



# The Solid Scoop

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

Vol. 4 Number 1

March 2008

*“Look Us Over at”*

[www.socalsacc.com](http://www.socalsacc.com)

No, Not all C1's are on the Road, Yet!



Just to be able to grin  
from ear-to-ear, again!



See Story Inside, p. 5.

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## Last Reminder – Last Newsletter

**RENEW Your 2008 SoCalSACC and National SACC Membership Now!**

**Send one \$55 Check (Chapter Dues: \$20 plus National Dues: \$35) to John Costales, 7026 Sonora Ct., Ventura, Ca. 93003. Your National Dues will be renewed automatically.**



**Get them now while they last!**

“Here is a photo of the SACC license plate badges, which we now have in our “inventory”. They are high quality and we have 13 left. Send a check for \$30 (includes shipping) or \$25 if you pick it up at our next meet, to John Costales (7026 Sonora Ct., Ventura, 93003

# Calendar of Coming Events in our Area:

(Listed \*SoCalSACC Asterisked Events will have flyers and membership notification prior to the Event, Other events have contact email and/or phone numbers)

NOTE: All listed \*SoCalSACC Events are covered by National SACC 3<sup>rd</sup> party insurance, Events not listed as SoCalSACC are area events that Chapter members may participate but are not covered by National SACC 3<sup>rd</sup> party insurance.

## 2008

Sat., March 8:

**So Cal SACC Planning Meeting for 2009 National Convention in Ventura. All members welcome!**  
Meeting Location: Chip's Garage, Start Time: 1:00PM

Mon., March 17:

**So Cal SACC Board Meeting at Weilers Deli in Canoga Park**

April 12 – 13:

**\*Overnight Driving Tour in Escondido Area**  
Coordinator: Randy Solle, Flyer in Newsletter & Web Site

Sat., May 10

**\*So Cal SACC Tech Session**

Sun., June 1:

NCCC Sanctioned All Corvette Show, Huntington Beach in conjunction with the HB Concours d'Elegance. Information flyer on Event in Web Site.

Sun., June 1:

Plastic Fantastic Corvette Show, San Diego [www.NCOCC.com](http://www.NCOCC.com)

June 7:

**\*Chino Air Museum**

Sat., Aug. 9

**\*Lunch at Paradise Cove in Malibu**

August 19 – 21

**SACC National Meet in Hershey, Pa.**

Sept. 14

See your recent National "On Solid Ground" Magazine for details. Red Line Corvettes All Corvette Show, Thousand Oaks.

Sat., October 4:

**\*SoCalSACC General Member Mtg.**

Sat., November 15:

**\*So Cal Tech Session in Torrance, Ca.**

## 2009

July 17 – 21

**\*SACC National Convention in Ventura, Ca.**

## Welcome New SoCalSACC 2008 Members!

*The following List have joined our Chapter since Nov 2008.*

#	NAME	LOCATION	CAR YEAR
130	David Walsh	Yorba Linda	No C1
131	Whit Whittinghill	San Marino	1959
132	Joe Ryan	Canyon Country	1954
133	Andre Zimbeck	Granada Hills	1958
134	Bill & Debi Stalder	Colfax	1957

# So Cal SACC Springtime Driving Tour

## Head for the Hill's of East San Diego County

April 12 & 13, 2008



We recently celebrated  
our Grand Opening!

### Itinerary:

- Sat. morning meet below location and be ready to leave at 11:00 AM
  - Head east toward the Town of Julian.
  - Lunch at the Historic Gold Mining Town of Julian.
  - Quick stroll through Julian.
  - Mount our C1's and head south to Campo and the Motor Transport Museum.
  - Drive back to Historic Hwy. 80 to the Pine Valley Inn lodging.
  - Sunday, After breakfast at Pine Valley, drive out toward the Sunrise Highway (elev. 5000 ft.).
  - After Arriving again at Julian (before the tourists arrive), there will be a run north toward Temecula and some Lunch.
  - Bid farewell's and drive home.
- (Note: All meals at stops will be off the menu and pay as you go)



### Weekend Highlights:

- All 2-lane driving through scenic hill country in east San Diego county.
- Visit out-of-the-way historic towns, highways and museums.
- Experience springtime and fragrances of orange blossoms.

**Saturday Meeting Location:** Park and Ride lot, North West corner of the intersection of Highway 76 and I-15, half way between Temecula and Escondido on I-15. Intersection can also be reached traveling east on 76 from I-5 in Oceanside. We will top off our tanks and head East at 11:00 A.M. Tour maps will be available at this location. If lost, call (760) 505-7789

### Lodging Reservations Details:

- **Where:** Pine Valley Inn, 28940 Old Hwy. 80, PO Box 498, Pine Valley, Ca. 91962
- **When:** Saturday night, April 12, 2008. Mention Solid Axle Corvette Club when making reservations.
- **Cost:** \$70 per night
- **Phone:** (619) 473-8560
- **NOTICE:** Only 15 rooms are blocked out, and the CUT-OFF date is March 20<sup>th</sup> for SACC reserved rooms.

Mail Your Liability Waiver to Randy Solle, 10780 San Gabriel Way, Valley Center, Ca. 92082. Questions: Call (760) 505-7789 (cell phone) or rsolle@adnc.com. If lost, use cell on day of Tour.

Detach and mail prior to Event

#### **SO CAL SACC LIABILITY WAIVER**

The following waiver should be placed on every application for participation in any event sponsored by the SO CAL Chapter of SACC. It should be filled out and returned with the registration or filled out at the event when registering on the day of the event.

"I agree to maintain the minimum amount of liability insurance required by the state of California on my vehicle for the duration of this event and provide proof of such insurance to SO CAL SACC. I assume the risk of any and all damage, loss or injury from whatever cause and indemnify and hold harmless SO CAL SACC, it's officers, directors, national club and host facility from and against any loss, liability or expense arising out of my participation in this event.

Car Make \_\_\_\_\_ Year \_\_\_\_\_

Insurance Co. \_\_\_\_\_

Signature \_\_\_\_\_

Proof of Insurance verified by \_\_\_\_\_

License # \_\_\_\_\_

Policy # \_\_\_\_\_

Date \_\_\_\_\_

Date \_\_\_\_\_"

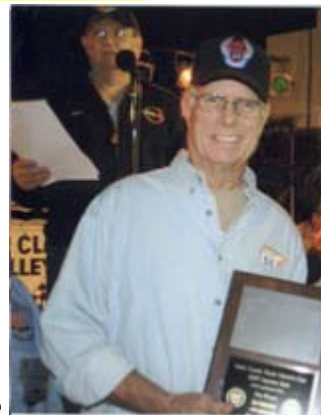


## **Mike McCloskey, #12**

**Mike McCloskey discovered Corvettes in 1962 while driving down Valley Boulevard in Alhambra in his 1960 Corvair with a bag over his head. Seems his folks put him in the 'Vair and sent him off to college at Cal Poly in San Luis Obispo but he was mortified to drive the gutless yet high mileage econo-dog. At a stop light on Valley, he noticed a guy next to him in a '58 Corvette with a "for sale" sign. He wanted to trade the 270 HP 'Vette for something more economical. Within the hour the two had traded pink slips and Mike was hooked. While in college he built and drove the world's fastest fuel flathead dragster and yes, the Corvette was the push/tow vehicle! He sold the '58 at graduation so he could report to Pensacola for Naval flight training. Several years passed while he flew fighters, finished his stint in the Navy and opened an auto parts store in Valencia, California, but he still had the Corvette bug.**

**He bought a '77 Corvette for his wife in 1980 and was back in the hobby. He continued to build and race dragsters. In 1985 he sold his auto parts store and purchased an aerospace valve manufacturing company and for his birthday that year, his wife bought him a 1958 Corvette. It was to be a driver but soon the body was off and the car received an NCRS Top Flight at Pismo Beach in 1986. Three of his cars have since received the coveted NCRS Duntov Mark of Excellence and he has 22 Top Flight awards.**

**Mike sold the aerospace company to a large conglomerate in 1990 and went after his Corvette passion full throttle. He built a 4000 square foot shop with welder, hoist, glass bead cabinet, and every tool imaginable and began in earnest, his pursuit of the perfect Corvette. He has now been retired 18 years and has done 18 body-off restorations; five of which were for customers. Eleven were solid axle and seven were mid-years. He currently owns one of every generation except C-4 and is looking for the ideal McLellan car. Over the years he has owned 21 Corvettes. He no longer works on customer cars and concentrates on improving the quality of the five in his shop. They include a '57 Silver 270 HP 4 Speed, a '65 Yellow 365 HP coupe, a red '72 T-top, a '98 Indy Pace Car and a yellow '06 Z-06. In 2000 his fuel flathead dragster was inducted into the NHRA Hall of Fame. He and his partner, Greg Jordan restored the car to its 1969 configuration and donated it to the exhibit at the L. A. Fairgrounds. Mike's Chevy dragster won back to back AHRA World Championships and was considered, at the time, the world's fastest small block. Imagine 168 MPH and 8.34 ET from a 310 cubic inch mouse in 1976. Between dragsters, supersonic fighters and high horsepower Corvettes you'd have to figure Mike has satisfied his "need for speed". SACC has been great for him as he actually gets to drive his '57!**



**NOTE: Member Profiles are done each Newsletter and in a order with the individual membership #. Each member, in order of membership #, is asked to participate but may decline for reasons, and we proceed on to the next higher number.**

*This being the initial "Solid Scoop" Newsletter of 2008, and since we did not have an "Event" to publicize over the Holiday period, I took it upon myself to poll some of our members to see their "hidden treasures" and listen to their story's. I have received several pictures along with several story's from various members.*

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## **Yes, We do own a Solid Axle Corvette. By Randy Solle #94**

*(editor note: Randy supplied a great write-up but for space limitations it has been edited down.)*

*I was a teenager in the late 60's, early 70's, in a small town in Northwestern Pennsylvania.*

*Around 1972, my Brother bought something called an 1970 LT-1 Corvette. At the time, I was not into collector type vehicles, and Corvettes did not have any kind of a following in our area. Because our area was a few small towns about 10 miles apart, you usually knew who had what vehicles, and there were very few Corvettes around. To this day, I still don't know what ever got him interested in buying one, but I'm glad he did.*

*A few years went by, and by the mid 70's my interest in cars was falling off. In October of 1976 I was looking at the Auto Classifieds in our local paper, and in it I saw "1960 Corvette For Sale, all original". This was something that I definitely was interested in. You have to realize that there were few Corvettes around to begin with, but as far as the first generation Straight Axle group, they basically did not exist.*



*So, after a hurried telephone call, a time was set up to go look at the car. A young woman had brought the car up from Florida recently while on vacation, and was now selling it to get something more practical. Actually, I think the oil leak that it had, was more of decision maker than anything for her. It was Silver with Red interior and looked pretty much stock. It had Fuel Injection emblems on the side of it, but she said it was the original motor and the Injection Unit had been taken off. This was something that was fairly common to do, and at 19, I really wasn't concerned about details, other than it was in one piece and could be driven. After a deal was worked out, arrangements were made for a day and time to come pick it up. As I drove it through town on the way home, I had to be grinning from ear to ear as people would pull up beside me, and ask what year it was, or how cool it looked. Like any motor head, the first thing I did was to yank the motor and start checking things out. Of course in 1960 the motor was one of 5 - 283 cu. in. options. After the motor was pulled, it turned out to be a 327. Well so much for an original fuelie. At that time I looked rest of the car over, did a little studying, and determined that I may as well do an entire restoration. The body looked good and straight, and I didn't see any other major problems, so the body was disassembled and yanked off of the frame and set on hay bales in the barn. Remember that this was October of '76.*

*After spending the next few years buying some parts, and trying to find some more information, I wound up buying a 62 rolling body, which had been repossessed by the bank. I went to the person that the bank got it from and bought all of the missing parts except a motor, which I just happen to have. After driving it for a couple of years, it was sold to someone that wanted it worse than me and a year or so later, I bought a new 1980. I sold it in 83 with just over 2500 miles on it, and pretty much got out of the car scene. In the mean time, the 60 body got set back on the frame, nothing had been done to it, just off of the hay bales, and moved to a different garage.*

*Over the next 20 years or so, my interest had changed to the area of Antique Horse Drawn Coaches and Carriages. It was through this interest that Diane and I met on one of the trips. We still have a collection of about 45 vehicles back in PA that range from circa 1750 to 1910.*

*Diane and I lived in PA for several years, and then decided to move to her native Southern California during the 01/02 holiday break. I wasn't here a month before the old car flame was rekindled. The people out here have lost more car related events, than most places ever had back east. I started looking for a Corvette Club on the internet, and was soon at my first meeting of the North County Corvette Club. Within the next week, I was asking Diane how upset she would be, if I took the truck back home and brought the Vette out. Since I was not working yet, and I have a kind, sweet, understanding wife, I was soon pounding pavement heading east. I had an extended cab/8 foot bed pickup, and rented a car trailer. The cab, bed, inside of car and trunk were all completely stuffed full of parts and pieces. The Beverly Hillbillies didn't have much over on me.*



## Yes, We Own a Solid-Axle! *continued*

After 26 years, 3 garages, 2 barns, and 2500 miles, the Corvette is now in one place and again being worked on (See Picture earlier in Article).

I figured finding out information on something that was made as recently as 1960 should be a walk in the park. So much for the easy way out. I had originally started buying parts for a Fuelie car, but through time realized that it was a base motor 230 hp car. I knew the car had come out of the Orlando area, and when I was disassembling the inside, I found behind the drivers seat (besides a number of various women's blouse buttons), a flyer from the "Movie Garden" Drive In, in Eustis, Florida. The headline movies in 1976 were Charles Bronson in "Breakout", Richard Harris in "A Man Called Horse", and the back side offered the all time favorites "The House of the Missing Girls" and "Seventeen and Anxious". The body has been taken off, stripped bare, and repainted. The Frame has been blasted, powder coated and all reassembled. I have been working on it for the last 5 years, and I am pushing real hard to have it finished for the April Run down here in San Diego.



Moving to Ca. in 2002, Not quite the "Grapes of Wrath", but noteworthy!

Diane and I have been in our local club (North County Vettes) for over 5 years now, and no one has seen us driving a Corvette, so since some people have wondered if we do have a vette, I thought I would write this article to just shed a little light on it. Hopefully before long, you will get to see our silver/white and red 60 leading one of your runs up through the hills. It will be nice to see what it's like from the front of the pack, rather than the back. So until then, I will keep plugging along, until someday I will again get to experience that ear to ear grin feeling.



Randy's discoveries are seen above while working the body on his 1960. The number 496 according to Chip, is probably a build number. He says that they run from I think he said #5 to 500. The numbers under the seat, I have no idea. The serial number for our car is 2039, it was built on the last day of December 1959. Think about that, you always hear you don't want a car built on Friday, how about the last day before a major holiday.



Latest "sneak-peak" at Randy's car displays excellent views of how close to the end he is getting.



## Another Story, with a Sad Ending! Andy Zimbeck #134

Here is my story. Some time ago I purchased a fuel injected 1958 convertible. I took it into a place called L&L Restorations in Torrance for a light frame on restoration. He was recommended to me by someone at Corvette America. To make an even longer story short, he stripped mine and 19 other cars and sold our parts. He is now in state prison, but I have a shell of a car and am looking for parts to put it back together. If people could call me with what they have, I would greatly appreciate it. Thank You, Andy Zimbeck.  
andrezimbeck@yahoo.com





George Iverson's 1962 Corvette was operational when purchased several years ago. Living near Steve Clifford, and both being members of So. Cal. SACC, while looking at Steve's gleaming Black/Black '62, George decided to do a complete frame-up restoration. The '62 is Serial # 12780 and was manufactured in June 1962.



Above, the Guy's talk over plans and discuss the many "extra holes" discovered in the '62 firewall. As is apparent, the next step is to remove the fiberglass body and go for the frame. The car is relatively straight and no historical damage is seen. George is considering the Almond color with red interior for the ultimate color. The major problem is that although this color was available, the combination was not available. To the right is seen more coffee containers with small parts and many of the large parts.



## **Staying on the Road, and Doing it Correctly! Steve Clifford, #58**

Steve Clifford recently began an checkout of his mechanical driveline for a vibration and has now extended the preventative maintenance to recondition everything from the throwout bearing to the rear pumpkin. Below he has the right axle ready to install. Also, while his car is being worked on he is assisting Hal Vatcher #77 with his '62 with various upgrades in preparation for Hal's Colorado trip this summer.



Steve Clifford was in the process of installing a reconditioned driveshaft in his '62 and used Chip's stencils w/paint to correctly place the part number on the unit before installation.





# ***Lastly.....There is Alway's Something at Chip's Corral?***

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*Chip Werstein's Garage is always changing and it is an adventure to any C1 owner. At a recent visit to Chip's, by Steve Clifford and Jim Lundal, they got to view some ongoing work on several cars. Featured below is Jenni's Car.*



**Ready for the Painter!** The above 1960 is now known as "Jenni's Car", Jenni being Chip's wife. All body preparation performed by Chip and Dan Dempsey ([www.Glassmandan.com](http://www.Glassmandan.com)). This 1960 body is sitting on the support dolly built to Noland's dimensions with a front modification added by Chip for more support.



**"Jenni's Car"** is an original 1960 So. Cal. Black plate car. It has been off the road since 1975. Chip acquired it about 2 ½ years ago and now it will be wife's Jenni's car. Below is the original color "war paint" found on the car. The car will be a 245 hp, 4 spd. Car with all original running gear. The final color combination is original black, silver cove, black interior, black convertible top and wide whites.



The 1960 chassis was also sitting in the driveway waiting for "space" and restoration in Chip's garage.



**Periodically, we will report on the progress of Jenni's Car.**



## A "C1" Wife never gets to relax! Jim & Judy Lundal

Marriage vows usually always contain "for better or for worse", but the definition as to the interpretation of those words is sometimes open. Jim & Judy are on their 43<sup>rd</sup> year of bliss and a couple of pictures does carry this message in another direction. During 2003 Jim (and 4 other cars) was traveling Rt. 66 from Chicago to LA. While driving west from Chicago, wife Judy met him in Williams, Az, as she had taken the Amtrak east to meet him. Judy thought this was great and Jim was very happy with the situation also. After meeting, the couple joined up with their Orange County Corvette Club bunch and drove the annual Rt. 66 Fun Run from Seligman, AZ. to Topock Golden Shores and then continued completing Rt. 66 to Santa Monica.

While in Kingman, AZ., after a day of cool weather and rain, the car was dirty so the first job was cleaning. Jim, having cleaned the car coming from Chicago several times, decided to clean it once more. Judy pitched in and did a great job.

Once the cleaning was done, it was time to leave and Jim got in and then informed Judy that the reverse gear linkage hadn't worked since Bloomfield, Il. and the "guys" always provided a shove back to get out of a parking place. Well, the "guys" weren't around and the picture below relates the "reverse" movement. Jim did say that the action was much better than when the guys pushed. Compliments always help!

Also, during the Fall, OC Vettes does Homecomings at the local High School's to raise money for a charity. The third picture below illustrates Judy polishing while Jim gabs and yawns after a hard day of work.



## Tech Session Follow-Up

...Ken Adrianse #129

At our November 2007 SACC Tech Session, Jeff Reade mentioned that a 170 degree thermostat would help some C1's that have overheating problems, but that he has not been able to find one in many years. I have been looking for a 170 degree unit for my C2 for some time (in all the wrong places) and finally did so last week on EBay. GM part number 10220957, Gr.1.246 (AC Delco #131-84) 170 degree thermostat is available at any GM dealer or AC Delco store. The AC Delco outlet that I called sells them for \$8.49.



My local Chevrolet dealer told me this morning that this part is still listed for 1953-62 Corvettes and retails for about \$13.00. They are packaged in a standard AC Delco box and made in the USA.

I thought that some of our SACC members may be interested in this information as hot weather is only a few months away.

## New Registry Book Coming ..... John Hutchins SACC #2429, So Cal #65

I have a new Registry book in the works. I am calling it the 7th edition for the lack of anything better coming to mind. It is getting very tuff to find a "new" number as I am getting close to that magical 50% survival figure that I have spoken of for so many years. There are people who definitely do not want to be "found". It is difficult to keep up with the auction cars as far as who purchased. The auctions themselves are quite easy so I am seeing a lot more Scottsdale listings and of course there are more Napoleon listings. At the very least it verifies the existence of a particular number. If you are in need of more material I would be pleased to get an ad in the next newsletter. I will be ready to go to press this week and it should be done in 2-3 more weeks. Should is the operative word! I am hedging in saying early spring in case of a snag.

Originally written by Bob Olree, GMPT( General Motors Power Train) Fuels & Lubes, 2/13/07. Story submitted by Larry Pearson.

Myths are ill-founded beliefs held uncritically by interested groups. Over the years there has been an overabundance of engine oil myths. One was that the only good oils were oils made from "Pure Pennsylvania Crude Oil." This one got started before the Second World War when engine oil was crude oil with very minimal refining, and crude oil from Pennsylvania made better engine oil than Texas or California crude. With modern refining, almost any crude can be made into good engine oil.

The next myth was that "modern" detergent engine oils were bad for older engines. This one got started after the Second World War, when the government no longer needed all the detergent oil for the war effort, and it hit the market as Heavy-Duty oil. These new detergent oils gave the pre-war cars, which had been driven way past their normal life and were full of sludge and deposits, a massive enema. In some cases bad things happened such as increased oil consumption – the piston rings were completely worn out and the massive piston deposits were the only thing standing between merely high and horrendous oil consumption. If detergent oils had been available to the public during the war, this myth never would have started.

Amazingly there are still a few people today, 60 years later, who believe that they need to use non-detergent oil in their older cars. Apparently it takes about 75 years for an oil myth to die.

Then there is the myth that new engines will not break-in on synthetic oils. Apparently there was an aircraft engine manufacturer who once put out a bulletin to this effect. Clearly the thousands and thousands of cars filled with Mobil 1 as factory-fill, which have broke-in quite well, should have put this one to rest. However this one is only 40 year old, so it has another 35 years to live.

All of these myths have a common theme; newer oils are bad. And this brings us to the latest myth – new "Starburst"/API SM engine oils are bad for older cars because the amount of anti-wear additive in them has been reduced. This one has gotten big play in the antique and collector car press lately. The anti-wear additive being discussed is zinc dithiophosphate (ZDP).

Before debunking this myth we need to look at the history of ZDP usage in engine oil.

ZDP has been used for over 60 years as an additive in engine oils to provide wear protection and oxidation stability. Unfortunately, ZDP contains phosphorus, and phosphorus is a poison for automotive catalysts. For this reason ZDP levels have been reduced by about 35% over the last 10-15 years down to a maximum of 0.08% for "Starburst"/API SM oils.

Zinc dithiophosphate was first added to engine oil to control copper/lead bearing corrosion. Starting in 1942, a Chevrolet Stovebolt engine with aftermarket copper/lead insert bearing connecting rods was the standard oil test. The insert bearing were weighed before and after test for weight loss due to corrosion. The phosphorus levels of oils that passed the test were in the 0.03% range.

In the mid 1950's Oldsmobile got in a horsepower war with its Rocket engine against the Chrysler hemi. Both companies went to high-lift camshafts and both got into camshaft scuffing and wear problems very fast. There were three solutions. Better camshaft and lifter metallurgy, phosphating the camshaft, and increasing the phosphorus level from ZDP up to the 0.08% range. Another outcome was a battery of industry wide "Sequence" oil tests. Two of these test were valve-train scuffing/wear tests.

Knowing that this higher level of ZDP was good for flat-tappet valve-train scuffing and wear, some oil companies dumped even more in thinking that they were offering the customer even more protection however it was soon learned that while going above something like 0.14% phosphorus might decrease break-in scuffing, it increased longer term wear. At about 0.20% phosphorus the ZDP started attacking the grain boundaries in the iron, resulting in camshaft spalling.

Later in the 1970's, the ZDP level was pushed up to the 0.10% phosphorus range as it was a cheap and effective antioxidant, and increased antioxidancy was needed to protect the oil in Cadillacs pulling Airstream trailers from thickening to the point of not pumping. Recently, the need for his higher level of ZDP for protecting the oil from thickening has been greatly reduced with the introduction of more modern ashless antioxidants that contain no phosphorus.

Enough history, now getting back to the myth that Starburst/API SM oils are no good for older cars. The argument put forth by the myth believers is that while these oils work perfectly well in modern gasoline engines equipped with roller camshafts, they will cause catastrophic wear in older engines equipped with flat-tappet camshafts.

The Starburst/API SM oil standards were developed by a group of OEM, oil additive company, and oil company experts. When developing any new engine oil standard the issue of "backward compatibility" always comes up, and indeed the group of experts spent a lot of time researching this issue. Various oil and additive companies ran "no harm" tests on older cars with the new oil. No problems were uncovered.



The new specification contains two valve-train wear tests. One is the Sequence IVA Test which tests for camshaft scuffing and wear using a 2.4L foreign single overhead camshaft engine with slider finger followers. The wear limits were tightened from the previous oil specification which contained a phosphorus limit of 0.10%. The second is the Sequence LLLG Test which evaluates cam and lifter wear. A current production GM Powertrain 3.8L engine with the valve train replaced with a flat tappet system similar to those used in the 1980's is used. The only reason that this design is to ensure that older engines are protected. All "Starburst/API SM oil formulations must pass these two tests.

In addition to the protection offered by these two valvetrain wear tests and the new testing which was conducted on the formulations containing lower levels of ZDP, a review of the knowledge gained over the years in developing previous categories also indicates that no problem should be expected. The new "Starburst"/API SM oils contain about the same percentage of ZDP as the oil that solved the camshaft scuffing and wear issues back in the 1950's. They do contain less ZDP than the oils that solved the oil thickening issues in the 1960's, but that is because they now contain high levels of ashless antioxidants that were not commercially available in the 1960's.

The oil's ZDP level is only one factor in determining the life of an older camshaft or a new aftermarket camshaft. Most of the anecdotal reports of camshaft failures attributed to the newer oils appear to be with aftermarket camshafts. Breaking in extremely aggressive aftermarket camshafts has always been problem. The legendary Smokey Yunick wrote that his solution to the problem was to buy multiple camshafts and simply try breaking them in until he found one that survived break-in without scuffing.

Despite the pains taken in developing special flat tappet camshaft wear tests that these new oils must pass and the fact that the ZDP level of these new oils is comparable to the level found necessary to protect flat tappet camshafts in the past, there will still be those who want to believe the myth that "new oils will wear out older engines." Like other myths before it, history teaches us that it will take about 75 year for this on to die also.

## 2009 SACC National Convention Planning Meeting

### Saturday, March 8, 2008

### 1:00PM

- Meeting Location: Chip Werstein's Garage. If you need directions, call Chip at (818) 883-5766 or email ahead of time to [chipsgarage@aol.com](mailto:chipsgarage@aol.com)
- The 2009 National Convention is planned to be held in the Ventura, Ca. area. All Ideas for the Meet Activities, Tech Sessions, Tours, etc. are gladly received and volunteers appreciated.
  - Larry Pearson has been selected as Show Chairman.

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**Mike Vietro SoCalSACC member #60**

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# SO. CAL. SACC SPRING TECH SESSION

**Saturday, May 10, 2008**

***Cerritos, Calif.***

**Our First Tech Session of 2008!** So. Cal. SACC member Kent Browning #118 will host our Tech Session at his facility in Cerritos, Calif.. See the map below. Only C1 parking in the lot, please! The address is 16717 Norwalk Blvd., Cerritos, Calif. 90703

Kent has a new building for his Corvette collection (1953 – 1968) of over 50 cars. Our Session will be held in this building. Parking is out front.

***Tire Kicking begins around 9:30 AM,***

***Sessions will begin around 11:00 AM with a catered lunch and more sessions after lunch.***

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

***PLEASE RSVP,*** to Chip Werstein at (818) 883-5766 or at ***chipsgarage@aol.com.***

**We need a headcount for food!**

## **C1 Tech Session Topics:**

Chip is still organizing the itinerary. Topic Suggestions are greatly appreciated.

*Meal Cost, when determined, will be sent out to the membership.*

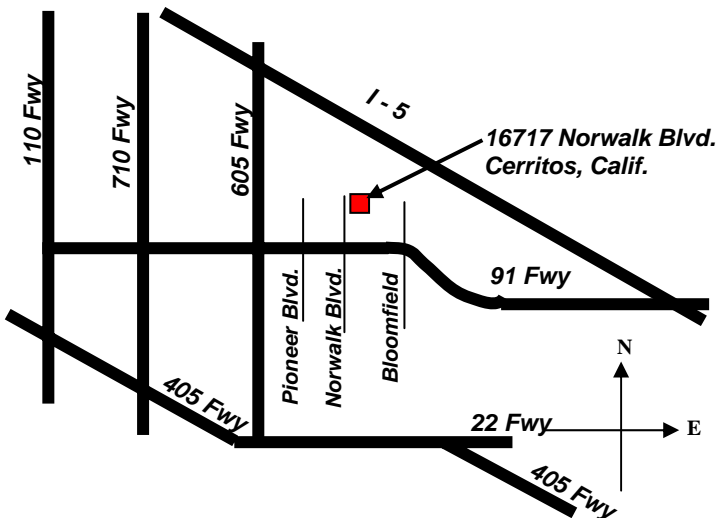
***Come out and Join the Fun!***

***Bring your C1!***

***Invite Prospective Members!***

## **The Meal!**

• Catered Lunch payable at the Door.



## **From Downtown LA/Pasadena (south on 110)**

• Exit on 91 Fwy and go east to Norwalk Blvd. Exit on Norwalk and go north to address.

## **From Riverside/Orange County (west on 91)**

• Travel west on 91 to Norwalk Blvd. Exit on Norwalk and go north to address.

## **From Huntington Beach/San Diego (north 405)**

• Travel north on 405 (east on 22 Fwy) and go north on 605 Fwy. Exit 605 east on 91 Fwy. Exit on Norwalk and go north to address.

## **From Ventura/SF Valley (I - 5)**

• Exit on 110, or 710 or 605 and travel to 91 Fwy and exit east on 91 Fwy. Exit on Norwalk Blvd. and go north to address.

## **From 405 South.**

• Take 110 Fwy north to 91 and exit east on 91. Cross the 710 and 605 and Exit on Norwalk Blvd. and go north to address.



# So Cal SACC Classifieds

Page 13

*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:** TIRES FOR SALE: 1 6.70x15 aftermarket DOT tire. 2.5" Whitewall. New, \$25. 1 6.70X15 DOT Goodyear 2.5" Whitewall 90% tread, \$25. 1 6.70X15 DOT Firestone 1" whitewall 80% tread (good spare) \$25. 3 7.75X15 DOT B F Goodrich Silvertowns 3/4" whitewall 80% tread \$25 ea. 1 670X15 DOT Firestone 2.75 whitewall 95% tread \$25. 1 225/60 R15 Raised white letter. New aftermarket. \$50. Pick up in Castaic or may deliver to SACC So/Cal event. Call Mike McCloskey #12C: 661-257-4330 or e-mail: [clutchmccloskey@yahoo.com](mailto:clutchmccloskey@yahoo.com)

**WANTED-** Parts for 1958 250 HP F/I. Corvette. Call Andy at (818) 631-9405 or [andrezimbeck@yahoo.com](mailto:andrezimbeck@yahoo.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. Chip Werstein 818-883-5766 or [chipsgarage@aol.com](mailto:chipsgarage@aol.com).

**FOR SALE:** Restored 1959-62 Black steering wheel with orig hub. Very Nice. LELAND E. MCCOY (866) 317-8356

**FOR SALE:** New Hurst 5 Speed Shifter for Richmond/Doug Nash 5 speed. New in box ... has all parts including 5 speed knob \$175. John, 805-642-3662, [costales@west.net](mailto:costales@west.net)

**WANTED:** I am looking for a complete convertible top for my 62, at a reasonable price, if that is possible. Tony Siragusa, office phone 951-520-1300, Home 714-281-8930

**WANTED:** Help need cigarette lighter housing for '64. Also need '64 -- '65 driver's side console without power antenna, preferably in Daytona blue. Darold M. Shirwo - (310) 278-2000; [DSHIRWO@AOL.COM](mailto:DSHIRWO@AOL.COM) -

## CHEVY CORVETTE GENERATOR AND DISTRIBUTOR TAGS

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**OZARK RESTORATION**



**HAND-STAMPED WITH YOUR NUMBERS**  
**\$15 EACH INCLUDES SHIPPING & 2 RIVETS**

PayPal payment to: [medley@artelco.com](mailto:medley@artelco.com)

Money Order or Check to:  
Gene Medley  
5 Rayney Lane  
Jerusalem, AR 72080

If you do not know the correct numbers,  
be sure to send me your Vin # and the  
horse power of your car.

Correct for 1953 - 1962 Corvettes

## New Repro Radios



### SPECIFICATIONS

- Why settle for a goofy looking cheap imitation or an original that costs twice as much without these features?
- Fits your dash without any modifications
- Uses original antenna
- Chrome plated die cast nose piece, Wonderbar and pushbuttons look all original
- Correct knobs
- Wonderbar seeks on AM or FM
- Wonderbar duplicates action of original (seeks UP, then rapidly returns to bottom of dial and starts over)
- 10 presets (5 AM, 5 FM) Why settle for a goofy looking cheap imitation or an original that costs twice as much without these features?
- Fits your dash without any modifications. Uses original antenna. Chrome plated die cast nose piece, Wonderbar and pushbuttons look all original. Correct knobs. Wonderbar seeks on AM or FM. Wonderbar duplicates action of original (seeks UP, then rapidly returns to bottom of dial and starts over) 10 presets (5 AM, 5 FM)

**1961-62 model shown. 1958 model and 1959-60 model have different knobs and pushbuttons**

4 x 45 watts RMS output allows up to 180 watts of audio power. AM dial scale in foreground looks original – FM dial scale in background. Analog controls look and feel like the original radio. All controls easily accessible. Volume, Bass, Treble, Balance, Fader and Tuning from original-looking controls. CD or XM (satellite) inputs included. LED dial lights will never need replacing. Digitally tuned AM/FM/Stereo front end provides stable, high quality reception 1/2" shafts on controls for mounting (same size and thread as original shafts) Memory retention for pushbuttons.

**• 1958-62 Chevrolet CORVETTE Wonderbar AM/FM/Stereo Radio \$590.00 + shipping Available NOW! Call 626 358 1466 Len Marino Made in U.S.A. • One year guarantee**

**Grossmueller's Classic Corvettes & Parts, LLC** [www.gccorvettes.com](http://www.gccorvettes.com)

**W.F. Grossmueller is happy to extend to the members of the So Cal Solid Axle Corvette Club a 10% discount on purchases of reproduction parts. Please mention this ad when placing an order with Grossmueller's Classic Corvettes to receive this discount.**

Orders: (800) 258-5362

Questions: (908) 213-8832

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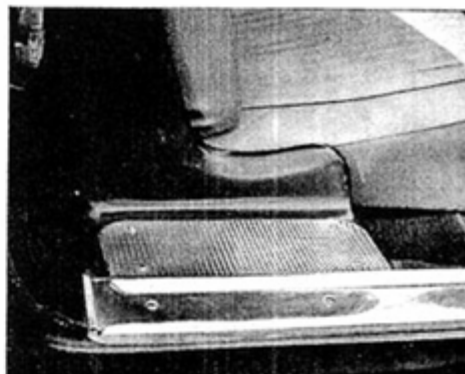
*e-mail: [rpetricca@socal.rr.com](mailto:rpetricca@socal.rr.com)*

**\$25.00 DISCOUNT WHEN YOU MENTION THIS AD**





A wide choice of "house brand" sports cars is usually available at the franchised dealer's used-car lot. With strong service experience, he can guarantee his cars.



Glistening scuff plates and door sills are clue to exceptionally gentle history.

## The Art of Buying a Used Sports Car

Going to buy a used sports car? Here are some tips to help you keep from getting stung. The first thing to remember is that buying a used sports car can be different from buying an ordinary used car. Many sports cars are rather delicate and can react dismayingly to the clumsy treatment which more plebeian transport thrives upon. Lugging around town in fourth gear is disastrous for a highly tuned sports car engine meant for revving. Correct gear-shifting is also important; so are regular servicing and driving slowly until the machinery is warm.

It's best for you if the previous owner was sympathetic to machinery. Buying from a private party gives you a glimpse of the car's history, but a dealer will give you some sort of guarantee—even though you're matching wits with professionals.

When selecting an individual car, condition is the big factor. Age is less pertinent where the annual change is rare. Mileage is doubly deceiving. Speedometers are easily reset and it's the kind of mileage, not the reading, that matters.

Somewhat misleading is the fuss about racing. Many

ads feature the prim, brief statement, "Never raced," in the belief that this adds value. It's a popular superstition but Bob Grossman, a leading Eastern driver-seller of sports cars who estimates that fewer than 5% of the sports cars in this country ever get raced, suggests that they are generally in better shape than the other 95%, since a serious racer keeps his car in tip-top condition. Better "never beaten" than "never raced."

On the other hand, avoid the car that's been wrecked. The correction of a distorted frame, especially near the front suspension, is beyond the capabilities of individuals. And insurance companies simply don't pay enough to warrant the repair shops doing a truly first-class job. Mind you, this shouldn't keep you from buying a car that's had a fender crumpled. If you notice overspray or uneven contours, just look carefully for frame damage—the body surfaces are easily improved.

Most people like to buy clean, attractive cars. If you do, too, it is foolish to buy a scruffy sports car with the idea of fixing it up. The interior is the hardest part to improve, especially if you want to maintain the color scheme. Contrariwise, if you don't care about appearances, you might save quite a bit here. Just remember, tattered looks may tip off the mechanical condition. If the seller is reluctant to put his car through its paces, he may be leary of impending disaster. Be sure to peer and snoop. Don't be afraid to ask questions. Showing ignorance now is far cheaper than proving it later.

Once you've narrowed your search, you'll sensibly insist on driving the car, perhaps as much as 30 min-

To show the other side of the coin, Bob Grossman candidly points out the defects in a sadly abused Alfa Romeo Giulietta. It certainly won't bring him top dollar.

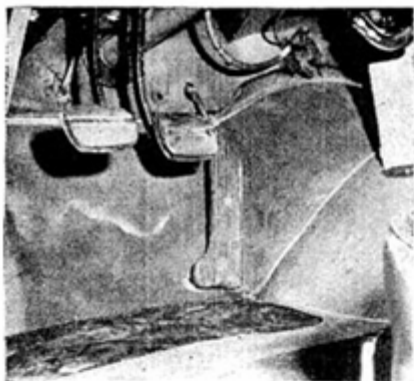


Opened trunk lid reveals dreary mess and a battery with badly corroded terminals.



CAR and DRIVER





Stains hint that cowl leaks water. Pedals substantiate low mileage shown on speedo.



Look under trunk mat for patches in the fiberglass, indicating body was damaged.



Frank Milne explains that fuel injection is very popular option on used Corvettes.

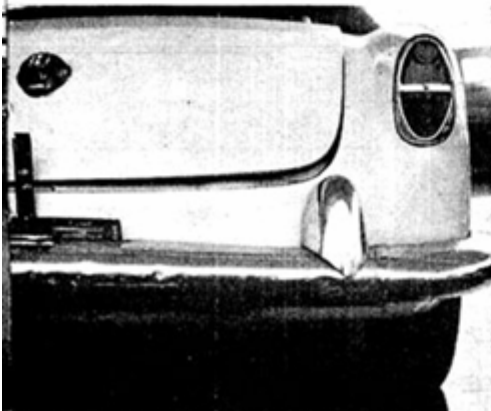
utes. Get the engine thoroughly warm, then check for a drop of oil pressure. This indicates that the bearings are no longer tight. Also if the engine doesn't idle smoothly when warm, insist on a compression test to check the valves and piston rings. (It might need merely a tune-up). Did the engine start slowly and with difficulty? It may be that the battery is run down, or it may be serious. Whenever in doubt, have a trusted mechanic check the car—but don't be misled by petty criticism if he happens to be a fussy perfectionist. Check the controls, looking for free play that could indicate worn steering or brakes. Check that the minor items—horn, wipers, lights—work and, if it has them, check that the windows actually go up and down. Try raising and lowering the top (difficulty here may lead you to try another brand). Make sure the side curtains are in the trunk, also be certain that the tool kit, jack and owner's manual are included, or that you get a price adjustment.

While we can't tell which sports cars you want, we can mention some specific points to be beware of. The classics, such as the MG-TC and the gull-wing 300SL, are nearly depreciation-free—but they tie up a lot of money. On fiberglass-bodied cars, especially pre-'58 Corvettes, look for tiny hairline cracks. They may be in the glass itself, not just the paint. If the Corvette shift lever seems loose, check whether it's the linkage (cheap) or trouble inside the transmission (expensive). Used Alfa Veloces run the same price as normal Giuliettas. Beware of low oil pressure, burnt valves and

troubles in the electrical system. With Ferraris, pick only a gem. The parts are stunningly expensive, and there are twelve cylinders to keep after. Abarths are generally in top shape; only enthusiasts buy them and parts are scarce. Look out for body rattles on the big Austin-Healeys. Avoid thrashed-looking Jaguars like poison. Check for clutch slip, front-wheel misalignment and oil leaks. MG-TFs often have a noisy first gear; even so, the shift may still be all right. Watch Aston Martin transmissions. The TR-2 and TR-3 are sports-car standards, while the MG-TD is a common classic which isn't highly priced. Mechanical restoration of a Porsche is expensive, so insist on a sound one. Watch out for clutch slip or worn-out synchromeshes in the transmission. On any car, sports or otherwise, be sure to check for any rust along the rocker panels under the doors. If the odometer shows low mileage, check the pedals for wear. One final hint: if you can't get terribly worked up over an unusual car, it may pay to pass it up for one which, when its turn comes to go, will be easier to sell. But if you're set on such an unusual car, turn the page for our advanced course.

**Buying used sports cars is challenging and sometimes tricky. Here are some hints and helpful advice.**

When we shut the trunk, we found it was clearly warped, would not close easily.



Another disappointment was strong case of "gapositis" under top behind the door.



Lost hubcap, dent in rim (at 9 o'clock) indicate hard life, thoughtless driving.



**EXECUTIVE BOARD MEETING MINUTES  
SOUTHERN CALIFORNIA CHAPTER, SACC  
MONDAY, DECEMBER 3, 2007**

*The Minutes listed for Dec. 3, 2007 have been approved by the Executive Board on February 4, 2008.*

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*This Month's Meeting was held at Weiler's Delicatessen in Canoga Park. The Board Meeting was called to order by President Bruce Fuhrman at 7:15pm. The following Board Members were present: Mike Gibbons, Larry Pearson, John Costales, Chip Werstein, and Richard Block. Also present was Larry Wright.*

**Officer Reports:**

*Copies of the Minutes from the October 1, 2007 E-Board Meeting were e-mailed to the Board Members by Secretary Larry Pearson for review by the Board. There were no corrections. Chip Werstein made a Motion that the Minutes be approved. The Motion was seconded by John Costales, voted on, and carried unanimously.*

*Bruce Fuhrman reported on two options he came up with for our 2008 General Membership Meeting. A tentative date is Saturday, October 11, 2008. The first proposal is The Claim Jumper Restaurant in Fountain Valley. Chip Werstein proposed Stevens Steak House in Commerce. Bob Oropallo can get us in. The owner has a 1958 Corvette. This location is convenient to the freeway. Bruce will call Bob to explore this option. We need a guest speaker. Possibly Jim Gessner has some ideas. Joe Frietas was suggested as a possibility.*

*Richard Block reported on the need for a waiver of liability for our Chapter events. He contacted Larry Richter, former SACC Treasurer, to see what their requirements were. Larry said that there should be a waiver used for every Chapter event. SACC has adopted the NCRS waiver form. We need to get a copy of this form.*

*John Costales, Chapter Treasurer and Membership Chairman, reported that as of tonight we are up to 129 Members. We are currently receiving dues renewals. The Cutoff is January 1st for National Dues. So far 60 have renewed. John discussed attendance at our General Membership Meeting and Tech Sessions. Attendance seems to drop off towards the end of the year. As of tonight we have \$4300 in the Treasury, plus \$156 in petty cash.*

*The Newsletter report was given by Bruce Fuhrman for Jim Lundal, Editor. The next issue is in February and Joe Orsini, #11, is next up for a Member Profile. We need technical articles and stuff for sale.*

*Chip Werstein, Tech Session Chairman, reported that we need new venues for our 2008 Tech Sessions. He has arranged with Member Kent Browning to use his dealership facility in Cerritos for the May Tech Session. Browning's is a great facility and has great parking. The proposed date is Saturday, May 10th. It is planned that Ed Justice Jr. from Justice Bros. will speak on additives. They own a 1955 Corvette. The Fall session will continue with the Toyota Museum in Torrance. The proposed date is Saturday, November 15th.*

**Old business:**

**2009 SACC National Convention in Ventura, July 17-20:** *The deposit money is in for the Sheraton. We will get a complimentary room for the SACC National President and a complimentary meeting room for the Tech Sessions. We need a keynote speaker. How do we make this Convention appealing to potential attendees? We need high quality raffle prizes and items for a silent auction. We need to start working on this now.*

**2008 SACC National Convention in Harrisburg/Carlisle Pennsylvania, August 19-21:** *We plan to attend and make a presentation about our 2009 Convention.*

**New Business:**

**Chino Air Museum tour, Saturday June 7:** *Mike Gibbons is in charge. The date is tentative. The topic at the Museum is the air war over Viet Nam. The Museum is open the first Saturday of every month.*

**San Diego Area overnighiter tour, April 12-13:** *Randy Solle is in charge. Dates are tentative.*

**Point Vicente Light House tour:** *It is proposed that we do this with the Red Line Corvette Club. Probably in May.*

**Paradise Cove Saturday August 9:** *The date is tentative.*

**Drive-in movie events:** *The Board decided that these events do not generate enough interest to warrant making them Chapter "flier" events.*

*Bruce Fuhrman proposed that the next Chapter Board Meeting be held at Weiler's Deli. In Canoga Park on Monday, February 4th.*

*There being no further business before the Board, Richard Block made a Motion that the Meeting adjourn. The Motion was seconded by John Costales, voted on, and carried unanimously. The Meeting adjourned at 8:43pm.*

*Respectfully submitted,*

*Larry Pearson*

*Secretary*



# **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 February 2008, we have over 130 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](http://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](mailto:costales@west.net)***

***7026 Sonora Ct., Ventura, Ca. 93003***

***Send a \$55 check to John Costales (above address) and this will cover your National Membership (\$35) and the SoCalSACC Membership (\$20). John will automatically renew your National Membership, or, submit your application for NEW National Members.***

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

***"SAVE THE WAVE"***

**USE THIS FORM TO MAIL IN YOUR NATIONAL SACC & SO CAL SACC CHAPTER DUES!**

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

### ***So Cal SACC Chapter Membership Application for 2008***

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:

\_\_\_\_\_

**Solid Axle Corvette Club  
Southern California Chapter  
2008 Club Officers**

**ELECTED OFFICES**

<b>President</b>	Bruce Fuhrman	bruce4info@aol.com	2264 Glenbrook Av., Camarillo, 93010
<b>Vice President</b>	Mike Gibbons	gibbonsltd@aol.com	3133 Anasazi Way, Simi Valley, 93063
<b>Secretary</b>	Larry Pearson	lpears1941@att.net	1108 Palm Av., Burbank, 91506
<b>Treasurer/Membership</b>	John Costales	costales@west.net	7026 Sonora Ct., Ventura, 93003
<b>Tech Session Coordinator</b>	Chip Werstein	chipsgarage@aol.com	23317 Schoenborn St., West Hills, 91304

**VOLUNTEER OFFICES**

<b>Newsletter Editor</b>	Jim Lundal	jlundal@socal.rr.com
<b>Webmaster</b>	Jim Lundal	jlundal@socal.rr.com
<b>Events Coordinator</b>		
<b>Chapter Liaison to SACC</b>		

**TECH ADVISORS**

<b>1953 – 1955</b>	Bruce Fuhrman	805-482-4396	bruce4info@aol.com
	Larry Wright	818-705-4884	glvette@aol.com
<b>1956 – 1957</b>	Chip Werstein	818-883-5766	chipsgarage@aol.com
<b>1958 – 1960</b>	Mike McCloskey	661-257-4330	clutchmccloskey@yahoo.com
<b>1961 – 1962</b>	Larry Pearson	818-848-2653	lpears1941@att.net
<b>Fuel Injection</b>	Doug Prince	818-348-6998	spankey496@socal.rr.com
<b>Body &amp; Paint</b>	Dan Dempsey	818-846-2948	glassman@glassmandan.com
<b>Interior</b>	John Englehardt	714-435-9448	littlejohns@sbcglobal.net

**Last Reminder – Last Newsletter**

**RENEW Your 2008 SoCalSACC and National SACC Membership Now!**

**Send one \$55 Check (Chapter Dues: \$20 plus National Dues: \$35) to John Costales, 7026 Sonora Ct., Ventura, Ca. 93003. Your National Dues will be renewed automatically.**

If undeliverable return to:  
5062 Vallecito  
Westminster, Ca. 92683