Corral for our cars.
- One caravan will leave from Kanan Road and the 101 freeway (Agoura) at 9:00 a.m.
- We all must converge on Paradise Cove by 10:00 a.m. or we will lose our spot!
- We will need a head count on this. If you plan to attend, would like to help coordinate, or have any questions please contact:

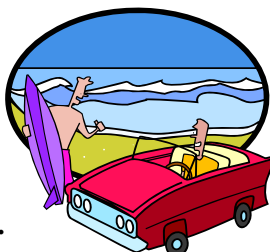
John Costales, VP OR Bruce Fuhrman, Treasurer.
(805) 642-3662 (805) 482-4396
Costales@west.net bruce4info@aol.com

Maps and additional details are forthcoming.



NOTE!! Jim Lundal is coordinating a leave time in the Huntington Beach area to drive to Paradise Cove. Contact Jim at (714) 893-1237 or jlundal@socal.rr.com for details.

We need other volunteers from the Los Angeles area to help put together additional caravans. Please contact John Costales at the listed location



As always, if you bring a non- C1 Corvette, please stay to the rear of the caravan. Tin cars are welcome to follow behind all Corvettes.

EXECUTIVE BOARD MEETING MINUTES SOUTHERN CALIFORNIA CHAPTER, SACC SUNDAY, June 16, 2005 (UNAPPROVED)

This Month's Meeting was held at Weiler's Delicatessen in Canoga Park. The Board Meeting was called to order by President Richard Block at 6:25pm. The following board members were present: Chip Werstein, Bruce Fuhrman, Larry Pearson, and John Costales. There were no guests.

Officer Reports:

Copies of the Minutes from the April 10, 2005 E-Board Meeting were mailed to the Board Members by Secretary Larry Pearson for review and approval by the Board. There were no corrections. Bruce Fuhrman made a Motion that the Minutes be approved. The Motion was seconded by Chip Werstein, voted on, and carried unanimously.

Treasurer Bruce Fuhrman gave the financial report. Bruce reported that, as of today, we are in good shape financially. He cautioned that we need to control expenditures because of the one-half dues rate (two years for \$20.00) given the first 50 Charter Members. Larry Pearson made a Motion that the Treasurer's Report be approved. The Motion was seconded by John Costales, voted on, and carried unanimously.

Chip Werstein, Vice President and Membership Chairman, reported that as of today we have 69 Members. Bruce Fuhrman handed out copies of a So. Cal. SACC flier that he worked up with Jim Lundal's help to promote new Membership in our Chapter. The Board Members discussed it and decided to table further discussion until the next Board Meeting.

Old Business:

Events Chairman: The Board discussed the need for an Events Chairman position on the Board to propose events and coordinate them with the Chapter. Larry Pearson made a Motion that we create an Events Chairman position on the Board. The Motion was seconded by Chip Werstein, voted on, and carried unanimously. Larry volunteered to communicate with Newsletter Jim Lundal to make an announcement requesting a Member to fill this position in the July issue of *The Solid Scoop*.

Bruce Fuhrman suggested that we establish dates for events as far in advance as we can, and to commit to these event dates so that we can publish them in the Calendar of Coming Events section of *The Solid Scoop*.

General Membership Meetings: Larry Pearson inquired about when we should hold our General membership Meetings. A discussion followed, and the Board suggested that we hold two per year. The Board suggested late October/early November for our second 2005 General Membership Meeting. The Board decided on Saturday, October 29th. The location is to be determined.

Tech. Session at Chip Werstein's on Saturday, May 7th: Jim Lundal, Editor of *The Solid Scoop*, attended and took pictures for publication in the Newsletter. Those that attended enjoyed the subjects. The board felt that the instructors should make the information available to the Membership by submitting articles to be published in *The Solid Scoop*. Bruce Fuhrman made a Motion that Chip contact the presenters and request that they provide photos and text to Jim Lundal for future publication. The Motion was seconded by John Costales, voted on, and carried unanimously.

Picnic & Barbecue at Bates Nut Farm in Escondido on Sunday, August 14th: A flier was passed around describing this multi-club Corvette event. The Board felt that it is very hot in Escondido in August, and decided not to recommend this as a Chapter event.

Northwest SACC Chapter Route 66 Road Tour, September 16th-October 9th: The route and schedule for the Tour through Southern California is not clear. Attendees may have to pay a fee to temporarily join the Tour. Richard Block will do more investigating.

James Dean Last Ride Tour: Bruce Fuhrman contacted the local Porsche club and reported that they have driven the route several times over the years, but no formal tour instructions exist. The Board felt that the distance was too much for a one-day event, and would have to be an overnight event. Bruce made a Motion that we table further discussion until the General Membership Meeting in October. The Motion was seconded by Larry Pearson, voted on, and carried unanimously. Bruce will further research this.

The Sideways Tour on Saturday, April 30th: The Board thanked Bruce Fuhrman for doing a great job on organizing and conducting this tour.

New Business:

Vice President Position: Chip Werstein has been handling both the Vice President and Membership Secretary positions. Chip made a Motion that John Costales assume the position of Vice President of the Chapter. John is currently Member at Large on the Board. The Motion was seconded by Larry Pearson, voted on, and carried unanimously.

Brunch Social and Car Display at Paradise Cove on Saturday, August 20th: John Costales proposed a Brunch and Car Display at The Beach Café in North Malibu on Saturday, August 20th. John volunteered to chair the event and will make the arrangements. John suggested that Members caravan in from several directions. A flier will be in the mid-July issue of *The Solid Scoop*. John Costales made a Motion that we do this. The Motion was seconded by Chip Werstein, voted on, and carried unanimously.

General Membership Meeting on Saturday, October 29th: Chip Werstein made a Motion that Richard Block contact Mike Vietro to see if he would host a General Membership Meeting at this shop on Saturday, October 29th. A discussion followed and it was suggested that we try to get Peter Mann, son of Harry Mann, as a guest speaker. The Motion was seconded by Bruce Fuhrman, voted on, and carried unanimously.

Pomona Swap Meet on Sunday, July 17th: The Board discussed this and decided not to purchase a space and set up a booth to promote So. Cal. SACC. Instead, we will put fliers on the windshields of C1 Corvettes in attendance.

Tech Session at John Englehardt's Shop in Orange County on Saturday, September 17th: Chip Werstein reported that John Englehardt would be willing to sponsor a Tech. Session in his shop in Orange County. It was suggested that we charge a fee for lunch. A proposed date was Saturday, September 17th. Chip Werstein made a Motion that we do this. The Motion was seconded by Bruce Fuhrman, voted on, and carried unanimously.

Chapter Window Stickers: Richard Block reported that Corvette Central sent him an E-Mail offering free Chapter windshield stickers to the Chapter to sell to the Membership as a fund raiser. Bruce Fuhrman made a Motion that we do this. The Motion was seconded by John Costales, voted on, and carried unanimously.

National/Chapter Membership Form: Bruce Fuhrman reported that he is working on a combined National/Chapter Membership form for the purpose of better ensuring that new Members join National when they join our Chapter. Bruce will coordinate this with Lucy Badenhop, National SACC Secretary.

There being no further business before the Board, Bruce Fuhrman made a Motion that the Meeting adjourn. The Motion was seconded by Chip Werstein, voted on, and carried unanimously. The Meeting adjourned at 8:02pm.

Respectfully submitted,

SO. CAL SACC Conducts their First "Tech Session"

T & T, Tech Sessions and Touring, are what some members say define a car clubs purpose. Members are interested in one or the other, while some members need to be fed both. The recent **"Sideways"** tour provided an excellent touring opportunity (it is reported in this newsletter) while in early May, our first Tech Session was held. Chip Werstein provided the location and several members provided short discussions on various tech topics. Although questions and deviation from the subject topic was allowed, the entire afternoon was FULL of good information. In some cases some attendee's had already experienced a problem being discussed and brought to the meeting another spin on a solution. **Those that missed this afternoon of talking about C1's missed a great deal.**

Bruce Fuhrman submitted the following article about the Tech Session. The following pictures display the scene.

On a beautiful spring day, May 7, 2005 to be exact, Chip Werstein held the first tech session at his "garage" in West Hills. Chip's garage is more than a garage! It can accommodate at least 6 cars and has remains of numerous Corvette restoration projects neatly stored around the shop. He takes pride in a neat shop as well as the many artifacts covering most of the wall space. Approximately 20 members showed up for a 4 + hour session complete with chairs, drinks and snacks.

The 4 presenters each had 30 minutes to cover their area of expertise;

Mike McCloskey - Discussed door assembly refurbishment & restoration

John Englehardt - Reviewed seat restoration, the good, bad & ugly.

Larry Pearson - Enlightened parking light repairs and low leakage steering box gear oil.

Chip Werstein - Elaborated on leaf spring repair and identification

After the presentations, we had an open session and numerous topics were brought up with excellent comments from the "audience". It was a very informative session and we look forward to more tech sessions in the future. If you have a particular topic you might wish to pass on to the membership or a question you would like addressed, please contact any board member



Chip is seen here preparing for his rear spring seminar.



Off to the side of Chip's home (above), there is what appears to be a dark "Tunnel". This is the corridor which leads to Chip's backyard playground, and the "Garage". The many C1's present, which either were driven by members, or, what Chip has laying around his playground, is seen in the pictures below. After strolling through this mini car show, one comes to wonder if all C1's are FI'd (fuel injected).



How can one not appreciate this scene? Even the derelict sitting off on the grass, Chip's project car was a great backyard feature.



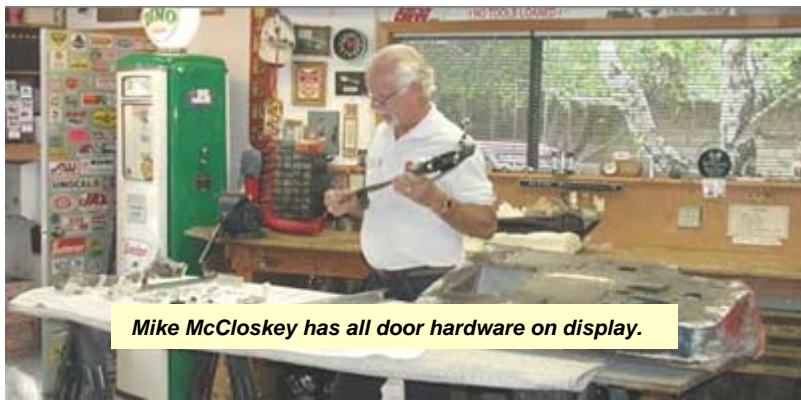
Bruce Fuhrman's '54 sits in the "Tunnel"!

Chip's Place

The Tech Session

Mike McCloskey, Door hardware and Refurbishment.

Using a skeleton of a C1 door and a orderly layout of door hardware, Mike pointed out the many problems in door restoration. Installation sequences of hardware, repairing door panel mounting holes in the door, several "gotches" during the sequence, window mechanism restoration, etc. Mike covered many areas of door repair and other areas were questioned by members of the audience. Those in the audience also had alternative fixes which proved successful



Mike McCloskey has all door hardware on display.

John Englehardt (Little John), Interiors and Seats:

John has come to the table with many years of experience in upholstery, and specifically for Corvettes. John explained the necessary "building" that must occur for a C1 seat cushion to "sit well". He indicated the many shortcuts taken by upholsters and demonstrated to all present, the proper way a seat should feel when one is seated in the car. Chip also chimed in exclaiming how two of his C1's sitting in the driveway differed and how one of the seats properly done by John was much more comfortable. John did report that Al Knoch supplied probably the best upholster kits to date, along with the caveat, "even Al's is not always correct"



John E. shows several examples of seats.



John E. displays an example of correct seat spring construction.



Larry Pearson points out details on a Corvette signal mechanism.

Larry Pearson: Steering, Parking Lights and other tidbits. Larry loves C1's and SACC. Once Larry has a forum he is full of information. Larry's first challenge to the audience was, "Who's C1 steering box leaks?". The affirmation was almost unanimous! Larry pointed out that he located a thicker gear oil that has minimized this problem considerably, and, he brought all attendee's a quart to take home. This gear oil was 680# but would flow so you could fill your steering box. Next Larry solved a problem on the signal "cup" moving on the steering column. He developed a shim and indicated the method to tighten this problem up. He also discussed the "common" problem with the self-canceling feature on the signals and how most will not self-cancel without a little help. The effect of not self-cancelling causes a dysfunctional brake light on a specific side of the car. It was pointed out, by someone in the audience, that they had obtained a repro and it performed worse than the original until they used the springs from the original (which probably had a different tension) and the self canceling problem was cured. Larry's final discussion was on restoring parking lights and curing the common cause of inop original parking lights. All subjects proved very popular.

Chip Werstein: Rear Spring Restoration.

Does your solid axle corvette have the correct rear springs? Original standard springs are quite unique being made up of four different length grooved leaves which are separated by wax impregnated fiber board liners with metal tipped ends. Each spring assembly includes a center bolt and three stainless steel strap clamps.

56-57 rear spring assemblies are part # 3711550 (I believe 53-55 are the same) and 58-62 are part # 3751438. There appears to be no difference between the parts and in fact, a 1964 Chevrolet parts book indicates # 3751438 for all 53-62 standard applications. (continued on next page)



Chiip begins with your basic spring!

(Spring Seminar continued) The bottom (short) leaf contains the part # as well as a Julian date code. Examples: **45 E 7** -- "45" equals the 45th day of the year; "E" equals Eaton Spring Mfg Co. and "7" equals 1957, for a date of February 14, 1957. **345 E O** -- "345" equals the 345th day of the year 1960 or December 10, 1960. I have seen examples where the **E** was not the center digit, as in **175 2 E**, which is the 175th day of 1962. Sometimes both springs on a given car will have the same date and other times they can differ. The date code typically precedes the build date of the car by approximately 60 days.

After 40+ years of service, these springs tend to wear and sag. Liner and bushing kits for springs are available from reproduction sources and can be rebuilt by reputable spring shops. For further information on how and where to have your springs rebuilt, contact Chip Werstein @ 818-883-5766 or chipsgarage@aol.com

Calendar of Coming Events in our Area:

(So. Cal. SACC Events in **Bold and Italic** Print, **NCCC Events in purple**)

July 28 - 31

Sun., July 31

Sun., Aug. 14

Aug. 21

Sun., Aug. 14

Vettes on the Rockies, Breckenridge, Co.

Hi-Performance Swap Meet, Vet Stadium, Long Beach

Hi-Performance Swap Meet, Vet Stadium, Long Beach

21st Annual Enderle Center Classic Car Show, Enderle Center, Tustin

Chevy Madness, Orange County Fairgrounds, Costa Mesa.

Includes a NCCC Sactioned Corvette Peoples Choice Event, WC-05

26. Details: Flyer on OCV Web Site

Sat., Aug 20

Sat., Aug 20

So. Cal. SACC Tour, "A Road Trip" See notice below

Corvette Super Sports, 4th Annual Car Show, Elk's Club in Buena

Park. 2PM to 7PM. Participant Choice Corvette Car Show and BBQ, NCCC WC-05-16.

Aug 23 – 25

Aug. 27 – 28

Sun., Aug 28

Labor Day Wkend

Sat., Sept. 10

2005 SACC National Convention, Harrisburg, Penn.

NCCC Corvette Event in Santa Maria WC-518 (flyers on OCV Web Site)

Pomona Swap Meet at LA Fairgrounds

Shuttle Run in Lompoc, Ca.

So. Cal. SACC Tech Session at John Englehardt's Interior

Concepts in Fountain Valley, Ca.

Sept., 15 – 16

Sept. 24

Sept. 25

Tahoe Tour 37 – Theme: Outer Space, by Corvettes of Fresno.

Cruisin' For A Cure, Orange County Fairgrounds.

Redline Corvettes, All Corvette Show, Conejo Creek Park in Thousand Oaks.

Oct. 9

Sun., Oct. 9

Sun., Oct. 16

Sat., Oct. 29

Sun., Nov. 13

Sun., Nov 27

Sun., Dec. 11

All Chevy Car Show, Enderle Center, Tustin

Hi-Performance Swap Meet, Vet Stadium, Long Beach

Pomona Swap Meet at LA Fairgrounds.

So. Cal. SACC General Membership Meeting at Corvette Mike's

Hi-Performance Swap Meet, Vet Stadium, Long Beach

Hi-Performance Swap Meet, Vet Stadium, Long Beach

Hi-Performance Swap Meet, Vet Stadium, Long Beach

NOTE!

Event Flyers & Registration Forms can be downloaded from the OCV Web Site: www.orangecountyvettes.com Click Current Events and Click on the Event Flyer you want to download.



What is this? Bruce Fannman shot this picture when he was recently down in Florida. Any guesses? The year is late 40's Chevy. Answer on Tours & News Page.



Filler Stuff!

Left & Below: Shots of a straight axle in a movie set. Jim Lundal got a chance to place his car in a new movie production about the suicide of George Reeves, Superman. The movie starring Ben Affleck and Adrian Brody was being shot in Hancock Park and they wanted a blue Corvette of this vintage.



SO. CAL SOLIDS "SCOOP" in SIMI VALLEY!

On a bright sunny **HOT** Sunday, May 22 to be exact, **five** members of the new SO. CAL SACC Chapter entered their wheels in the 18th Annual SIMI VALLEY CORVETTE Car show. There were other steel cars in the show but the Corvettes outnumbered all the rest. There were nine Corvettes entered in the C-1 class. The judging was a "Peoples Choice", with voting only by entrants only, so there was no ballot box stuffing by friends and family. Judgment time revealed that **SO. CAL SACC** "Scooped" all three trophies in the C-1 class.

Chip Werstein's '57 **1st Place**

Bruce Fuhrman's '54 **2nd Place**

Roy DeBruin's '57 **3rd Place**

Other Members "showing" were: John Costales' ('57) and Phil Parker's ('62)



Bruce Fuhrman's '54, 2nd Place



Chip Werstein's '57, 1st Place



So. Cal. SACC Chapter General Membership Meeting Saturday, October 29, 2005 Corvette Mike's in Anaheim, Ca.

Corvette Mike (Mike Vietro) has agreed to host our October General Membership Meeting at his Corvette sales facility. A location will be available to park our Corvettes and we should put signs on them "NOT FOR SALE", to distinguish them from the remainder of his resale inventory.

Lunch will be available. You can use the adjacent map to locate Corvette Mike's, or, you can go online to www.corvettemike.com.

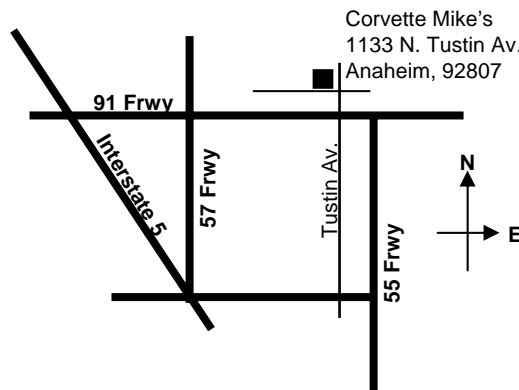
Mike will be available to address our group on the Corvette resale business, the cars in his inventory, what people are currently interested in buying, what the market will be like in the future and what's hot and what's not.

Itinerary: You can arrive beginning at 10:30AM, put your car on display and begin the meeting at noon along with lunch.

Please RSVP!

Please RSVP to Chip Werstein at Chipsgarage@aol.com or (818) 883-5786 as we need a count of attendee's and have food available and facilities to sit.

Flyers will be sent out later for RSVP's and for advanced Lunch cost.



Tours & Members Newspage

Support the 2005 National Convention

Even if you cannot attend the 2005 National Convention in August this year, support can still be done by purchasing a SACC shirt. A ad and mail-in entry can be found in the Spring issue of the National SACC

Magazine. Proceeds from these sales will go to assistance to defer costs incurred by the Mid-Atlantic SACC Chapter who are hosting the convention.

This classy good-looking shirt is a quality item chambray shirt with an embroidered SACC Logo. The cost is \$25 plus \$4.00 for S & H. The shirts are in stock and available for immediate delivery. REMEMBER, look in you latest National SACC magazine (inside the protective cover) for the form to mail.

Volunteer Sought for Events Chairperson

It has become evident that our So. Cal. Chapter needs a Events Chairperson to coordinate our Chapters participation in future events. The Chapter Board is seeking a volunteer who would like to participate further in our club and provide a valuable service within the Chapter. **The job description:** *to assist a event coordinator to make sure the correct event planning is followed, to seek event coordinators for specific events, to suggest and receive suggestions on specific events, to assure that a event is adequately publicized and the membership is aware of the event.*

It is not intended that this volunteer organize and run each event, only assist a event coordinator in make his event a success. If you would like to volunteer, or find out more information about this position, please call or email any of the Board Members listed on the Club Information page.

So. Cal. SACC Member Profile

Bruce Fuhrman is the Secretary/Treasurer of our So. Cal. SACC Chapter. The following profile lets all members become better acquainted with the club officers, and, our fellow members. Besides, it is always a good story on some of the history behind the straight-axles in the club. The following is Bruce's story:

1954 Corvette VIN # 3329

Owner: Bruce Fuhrman, Camarillo. It was his dream car in High School since he graduated in 1954.

Specifics: Built in St. Louis MO in June 1954. Painted Venetian Red as a test color and sold to a Chevrolet dealer in Glendale, CA. It appears to be the only one painted this color which became a production color in 1956-57. The car has matching #'s on all major components and everything works!

Fuhrman bought the car in Carpenteria in September 1996 and is the 4th owner. He completed a full body on restoration in December 1999. It has been entered in **36** Car Shows including **24 Judged Shows**, receiving **16** 1st Place trophies and **6** 2nd Places.

50TH Anniversary

The car was **driven** to Nashville, TN in June 2003 in the Southern California Caravan. The Caravan took **5 days each way** and the '54 logged **4,417 miles** round trip and had no major problems. The '54 cruised at **70 mph** on the road (**3,200 rpm**), got **15.6 mpg**, burned a quart of oil every 1,100 miles and the engine turned **11,888,000 revolutions**.

NCCC Car Show in Nashville

Fuhrman entered the car in a Peoples Choice Car Show in the Titan Stadium in Nashville and competed against cars which were all tailored to the show.



He won **1st** place and a GM Executive presented the Trophy at the "ZZ Tops" concert in the Stadium. There were numerous Car Magazines and Car web sites recapping the 50th Anniversary and Fuhrman's trip in the "Oldie but Goodie" Corvette.

Classified Items:

Wanted: for 60 Corvette: 5 wheels, 4 hubcaps-spinners not important, right rear bumper.
Chip Werstein 818-883-5766 or chipsgarage@aol.com

Answer: It is a Australian UTE. This was a Utility vehicle produced from a Chevrolet body. It appears to be a 1946. It is a combination sedan with a pickup bed. Chevrolet introduced this version in 1935 and continued to produce until 1952

Solid Axle Corvette Club

The Solid Scoop Newsletter

Solid Axle Corvette Club Southern California Chapter 2005 Club Officers

ELECTED OFFICES

President	Richard Block	BlockRA@aol.com	18716 Rosita St., Tarzana, 91356
Vice President	John Costales	costales@west.net	7026 Sonara Ct., Ventura, 93003
Secretary	Larry Pearson	(818) 848-2650	1100 Palm Av., Burbank, 91506
Treasurer	Bruce Fuhrman	bruce4info@aol.com	2264 Glenbrook Av., Camarillo, 93010
Membership Chairman	Chip Werstein	chipsgarage@aol.com	23317 Schoenborn St., West Hills, 91304

VOLUNTEER OFFICES

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

General Club Information

The Solid Scoop is the quarterly **Newsletter** for the So. Calif. Chapter of the National Solid Axle Corvette Club. This newsletter is intended to inform the membership about club news and events. Articles to be submitted for print in the newsletter need be submitted by mail, or preferably by e-mail, to Jim Lundal:

bluevette@socal.rr.com, or, jlundal@socal.rr.com.

Our Chapter dues have been set at \$20 per year, renewable each December.

All those interested in Corvettes are invited to attend our Chapter Meetings. Please refer to the listed schedule in this newsletter for the future date and location. Please feel free to contact any of the above officers with any further questions.

If undeliverable return to:

5062 Vallecito
Westminster, Ca. 92683

"Sideways" Becomes Our First Tour.

(article submitted by Bruce Fuhrman, Tour Coordinator)

April 30 was a beautiful day for our first Chapter tour to the wine country in the Santa Ynez Valley. **Nine C-1's**, one C-5 and one Eldorado started the 195 mile round trip in Camarillo. Bruce Fuhrman, tour coordinator, provided a set of numbered instructions containing route mileage and route instructions and numerous points of interest along the way. A "Sideways" map, in living color, was also provided with all the local places used in the movie and a brief summary of what happened there. Once we arrived in Buellton we took a brief "pit stop" since things were about to get busy. After a stop at the Day's Inn to check room #234 (had to see the movie), we continued on checking out all the movie places of interest and into Solvang where we became a rolling car show through the slow moving traffic. There was a Datsun 2000 (Fair Lady) Car show going on and we had more people checking out our cars than the show cars.



We had lunch for 20 people at the Solvang Restaurant where Miles and Jack had breakfast. The food was even quite good! After lunch on to some very scenic wine country roads through all of Ballard (which was not on the route) and Los Olivos which was. Again we provided a rolling car show with lots of finger pointing and smiles. We first toured the Fess Parker winery and timed it perfectly. There was a wine tasting benefit going on and lots of people including 79 year old Fess Parker signing his wine bottles. Next was the Firestone winery and more people and wine. The ladies enjoyed seeing old time photos of Andrew Firestone of "The Bachelor" fame. From there we



headed back to hwy 154 for the ride back to Santa Barbara. Points of interest included "Neverland", we didn't go there, Reagans ranch off in the distance, lake Cachuma at a high level, a side trip on the old stagecoach road past Cold Springs Tavern (lots of thumbs up from the Harley Guys) and a nice aerial view of the Santa Barbara coastline.



All the **C-1's** (one '54, two 57's, two '58's, one '60, one '61 and two '62's) performed flawlessly! It was a fun day!

If any members are interested in running the same route, route instructions and maps are available so you could make the same tour on your own or as a group. If interested, contact Bruce Fuhrman at bruce4info@aol.com, or 804-482-4396. Route instructions can be e-mailed, and the map with "Sideways" highlights would be mailed via USPS. If the color maps and movie highlights are requested there would be a \$2.00 charge to cover printing.



Scenes from the Tour! The area toured has some of the most beautiful scenery and great roads for touring. Also, you are providing a rolling car show to everyone as you pass by.



Sideways Tour continued.



Day's Inn, the room where Miles & Jack stayed.

Cruisin' in So. Cal. Is sooo Cool!



A.J. Spurs in Buellton. Jack meets Carni here!



It doesn't get much better than this!



Preparing for the start in Camarillo!

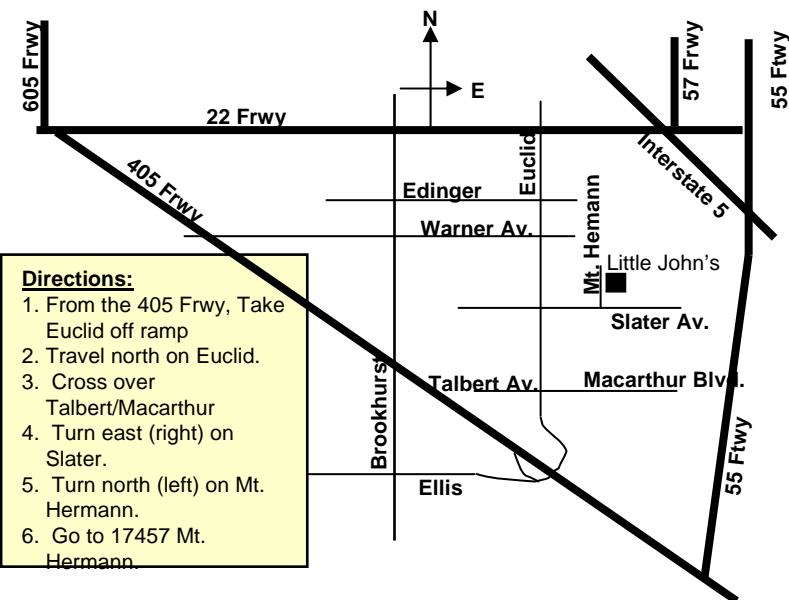
SACC Fall Tech Session!! Saturday, September 10th. 10:00AM

After reading about the great Tech Session held this last Spring, and covered in this Newsletter, don't miss the Fall session at Little John Englehardt's shop in Fountain Valley.

Although the technical topics and speakers have not been totally decided upon, it promises to be a fantastic opportunity to become more knowledgeable on your C1! This meeting allows any C1 owner the chance to rub elbows with other C1 owners, ask simple or complex questions, commiserate with others who experience similar C1 problems and just associate with the same type person you are.

Schedule: 10AM Tire Kicking, 11AM Tech Session 1 & 2, Lunch around noon, Tech Session 3 & 4 after

You are asked to **RSVP** to Chip Werstein at chipsgarage@aol.com or call (818) 883-5766 to make your attendance known. We would like a count to assure we have the space available.



- Directions:**
1. From the 405 Frwy, Take Euclid off ramp
 2. Travel north on Euclid.
 3. Cross over Talbert/MacArthur
 4. Turn east (right) on Slater.
 5. Turn north (left) on Mt. Hermann.
 6. Go to 17457 Mt. Hermann.

SACC NATIONAL MEMBERSHIP # _____ or APPLICATION Check here _____

SO.CAL SACC CHAPTER MEMBERSHIP APPLICATION Check here _____

NOTE: SO. CAL SACC Chapter Membership requires membership in SACC (National Organization).

If you are already a National member, enter your membership number in the space above. If you **NOT** a member, send a copy of this application and a check (\$30) made out to “**SACC**”, for 1 years dues, to:

SACC

P.O. Box 2288

N. Highlands, CA 95660

National membership includes receiving quarterly magazines (On Solid Ground) and National conventions.

SO. CAL. SACC annual dues are \$20, renewable every December. This includes quarterly Newsletters (The Solid Scoop). Send this application, along with a check payable to “**SO. CAL. SACC**”, and mail to:

Chip Werstein

23317 Schoenborn St.

West Hills, Ca. 91304

(818) 883-5766, chipsgarage@aol.com

Applicant Name: (Mr.) (Mrs.) (Ms.) _____

Co-Applicant: (Mr.) (Mrs.) (Ms.) _____

Address: _____ **City:** _____

State: _____ **Zip:** _____

Home Telephone: _____ **Work Telephone:** _____

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 _____

(optional) Add any comments about about your interests in So. Cal. SACC:

My liability insurance company on my Corvettes is: _____

Liability insurance policy #: _____

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



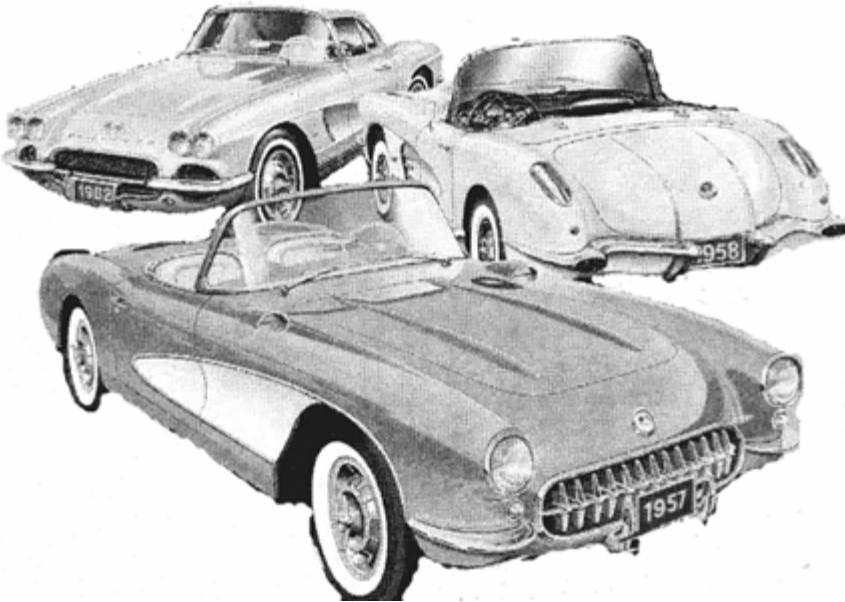
So. Cal. Solid Axle
Corvette Club

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**.

We publish a great newsletter, "**THE SOLID SCOOP**" (Lots of color photos) quarterly and sponsor 3-4 "Tours" and "Tech Sessions" a year. We also have 3-4 Meetings a year to get everyone possible to contribute ideas on what you would like to get out of the Chapter.

As of 1 May 2005, we have **69** C-1 Members. In the first 4 months of 2005 we had our first General Meeting at the Odyssey Restaurant in Granada Hills, had a great "Sideways" Tour (The Movie) to the Santa Ynez Valley wine country and a "Tech Session" in West Hills that was **very** informative!



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 \$30 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

Chip Werstein (Membership Chairman SO. CAL. SACC)
(818) 883-5766 or, chipsgarage@aol.com

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"