



# *The Solid Scoop*

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

So. Cal. Solid Axle  
Corvette Club

Vol. 2 Number 2

May 2006

## **So. Cal. SACC Scheduled Activities:**

(See Calendar and Newsletter for further details)

**Saturday, June 10:**

### ***Tour to The Nethercutt Collection***

**July 31 to Aug 3**

### ***National SACC Convention in Truckee***

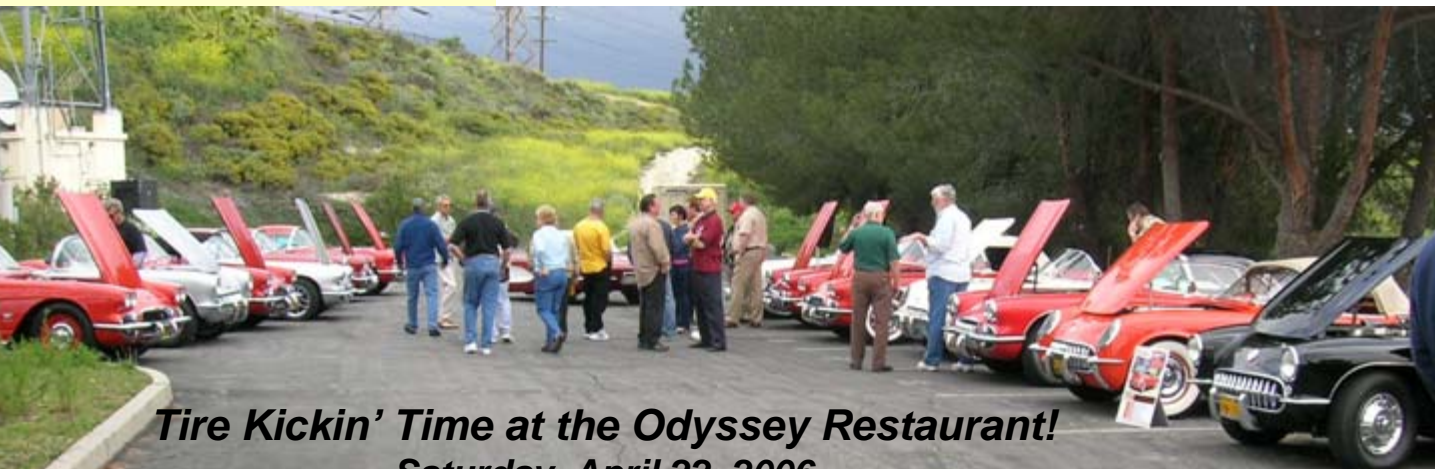
**General Membership Meeting  
Honoree Guests**



**Dick Gulstrand & Peter Mann**

## **Other Planned SoCalSACC 2006 Events**

- **May or September:** Overniter to Santa Inez Valley
- **May:** Sunday Afternoon Cruise to Legends
- Eddings Engine Rebuilders in San Fernando Valley
- Art Astor Collection in Orange County
- Fall Tech Session & General Membership Meeting



### ***Tire Kickin' Time at the Odyssey Restaurant!***

**Saturday, April 22, 2006**

(See related article in Newsletter)

## **So Cal SACC Chapter Board Member Profile.....**

Richard Block, our Chapter's first president and currently Vice President, has submitted the following article written about his car and himself. The article appeared in the January 1994 Vette Magazine in the "Original Owners Series".

**When Richard Block relocated from Philadelphia to California, he was a man with a mission. That was in 1972, and his mission was to live where there was no winter snow or springtime slush, where the roads were paved with asphalt, not salted potholes. In short, a place where a man could enjoy one of his favorite passions – automobiles.**



Photo copied from original article

**"I moved out here so I could play with cars year-round," Richard says today. So he took his Harvard law degree with him, and set out for the Golden State, where today he's a tax attorney.**

**His move in '72 was made in style, too, with a '60 Corvette, a car he still owns, which is the most recent entry in Vette's Original Owners Club. Richard bought his black-on-black-on-red roadster from Courtesy Chevrolet in Camden, N.J. The original sticker price was approximately \$3900 but Richard knocked that down "to about \$3000," he tells me.**

**Basis of the car includes the 283 engine, RPO 469.**

**This engine**

**option listed for \$150.65, and it produces 245 horsepower, thanks to a pair of 4-barrel Carter carbs. The valvetrain has hydraulic lifters, and, as with all the "optional" engines for 1960, has the seven-rib cast-alloy valve covers. Richard selected a 4-speed transmission (RPO 685), too. Other options include signal-seeking radio (RPO 102) and a heater (RPO 101), plus the parking brake warning light (RPO 107, with a retail price of \$5.40!).**

**The drive to the land of sunshine wasn't without catastrophe, though.**

**Two of the original tires blew out during the trip, so Richard replaced all the rubber with the B.F. Goodrich FR70-15's that are on the car today**

**These are fabric-belted radials, and their narrow whitewalls are representative of tires from the early '70's. Fortunately, he saved the two remaining original tires, which are stored in his garage for their collector value. Ditto for the wheel covers. In their place are the baby moon caps, which give the car somewhat of a custom look.**



**But, in fact, most of Richard's Vette is original. That includes the paint, plus all the chrome trim (except for the left rear bumper upright, which was damaged by some nearsighted yahoo). Richard notes, too, that the left front fender has several small ripples that were delivered, so to speak, with the car from the factory.**

**These blemishes should be no surprise to anybody familiar with the old St. Louis assembly plant and fiberglass bodies of the era.**

**Richard says that the car's original upholstery is intact, too. He simply had new covers slipped over the old when the original fabric started to show signs of wear. The new covers were put on in 1992. The canvas convertible top was re-skinned, as well, in 1966. What you see here is what he's had on the car for more than two and a half decades.**

**Most of the car's mechanicals are original. That's no surprise, considering that Richard's roadster has slightly more than 34,000 original miles (when the photos were taken during the summer of '93, the clock read 34,150). Actually, the only major mechanical work – if you want to call it that – includes one new muffler, plus a couple of replacement brake master cylinders. Eventually, Richard gave the brake system a transfusion of silicon-base brake fluid, which stopped the corrosion problems.**

**You may have noticed that the tailpipes look a little strange. That's because Richard modified them to help reduce the amount of smoke buildup on the chrome bumpers. The fix included affixing a pair of two-inch toilet tubing to the exhaust tips. Simple, inexpensive, and it works.**

## **Block.....continued**

*And how does Richard like living in the land of sunshine and asphalt roads? Just fine, thank you. As you might guess, he spends a fair amount of time with his cars. He joined a club, Vintage Corvettes of Southern California, several years ago, and he tinkers with old Packards, including a pair of restored '40 Packs and a '51.*

*But when the sunshine gets so warm and bright that it tempts Richard to put away the tools and go out and play, you might see him in a Corvette. If not his one-owner*

*60, then possibly his slightly modified '58, a car he calls his "hot rod driver."*

*In any case, Richard block seems to have accomplished his mission. Does he have any regrets about leaving the City of Brotherly Love – not to mention snow, sleet and slush?*

*"Are you kidding?" he asks, rhetorically. "I'm having too much fun playing with my cars." We hear you, Richard, we hear you.*

## **SO CAL SACC holds third General Meeting at the Odyssey, April 22, 2006**

*The weatherman predicted some showers, however, we were fortunate enough to avoid them in Granada Hills. There were 47 members and guests attending in 18 C-1 Corvettes. There were also a C-4 and C-5 joining the display and check out the photo. Most everyone recognized Dick Gulstrand when he drove up in his C-5 with his trademark blue cove's. The C-1's drew a lot of admirers from the lunch bunch at the Odyssey. Members were presented with new SO CAL SACC membership badges sporting the SACC logo. Bruce Fuhrman, President, conducted the business meeting and outlined what events are in store for the balance of 2006. Outings include; the June 10 tour of the Nethercutt & San Sylmar museum in Sylmar, a Sunday afternoon "cruise" to Legends in Glendora in early July, the Big Bear Bash (21-23 July), the SACC National Convention in Truckee (31 July-3 August), a wine tour, BBQ and o'nighter to Solvang (23 or 30 September) and a fall tech session and general meeting. Flyers will be forthcoming on all these events.*

*Security was provided by fellow members taking shifts watching the cars. Many thanks to; Dick Block, Larry Pearson, Lee McCoy, Jim Nielsen and Mike Gibbons.*

*The guest speaker was Peter Mann, of Mann Chevrolet fame. Peter is Harry Mann's son and he did an excellent job of recapping the Corvette history and Harry Mann's total involvement in making it an icon in the LA basin. One mystery was solved when Larry Wright found out why his 1954 had red paint below the trim line and white above the trim line. It apparently a sales promo by Mann Chevrolet to entice buyers to buy the Corvette by adding the second color.*

*We were reminded to seek out anyone who would be willing to host a Tech Session and remember advertising of C-1 cars and parts is FREE in the Newsletter to the members.*



**Dick Gulstrand's C5  
with trademark blue  
cove's.**



# Odyssey.....continued!



**Membership Chairperson & Treasurer, John Costales and his '56**



**Chapter Secretary, Larry Pearson arrives in his original '60.**



**(left) Tall guy, Mike McCloskey arrives and prepares to unravel himself from the car. Mike's car is a '57.**

**Phil Roche and his '54.**



**Eric May arrives in his '61 (right). (above) Eric does the pose with his "ride"!**

**(below) Dwight & Janene McDonald stand next to their '61.**



**(right) Rick DuFresne and beige '62. Rick is a newer Chapter member and works at the same location with Stan Kiyan (next page).**





**Chapter President, Bruce Fuhrman is all set-up with his '54.**



**George Tuers and his beautiful '54**



**Larry Marino and a '62. This car is co-owned with Chip Werstein and is listed in the Classified Ad Section of this newsletter.**



**Stan & Sharon Kiyan and their '61. This couple is relatively new to our Chapter. Stan works at Toyota Automotive.**

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## **SORRY, YOUR 1956 THROUGH CURRENT YEAR CORVETTE CONVERTIBLE IS PROBABLY NOT A ROADSTER.....By Larry Pearson**

### **INTRODUCTION**

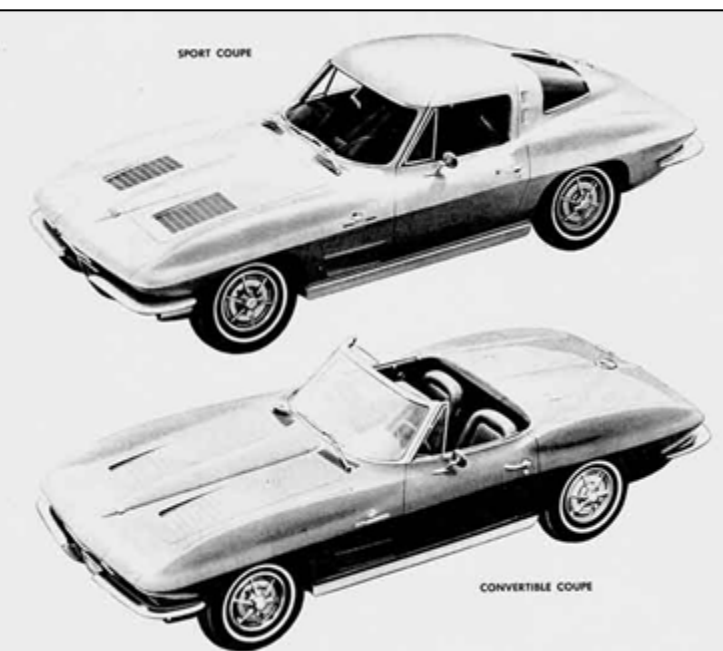
Please be advised that this article is comprised solely of my own thoughts, opinions, and experiences, and does not necessarily convey the beliefs and thoughts of the Southern California Chapter, NCRS, and its members, or National NCRS and its members.

I want to thank NCRS Southern California Chapter member Larry Wright for his encouragement for me to write this, and for providing me with a copy of *The Road & Track Illustrated Automotive dictionary*, which provided some of the information used in this article. Also, I wish to thank NCRS member Skip Marketti, Curator/Archivist of The Nethercutt Collection in Sylmar, for his help in providing reference information contributing to this article from their fabulous automotive library.

Before the automobile, there were horse-drawn carriages. The designers of these carriages originated many of the terms used today to describe automobile body configurations, though not necessarily for identical bodies. When the automobile came along, the earliest models were basically motorized carriages. These early automobiles were all open roadsters and touring cars. Gradually, as people wanted more comfort and conveniences, roll up glass side windows replaced the side curtains in the open cars, and then closed body styles replaced the folding top bodies. By the late 1930's, open cars were discontinued by most automobile makers, except for a few sports car manufacturers.

Continued on next page.....

# IS IT A ROADSTER OR A CONVERTIBLE?



All of the references I consulted agree on this differentiation: A Convertible has a folding fabric top with roll-up (or power assisted) windows in the doors, and a Roadster has a folding fabric top with removable side curtains held in place by fasteners. With this in mind, only the 1953, 1954, and 1955 Corvette models are true roadsters, because only they have removable side curtains rather than windows in the doors. Starting in 1956, all Corvettes became convertibles, because they had windows that went up and down inside the doors. This continues into the current 2003 year, except for the 1976 through 1985 models and the 1997 model, when the convertible was not available. The 2003 Corvette showroom brochure continues to refer to the convertible model as a "convertible". Corvette convertible coupe models fitted only with a removable hardtop would be most properly designated as a "Convertible Coupe with Removable Hardtop". There are two types of convertibles: the convertible coupe and the convertible sedan. A convertible coupe has two doors and seats two persons and has one seat, or has two seats and seats

four persons. The four person two seat version is also sometimes called a Cabriolet. A convertible having four doors is called a convertible sedan. All convertible coupes and sedans have side window glass that goes up and down inside the doors.

Roadsters are also referred to as "Open Cars". As with convertibles, open cars come in two and four door versions. The two door, single seat version that seats two persons is called a roadster. If it has four doors and seats four or more persons, it is called a phaeton or touring car. Some sporty phaetons had a second cowl between the front and rear seats that mounted a second removable windshield, and sometimes even a second set of instruments. These are called double or dual-cowl phaetons. All roadsters, touring cars and phaetons use removable side curtains held in place by fasteners.

The title to this article implies that Corvette roadsters exist after the 1955 model, and they do, but these are not production cars. I own a 1966 roadster. It is a convertible coupe that has been converted to a race car by stripping the doors of the door glass to save weight. Most convertibles that have been converted to race cars are, technically, roadsters. But these are not factory production Corvettes.

## SPORT COUPES, T-TOPS, HATCHBACKS AND TARGAS

Starting with the 1963 model, Corvette added a new fixed roof model, which they designated as a Sport Coupe. I have included a copy of the first page of the 1963 *Corvette Shop Manual* which illustrates and properly names both models, the Convertible Coupe and the Sport Coupe. The Corvette Sport Coupe body style went out of production with the 1967 model, and did not reappear until the 1999 model.

## GENERAL INFORMATION

The 1963 Corvette Sting Ray is an extensively redesigned vehicle incorporating two new body designs, and convertible coupe and a fastback sport coupe; redesigned frame and suspension and reduced exterior dimensions. The following sections in this book provide detailed information for the service and proper maintenance of the vehicle and its separate components.

The new 1968 Corvette models deleted the sport coupe body style and replaced it with a completely new type of semi-convertible coupe design, called the T-bar roof, or simply T-Top. This body design consists of two removable panels attached to a central longitudinal structural member extending from the windshield header to the rear roof structure. This novel design feature allowed either or both panels to be removed and stored in the car, giving an open car experience when driving. The convertible coupe model continued to be produced along with the T-Top model until the 1976 model year, when it was discontinued due to lack of sales, and did not reappear until the 1986 model. The 1978 Corvette replaced the small vertical T-Top rear window with a much larger rear window that covered and enlarged the luggage area behind the seats, giving a similar appearance and utility to the 1963 - 67 sport coupes. The rear window was made into a hatchback with some 1982 Corvettes by hinging it on top and employing gas struts to hold it open.

The completely redesigned 1984 Corvette replaced the T-Top design with a single full-width removable panel. This body design is referred to as a Targa top coupe. The hatchback rear window design introduced with 1982 model was incorporated into the 1984 and later models. The convertible coupe body was re-introduced with the 1986 Corvette model, and continued through the 1996 model.

The C5 Corvette was introduced as a Targa top coupe with hatchback rear window design in 1997. The 1998 Corvette added a convertible coupe body, and the 1999 model added a third body, the fixed roof sport coupe.

## TODAY

Today's sports cars, especially those from Europe, seem to be calling everything with a soft-top or a retractable hard top a "roadster". Skip Marketti informed me that Volkswagen is coming out with a new four-door sedan with a fixed metal roof, and is calling it a "phaeton". That's ridiculous~ Why is this? I will venture my opinion.

Continued on next page.....

Convertible or Roadster continued.....

Most car manufacturers use people with marketing background to write their advertisements and “sell” their “product”. I have met some of these people, and they have barely a clue what a car is. To them, selling cars is no different than selling soap powder. The term “roadster” sounds a whole lot more sexy than “convertible coupe” or “hardtop retractable”, so they use it. It has something to do with the concept “truth in advertising”. What’s that? This article only attempts to inform the reader about car body types as they normally apply to sports cars. There are many other body types that I did not discuss. Some of these are: Runabout, Raceabout, Limousine, Landau, Landaulet, Berline, Town Car, Brougham, Sedan, Opera Coupe, Club Coupe, Club Sedan, Close-coupled sedan, Sports Sedan, Victoria, Coupe de Ville, and Spyder. 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.

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**EXECUTIVE BOARD MEETING MINUTES  
SOUTHERN CALIFORNIA CHAPTER, SACC  
TUESDAY, JANUARY 17, 2006**

*Minutes Approved at the  
March 21<sup>st</sup> Board Meeting.*

This Month’s Executive Board Meeting was held at Weiler’s Delicatessen in Canoga Park. The Board Meeting was called to order by President Bruce Fuhrman at 6:22pm. The following Board Members were present: Chip Werstein, Richard Block, Larry Pearson, and John Costales. Also present were: Larry Wright and Jeff Block.

**Officer Reports:**

President Bruce Fuhrman gave his report. Outgoing President Richard Block was given a 1958 Corvette Model in appreciation for his work forming the Chapter and being our first President. Dale Schaum donated four Harry Mann license plate frames, which we auctioned off at the October 29th General Membership Meeting. We gave Sherry at Corvette Mike’s a \$50 Macys gift certificate in appreciation for all the work she did in setting up the General Membership Meeting.

Copies of the Minutes from the September 20, 2005 E-Board Meeting were E-mailed to the Board Members by Secretary Larry Pearson for review and approval by the Board. There were no corrections. Richard Block made a Motion that the Minutes be approved. The Motion was seconded by Chip Werstein, voted on, and carried unanimously.

Treasurer John Costales reported that we remain in good shape financially. Larry Pearson made a Motion that the Treasurer’s Report be approved. The Motion was seconded by Chip Werstein, voted on, and carried unanimously.

John Costales, Membership Chairman, reported that as of today we have 82 Members with 2-3 prospects for membership. John reported that 23 Members need to renew their dues for 2006. John proposed that the Dues Renewal notices to these people be sent by E-mail, if possible.

Richard Block, Vice President, had nothing to report.

Jim Lundal, Newsletter Editor, reported to Bruce Fuhrman that he needs a list of the proposed events for 2006 so he can include them in the Calendar of Upcoming Events in the next issue of *The Solid Scoop*.

Chip Werstein, Technical Advisor, reported that he is working on having Jeff Reade host the first Technical Session for 2006 at his shop in Culver City. The Board proposed Saturday, April 8th as a tentative date if this works with Jeff’s schedule. Chip hopes to cover five technical subjects at this session. He is trying to enlist new people to teach at these sessions. The Board decided to charge \$10 for lunch. The money should be sent to John Costales, Treasurer.

Larry Pearson proposed a tour of Eddings Engine Rebuilding in San Fernando for a possible future technical tour. Larry reported that he recently toured Eddings with the San Fernando Valley Region of the Vintage Chevrolet Club of America, and it is a state of the art operation that rebuilds all types of engines, and he found the tour to be very informative.

Bruce Fuhrman reported on the results of the 2006 Event Options survey sent out to the Membership. The most popular single day events were: #1 (Wine Tasting in Santa Ynez Valley), #4 (VIP lunch at Disneyland), #2 (tour back roads to Ojai for lunch), #9 (Auto Museum Tours). The most popular over-nighters were: #12 (Corvettes in Primm, NV, March 17-19), #5 (Route 66 Fun Run, Seligman to Needles), # (not listed) (Plastic Fantastic Corvette Show in San Diego, May 21), # (not listed) (Corvette North America Road Tour, June 8-10).

**Old Business:**

**Chapter Window Stickers:** Corvette Central produced 250 Chapter Window stickers and shipped them to us at no charge. All attendees at the October 29th General Membership Meeting were given a sticker as a table gift. The Board recommended that we send out complementary stickers to all renewing Members. The remainder are to be sold by John Costales for \$2.00 apiece. We should run an advertisement in *The Solid Scoop* to notify the Membership of the availability of these stickers.

The Board thanked Larry Pearson for designing and producing the window placards for the October 29th General Membership Meeting.

**New Business:**

The Board proposed the following events for 2006:

- January:** No events due to the possibility of rain.
- February:** Cruise Night to Legends in Glendora (date to be determined)
- March:** No event planned
- April:** Tech session on April 8th at Jeff Reade’s shop in Culver City (tentative location).
- May:** General Membership Meeting at Disneyland or at The Odyssey Restaurant. Date & location to be determined.
- June:** Museum Tour, date & location to be determined.
- July & August:** SACC National Convention in Truckee, NV, July 31-August 2nd.
- September:** Wine Tasting Tour in Santa Ynez Valley.
- October:** Tech Session, date & location to be determined.
- November:** General Membership Meeting, date & Location to be determined.
- December:** No event planned.

**Next Board Meeting:** The Board tentatively scheduled the next Board Meeting for Tuesday, March 21st.

There being no further business before the Board, Chip Werstein made a Motion that the Meeting Adjourn. The Motion was seconded by John Costales, voted on, and carried unanimously. The Meeting adjourned at 7:50pm.

Respectfully submitted,  
Larry Pearson, Secretary

# **So Cal SACC Classifieds**

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

## **For Sale Items:**

**FOR SALE** 1962 Corvette. Maroon, black interior, 2 tops, 340 hp, 4 speed, radio. Real nice interior and gages. Everything works except odometer. Chassis clean and detailed. Runs and drives great. Correct rear springs ( you



know I like that) new correct exhaust, T-3's, original shifter, beautiful chrome & stainless, near new whitewall radials, correct Dewitt radiator. Block is 1967 327, but all the original and hard to find 340HP parts are there. Wrong bellhousing and transmission (it's a Muncie). Older paint that's about a 7. This is a SOLID #2 car you can drive and enjoy right away. Asking \$53,000. If your interested or want more detailed info contact me at 818-883-5766 or chipsgarage@aol.com. Chip Werstein

**FOR SALE:** 283 cu. in. engine block casting # 3756519. Engine assembly date F617D, Flint, June 17th and I believe D is Powerglide. It was the original engine in a 1959 Impala (brother-in-law's car). Never rebuilt. Casting date F 6 9, June 6, 1959. Heads go with block (3767460), if you want them, with casting date or F129, June 12, 1959. **Call Jim Lundal, (714) 893-1237, or jlundal@socal.rr.com \$200 Firm.**

**FOR SALE:** 1962, WHITE / BLACK , 2 TOP, ONE SOUTHERN CALIFORNIA OWNER, BLACK PLATES, NEVER DAMAGED BODY, RUST FREE CHASSIS. PAPERWORK, ORIGINAL 340HP ENGINE (NEEDS REBUILD) ON STAND WITH ORIGINAL 4:11 POSI IN A BOX. CAR CURRENTLY RUNNING A ZZ-4 CRATE ENGINE INSTALLED IN 1998. 1855 MILES SINCE INSTALLATION. ALSO A FRESH 3:36 POSI IN REAR. MAINTAINED BY GULDSTRAND MOTORSPORTS FOR 24 YEARS. \$58000 . CALL JIM GESSNER FOR INFO 909-794-7905

## **Wanted Items**

**WANTED:** ONE C-1 SEAT BELT BUCKLE TO COMPLETE A SET SO I CAN HAVE BELTS MADE FOR MY 57. JENNI SAYS SHE WON'T RIDE IN THAT PILE OF JUNK AGAIN UNTIL I PUT SEAT BELTS IN IT. CHIP WERSTEIN 818-883-5766 OR chipsgarage@aol.com

**WANTED:** 61 or 62 wonderbar radio. Non working, basket case, parts or whatever. I need the front end and the case and will be converting it to AM-FM stereo for my 61. I don't want to cut up a good one. Chip Werstein 818-883-5766 or chipsgarage@aol.com.

**WANTED:** 16' open Car Trailer contact: John (805) 642-3662 constales@west.net.

## **Information:**

**FYI**, Door panel fix.

The product is Au-ve=co Grill Nuts # 13933. They come in a box of 50 @ approx \$5.00  
Leland McCoy

**FYI** I have a source that restores corvette steering wheels 53-62 and does a great job at a reasonable price. He also paints turn signal housings and hubs. He has done six wheels and hubs for me. His name is Isaac Tyson, phone # 1-574-453-7754  
Leland McCoy leemccoy@msn.com.

If you are looking for someone to restore your 1953-1962 Corvette steering wheel(s) then perhaps I can help. I have been in the business of restoring wheels for the past five years now and have a lot of experience turning an old, ugly, cracked wheel into a work of art that really compliments a Corvette. It is always a shame to see a perfect Corvette with an old cracked steering wheel. If you have one of those wheels, and would like it restored, please give me a call. Don't waste your money on so called "reproductions" when you can have a beautifully restored steering wheel!

**I offer a 5% discount to all SACC and NCRS members!**

Attached below are a few pictures of my work. I can provide dozens more photos for you if interested. Below is also listed a general price chart, though I am always willing to customize a deal to your needs and liking. If you are looking for a reference to my work you can contact Leland McCoy at: leemccoy@msn.com.  
C-1 Steering Wheel Restoration, -Isaac Tyson

# Solid Axle Corvette Club

## *The Solid Scoop* Newsletter

### Solid Axle Corvette Club Southern California Chapter 2006 Club Officers

#### ELECTED OFFICES

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

#### VOLUNTEER OFFICES

<b>Newsletter Editor</b>	Jim Lundal	jlundal@socal.rr.com
<b>Events Coordinator</b>	Sherry Vivas	my1963Vette@aol.com
	Leland McCoy	leemccoy@msn.com
<b>Historian</b>	Dale Schaum	harry-mann@webtv.net

#### 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	
<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

### 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](mailto:bluevette@socal.rr.com), or, [jlundal@socal.rr.com](mailto: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

# SPRINGTIME TECH SESSION

Saturday, April 8<sup>th</sup> was the date of our Springtime Tech Session, and Gibbon's Ltd. in Burbank was the location. Mike Gibbon's was gracious enough to permit almost 46 members to descend upon his business location for an entire day of kickin' tires, telling stories and soaking up further information about their C1.

One piece of info everyone came away with was that if you want to create a war or disturbance from any era in history, contact Mike and he will supply the weaponry. Mike's inventory contains almost every type of weapon that exists and rents the items to local movie companies. After the tech session completed, Mike gave a tour to those who wanted to see more stuff, i.e. the locked up stuff.

Our Tech Sessions are increasing in popularity as the crowd's attending are growing. The first session had 18 people and this, being our 3<sup>rd</sup> session, had over 40. Members drove from San Clemente, Bakersfield and over to Santa Barbara. **AND THEY DROVE THEIR C1'S!!**



**What a Great Sight to find in an Alley!**

So Cal SACC  
Chapter President  
Bruce Fuhrman  
greeted the  
gathering and  
announces future  
events.



**Hard-Luck Award, or, Just another C1 Day!**

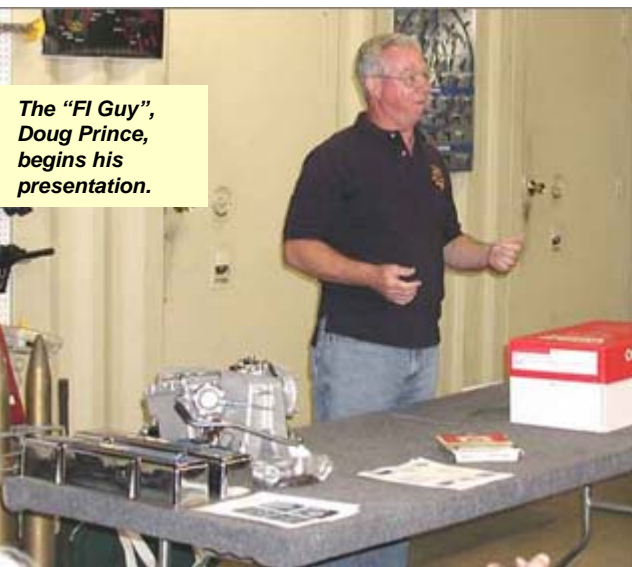


Preparing to Caravan to the Tech Session sometimes makes one go just a little bit further. Wally Carroll just recently completed an engine conversion, and, had successfully driven about 325 miles on the engine. This would be his furthest run on the new set up. Well, the small caravan met in a Huntington Beach parking lot and the engine compartment had steam and began P'ing on the ground. The fan belt had worn a small hole in the heater hose going to the water pump. Between members Steve Clifford and Jim Lundal a pipe was spliced between two pieces of hose, removing the bad section. In the picture you can note the A & E going on. What does A&E stand for? The E is elbow. Time duration: 45 minutes. Wally made the trip successfully.

**Tech Session Chief Coordinator Chip Werstein explains the days itinerary and thanks everyone for their organizational assistance.**



**Roof-Type Aerial view of the backyard collection of C1 attendee's. This is Tire-Kickin' time prior to beginning our Tech Talks. Along with the information from the tech talks, a lot of information is found by members from asking your dumb questions here in the parking lot.**



**The "FI Guy", Doug Prince, begins his presentation.**

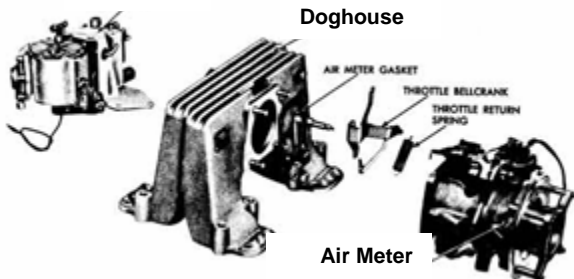
## **Doug Prince on C1 Fuel Injection Units**

***This topic has been anticipated for the past two tech sessions. The reason becomes quite obvious when viewing the number of FI cars in the parking lot.***

***Doug began his topic with stories of how he arrived from a complete novice to "love-expert" on these units. Two information packed handouts were supplied by Doug during the meeting.***

***Doug described the basic components of the FI: Air Meter, Air Plenum (Dog House) and the Fuel Meter. The air is drawn through the air filter into the air meter. A venturi effect occurs near the input which controls (feeds information) to the Fuel Meter, i.e., press the throttle, draw more air resulting in more vacuum which tells the fuel meter to allow more fuel. The fuel meter is extremely sensitive to these vacuum changes and supplying fuel. This sensitivity is the reason for the instantaneous response of the FI engine. At idle, there is very little air drawn and only a small amount of fuel "injected".***

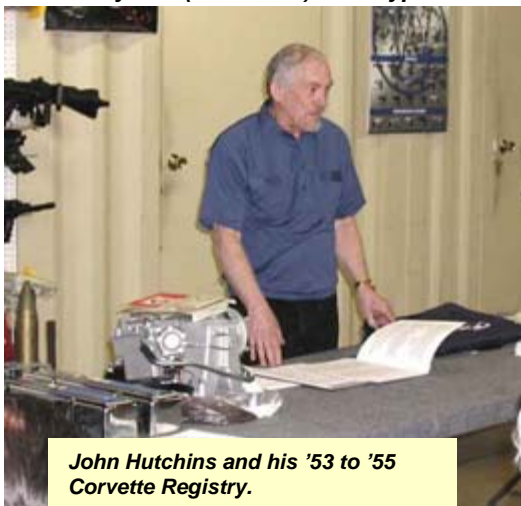
Fuel Meter



Fuel pressure is very low at idle but can increase up to 250 psi at 6000 rpm. The fuel is pushed through the .040 inch diameter "spider" lines connected to the input at the intake manifold. Small screens are located at each fuel nozzle and these have an important fuel atomization purpose. The doghouse (plenum) primarily contains air and the internal (and external) size depends on the how much air needs to go through into the engine. Bigger engines in the early 60's had a larger squarer doghouse pushing more air.

Doug went on to explain that the primary problem (and driver complaints) stem from the use of modern day fuels. Today's fuels are alcohol mixed with garbage components (Doug's quote) resulting in a fuel of significantly lower vapor temperature levels. When these FI units were designed and used the leaded fuels had higher vapor temperature levels. The vapor level is the temperature which the liquid changes to a vapor. Low vapor temperatures allow these units to run rough in warmer temperatures. Another down side is shutting the engine down resulting in an engine heating hotter and trying to restart. Sometimes much cranking is required. Doug is continually seeking methods for correcting this problem, either in the FI unit or doctoring the fuel. Stay Tuned! You will hear it first here.

(editors NOTE) A modification has been built into my FI unit minimizing some of these problems, starting warm at least. The modification introduced is a solenoid valve which when a button is pushed on the dash, allows fuel from the engine fuel pump to directly enter the spider lines and into the engine. Upon starting, and the button is let up, the engine does run rough for about 5 seconds until the FI unit either cools or injects more fuel into the engine. I have been driving this car for 15 years (40K miles) in all types of weather and temperature conditions.



John Hutchins and his '53 to '55 Corvette Registry.

## 1953 – 1955 Corvette Registry

So. Cal SACC member received the Long Distance Driven recognition for traveling from his Michigan home for our Tech Session. John does live in Mi. and is a So. Cal. Member, but he scheduled a visit to his daughters home in Lancaster to coincide with our Tech Session schedule.

John began his Registry when trying to find something to keep him busy during retirement and long winters. Now, he finds himself involved in maintaining a quantity of over 2000 cars out of the 4000+ cars produced over these years.

John passed out registration forms for those who have one of these cars and is not part of the registry. Each new car is part of the bigger puzzle. A copy of the form appears with this newsletter.

John also supplied the following statistics at the meeting.

### The Corvette Registry 53 – 55

Motorama Body/White elephant relative rarity chart.

Year	Description	Quantity
1955	w/a 6 cylinder Engine	6 – 7
1955	Copper Color	15
1954	Black	15 – 20
1955	w/3 speed Transmission	30
1954	Sportsman Red	100
1955	Pennant Blue	45
1955	Harvest Gold	120
1955	Gypsy Red	180
1953	Polo White	300
1954	'53 bodied early 1954's	300 (appx.)
1954	Pennant Blue	310
1955	Polo White	325
1954	Polo White	3200 (appx.)
'53 – '55	All colors (other than Polo White)	815
'53 – '55	All Polo Whites	3825

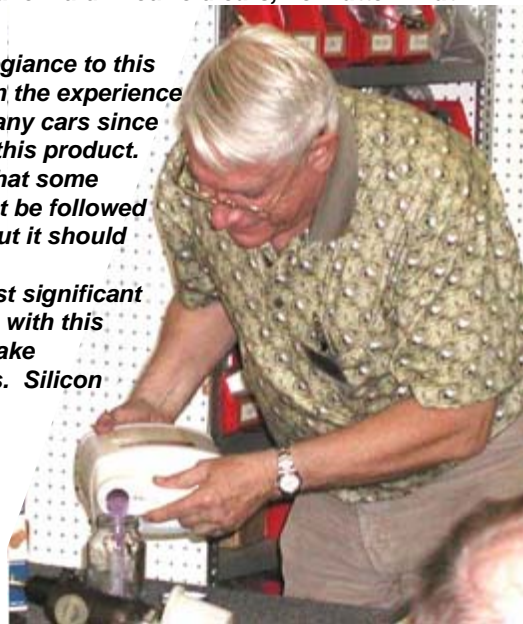
The figures in some cases are approximate and others are based on percentages. It is also some units were assembled in primer and painted later off line by dealerships.

## Silicon Brake Fluid

Larry Pearson is seen in the below right involved in demonstrating the single most problem with using the DOT 5 Silicon Brake Fluid in our old cars, no matter what heritage.

Larry swears allegiance to this product based on the experience of converting many cars since the early 70's to this product. Larry indicated that some basics facts must be followed in the process, but it should work great.

Probably the most significant problem working with this product is the brake bleeding process. Silicon



brake fluid has a significant airtion characteristic which can be a problem if not recognized and taken into account. Larry is demonstrating this problem by pouring quickly or shaking the bottle or induced by PUMPING THE BRAKE PEDAL RAPIDLY. The fluid initiates these microbubbles when poured into a clear container rapidly. A froth/foam sits on top and if viewed closely, very small bubbles appear. THESE WILL DISAPPEAR IF ALLOWED TO SIT FOR SOMETIME (maybe overnight).

With this product characteristic in mind, the process for bleeding a brake system is to (assuming you have completely emptied and cleaned your system, discussed later) fill the master cylinder slowly and allow to sit over a period of time. Sometimes in this case "gravity bleeding" works well because you are addressing the aeration problem while permitting the fluid to flow down through the lines. **IT TAKES TIME!**

After a proper time, the system can be bled in a somewhat conventional manner, however, the pumping rate for bleeding is a slow (10 seconds or longer for each pump) pressure pump on the pedal. Rapid pumping introduces aeration. An attempt might be made to reclaim fluid at each wheel as silicon brake fluid is **EXPENSIVE**.

#### Other aspects of Silicon Brake Fluid.

It will last forever and not rust your system. DOT 3 and DOT 5 when mixed, will stratify, i.e. separate with DOT 3 going to the bottom. MOST times if a small amount of DOT 3 is not removed from the system and silicon is inserted, the DOT 3 will continue to corrode a system. Also, there is evidence that DOT 5 when mixed with "SOME" DOT 3 products will turn to Jello which is a catastrophe for a brake system. However, this does not always happen. The best process is to insert silicon brake fluid when overhauling a current system or installing all new hardware. Even old brake-lines can retain old DOT 3 if not flushed adequately. One process is to inject a Brake Cleaner product into the line, let sit and blow with compressed air several times. Caution: Brake Cleaners are great paint removers!

Larry Pearson is an advocate of Silicon Brake Fluid and says everyone should eventually change over but as he pointed out, certain characteristics must be considered. The myth that silicon brake fluid is more compressible is not true IF you get all the air bubbles out. Most shops and dealerships don't use the product because of the time involved and not a complete understanding of the product. Larry says, "Try It, You Will Like It".

Editors Note: Everything Larry reported is what I found out the hard way. I was installing all new 4-wheel disc brake system on my '56 Chev and wasn't aware of this delicate process. Once into the bleeding operation I could not achieve a hard pedal and after period of time just left the car overnight and part of the next day. Upon returning the brakes were significantly harder pedal and a more slower bleeding continued. It took about 3 days to finish the process but the results are perfect. After several years the fluid is full and CLEAR. If I had only talked to Larry sooner!



The struggle for stardom, or, elbowing Larry off-stage. It took two, but they finally got him to quit. Chip should have taken one of the weapons off the wall in lieu of a hook.

(right) Chip Werstein and Mike McCloskey cleaned out their garages with their special C1 tools. Here they are in the middle of displaying their treasures.



They did a "Tag Team" presentation of unique tools that can be an asset in working on Solid Axle Corvettes. Some were store bought and some were "made locally" by the presenters. Tools ranged from axle pullers to trim installation. The most unique was Chips special tool to straighten cove trim. Patent not yet applied for! The gear ratchet gear wrenches were considered the best thing since sliced bread and are readily available at most auto parts stores. There was a lot of nodding of heads in the audience when a particular challenge was mentioned and then the appropriate solution

## Tech Session Plea!!!

Chip Werstein, our coordinator for the previous three Tech Session's, put out a plea at our latest session for IDEA's and LOCATION'S for future Tech Session's. The session's popularity is growing and it is easily understandable. The information, camaraderie and just plain fun is infectious. Chip NEEDS some feedback on locations and topics for future events. Call Chip at (818) 883-5766 or [chipsgarage@aol.com](mailto:chipsgarage@aol.com). The requirements for location are that we need an area centralized for many of our members, large enough parking to park our cars safely, and large enough to hold our crowd (now nearing 40 people). Chip will assist any coordinator and tell you about organizing the chairs, food and facility.

# Calendar of Coming Events in our Area:

(SACC Events in **Bold and Italic Print**, NCCC\* Events in **Purple**)

\*NCCC is National Council of  
Corvette Clubs

\*\* OCV is Orange County Vettes

If noted, flyers & registration  
forms can be downloaded  
from:  
[www.orangecountyvettes.com](http://www.orangecountyvettes.com).

May 4<sup>th</sup> – 8<sup>th</sup>

Sun., May 7

**Sat., May 13**

Sun., May 14

**Sat., May 20**

Sun., May 21

**June 10**

Sun., June 4

**June 4**

**June 11**

Tues., July 4<sup>th</sup>

July 4

July 8 – 22

Sun., July 9

July 9

Sun., July 16

**July 21 – 23**

Sun., July 30

**July 31**

**July 31 to Aug 3**

Aug., 3 – 5

Sun., Aug., 13

**Aug. 19 – 20**

Aug. 20

**Aug. 26**

Sun., Aug. 27

**Sept., ?**

Sun., Sept. 10

**Sept. 14 – 16**

**Sept. 17**

Sat., Sept. 23

**Sat., Sept. 30**

**Oct. 1**

**Oct., ?**

Sun., Oct. 8

Sun., Oct. 15

**Nov., ?**

Sun., Nov., 12

Sun., Nov. 26

Sun., Dec. 3

Sun., Dec. 10

2006 Rt. 66 Fun Run in Arizona

19<sup>th</sup> Annual Charity Car Show, Sycamore Park, 1692

Sycamore Dr., Simi Valley. Simi Valley Corvettes.

**NCCC Gov. Mtg. In Victorville, Ca.**

Hi-Performance Swap Meet at Vet Stadium in Long Beach.

**California Dreamin', People Choice Car Show Mission Bay San Diego.**

**Info: Craig Heidman (951) 676-8969, Corvettes of San Diego.**

29<sup>th</sup> annual Plastic Fantastic car show at Seaport Village, San Diego, CA -- North

County Corvette Club. Info: Sandy Mayer (760) 739-8564

**SCSACC Saturday at the Nethercutt Museum**

**Coordinator: Bruce Fuhrman, Location: Sylmar**

Pomona Swap Meet

**Car Show in Victorville, Ca. Victor Valley Vettes**

**The Vet Set, Peoples Choice Corvette and Classic Chevy Car Show at Cormier Chevrolet. 2201 East 223<sup>rd</sup> St., Long Beach, Ca. 90801 (310) 830-5100**

Long Beach Yacht Club Car Show and Chili Cook-off. George Loveren (562)438-2859

SESPE Creek Car Show, Fillmore, Calif., All type cars. (805)524-2546

Black Hills Corvette Meet in South Dakota.

Hi-Performance Swap Meet at Vet Stadium in Long Beach.

All GM Vehicle Show & Swap Meet, Woodley Park, 6350 Woodley, Van Nuys (818)999-6626

Pomona Swap Meet

**Big Bear Bash by Corvettes West**

Hi-Performance Swap Meet at Vet Stadium in Long Beach.

**SCSACC Cruise to the National SACC Convention**

**Coordinator: Bruce Fuhrman, Location: Truckee, Ca.**

**National SACC Convention in Truckee,**

**See details in this Newsletter. Flyer copies on OCV\*\* Web Site.**

Hot August Nights, Reno, Nevada

Hi-Performance Swap Meet at Vet Stadium in Long Beach.

**Corvette Weekend in Santa Maria, Vapor Trail Vettes.**

8<sup>th</sup> Annual Enderle Center Classic Car Show. Tustin, Ca.

**Peoples Choice Car Show in Buena Park Elk's Lodge, Corvettes Super Sports.**

Pomona Swap Meet

**SCSACC Tour Wine Run + BBQ to Santa Ynez**

**Coordinator: Sherry Vivas, Location: Santa Ynez, Ca.**

Hi-Performance Swap Meet at Vet Stadium in Long Beach.

**Tahoe Tour 38, Corvettes of Fresno, Theme: The Sunday Funnies, Past & Present**

**Corvette Car Show, Redline Corvettes, Thousand Oaks**

50<sup>th</sup> Anniversary Celebration, Joe's Garage in Tustin, Theme: New Years Anniversary in

Sept., Corvettes of Southern California

**NCCC Gov. Meeting in San Bernardino/Redlands area.**

**19<sup>th</sup> Annual Simi Valley Car Show**

**SCSACC Fall Tech Session**

**Coordinator: Chip Werstein, Location: TBD**

Hi-Performance Swap Meet at Vet Stadium in Long Beach.

Pomona Swap Meet

**SCSACC General Membership Meeting**

**Coordinator: TBD, Location: TBD**

Hi-Performance Swap Meet at Vet Stadium in Long Beach.

Hi-Performance Swap Meet at Vet Stadium in Long Beach.

Pomona Swap Meet

Hi-Performance Swap Meet at Vet Stadium in Long Beach.

**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:

**John Costales**

**7026 Sonora Ct.**

**Ventura, Ca. 93003**

**coatales@west.net**

**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**.

As of 1 January 2006, we have **80** 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.



**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***

***John Costales (Membership Chairman SO. CAL. SACC)***

***(805) 642-3662 or costales@west.net***

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

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

***"SAVE THE WAVE"***

**Southern CALifornia Solid-Axle Corvette Club Chapter:**

**Tour Plans for Attending the**

# **SACC National Convention in Truckee**

***July 31 to Aug. 3, 2006***

***Make your Reservations  
Soon!***



**So. Cal. Solid Axle  
Corvette Club**

***Attending Hot August Nights in Reno?***

***Go early and attend the SACC National  
Convention, Truckee is only 35 miles from Reno.***

## **Details for Reserving Lodging:**

- ***National SACC has a Block of Rooms Set Aside for Your Reservation!***
- ***Location: Best Western Truckee Tahoe Inn, 11331 Hwy 267, Truckee, Ca. 96161***
- ***Phone: 800-824-6385***
- ***Reservation #:: HX0000 for SACC Special Rate.***
- ***Rates: \$109, if confirmed by Deadline of June 15.***
- ***Note: Special Rate only good Monday thru Thursday nights (convention days).***
- ***Room Rates increase on following days (coinciding with Hot August Nights)***

## **If you want to Tour to Truckee,**

- ***SO CAL SACC will be caravanning from Southern California area on Monday, July 31<sup>st</sup>.***
- ***The SO CAL SACC member in charge of this caravan is Mel Foye melef@charter.net. (626)334-2680***
- ***Meeting Location: TBD***
- ***Leave Time: TBD***

***Tours, Tech Sessions, Banquets, and  
Fellowship with members from  
around the US.***

**If You are Considering Attending the Convention, Make  
Your Room Reservations Soon!**

**(Confirmation Date: June 15 for Discount Room Rate)**

**You can always cancel if you cannot go.**

**Also, Avoid the \$ penalty and sign up for the Convention by June 15,  
Registration Form Attached!!!**

## **National SACC Convention Itinerary:**

<b>Monday, July 31</b>	<b>Travel Day and Registration</b>
<b>Tuesday, Aug. 1</b>	<b>Tech Sessions and Business Mtg.</b>
<b>Wednesday, Aug. 2</b>	<b>Mountain Road Tour and Banquet</b>
<b>Thursday, Aug. 3</b>	<b>Shine 'n Show</b>

# SACC 2006 NATIONAL CONVENTION

## REGISTRATION FORM

Name \_\_\_\_\_ Member. No. \_\_\_\_\_

Address \_\_\_\_\_ Spouse \_\_\_\_\_

City \_\_\_\_\_ Children \_\_\_\_\_

State \_\_\_\_\_ ZIP \_\_\_\_\_ Guest 1 \_\_\_\_\_

Phone (\_\_\_\_\_) \_\_\_\_\_ Guest 2 \_\_\_\_\_

**Registration (self & immediate family) \$60** ..... \$ \_\_\_\_\_

**Non-family guests 2 each, one time only) \$30** ..... \$ \_\_\_\_\_

Tech Session Lunch: **\$10** per person (Tues 1 Aug) ..... \$ \_\_\_\_\_

Banquet: **\$40** per person (Wed 2 Aug) ..... \$ \_\_\_\_\_

Church Trailer Parking: **\$25** for Mon-Fri nights (trailer + tow vehicle) ..... \$ \_\_\_\_\_

T-shirts (**\$20 each**): \_\_\_\_SM \_\_\_\_MD \_\_\_\_LG \_\_\_\_XLG \_\_\_\_XXLG \_\_\_\_XXXLG \_\_\_\_ = ..... \$ \_\_\_\_\_

**Late Fee \$30 (if postmarked after 15 June 2006)** ..... \$ \_\_\_\_\_

**TOTAL ENCLOSED** (payable to SACC in US funds ..... \$ \_\_\_\_\_

### **1. MAIL US FUNDS & THIS FORM TO: SACC, PO Box 2288, N. Highlands, CA 95660-8288**

**2. HOLD HARMLESS AGREEMENT:** I agree to insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to SACC. I agree to assume the risk of any and all damages or injury and to indemnify and hold harmless SACC, its officers, directors, agents, employees and chapters for any acts or omissions which may result in the theft, damage or destruction of my property or injury to me or to others occurring during or as a consequence of this convention, wherever located.

VIN \_\_\_\_\_ License \_\_\_\_\_ State \_\_\_\_\_

Exterior Color \_\_\_\_\_ Interior Color \_\_\_\_\_ Trailered? Yes \_\_\_\_ No \_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

### **3. SEND OR BRING PROOF OF INSURANCE COVERING CONVENTION DATES**

Ins. Co. \_\_\_\_\_ Policy# \_\_\_\_\_ Expires \_\_\_\_\_

INS. VERIFIED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

(SACC Representative)



So. Cal. Solid Axle  
Corvette Club

# The San Sylmar / Nethercutt Collection Tour Saturday, June 10

We will tour the original San Sylmar Museum until noon, then cross the street and tour the new Nethercutt Museum. Lunch will follow at the Presidente Mexican Restaurant on Sepulveda at Rinaldi in Mission Hills.

The Nethercutt Automobile Collection is considered one of the most outstanding collection of early 20<sup>th</sup> Century prestige cars in Southern California. The Tour is limited to **50 People**, so don't wait to long before you decide to attend. If you are not on a RSVP list, you cannot just show up on the tour morning.



*The Nethercutt Collection.*

**Call Bruce Fuhrman  
for Sign-up**

(805) 482-4396 or  
bruce4info@aol.com

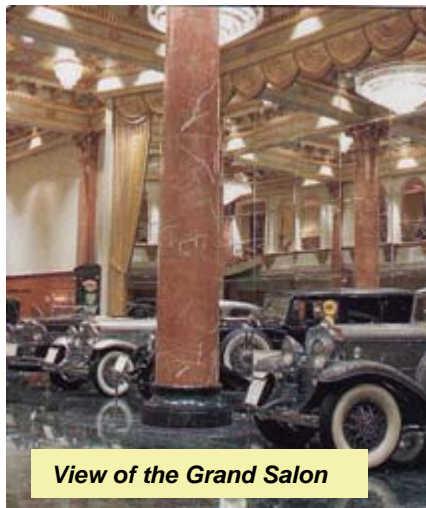


*View of the Lower Salon.*

## A Little History:

It all began when J.B. Nethercutt, Merle Norman Cosmetics cofounder, bought a 1930 DuPont Town Car and restore it. Months and \$65,000 later it was complete and took Best of Show at Pebble Beach Concours in 1958. Over the past 46 years they have restored over 200 cars.

J.B. & wife Dorothy Nethercutt passed away in 2004 but have stored their cars in two large buildings in Sylmar. The buildings not only house the Nethercutt's and their cars, they have a research library, collection of mechanical musical instruments and a world-class automotive restoration shop.



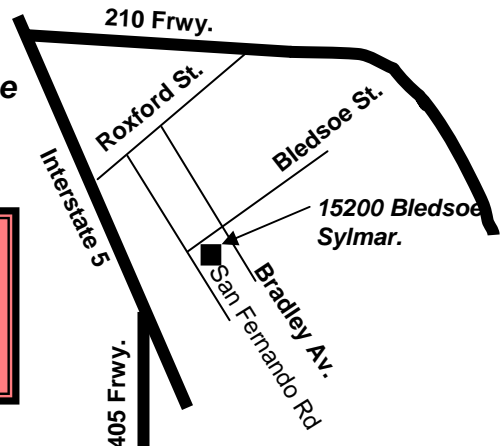
*View of the Grand Salon*

## Tour Details & Dress Code:

- Tour length: approx. 2 hours
- Cameras are permitted, but, **NO FLASH OR VIDEO!**
- Children should be 12 years of age or older.
- Observe Dress Code: **NO Jeans and NO Shorts.**
- Parking across the street is free.
- A Free adjacent Nethercutt museum is located across the street which is open 9AM to 4:30PM.

**So Cal Chapter Tour  
Attendee's: Meet at the  
Collection at 9:30AM:**

***Remember: There is a LIMIT of 50 people. There is no guarantee you can join the tour on Tour Day.***



## Hello to all fans of 53-62 Corvettes.

Most likely our biggest event this year will be the National Solid Axle Convention in Truckee and I have been asked to head up our club's attendance there.

Since I have driven my 62 to the Bowling Green Grand opening, several trips to the Twin Cities Fall Color Run, several Black Hills Classic and several Bloomington Gold trips it was easy for me to say yes. Why easy? Because they were great experiences and even greater memories.

I won't go over the actual convention agenda or room accommodations as they are laid out in prior flyers etc. My main focus will be to see who is going, how you want to get there, get your cars ready, lay out the route(s) you folks want, get your rears in the seats and give out a Wagons Ho at the start.

When you complete the attached it will go a long way toward each of us getting the most out of this trip, especially if you have additional ideas, comments, concerns that will add to our upcoming adventure.

There are **only** two things that are set in concrete; we should get there before the thing starts and second, focus on having a great time. For example in the questionnaire I mentioned three routes and all ready someone has suggested going up along the coast which sure has some merits. The key will be to gather as much info of **what you folks want to do** and tie it all together. Additionally remember that we have folks pretty well spread out so choices such as where to join up, getting smaller caravans to a common meeting area(s) etc will all require your best input.

Thank you in advance and please return your input as soon as possible so we can plan lay over spots if that is what folks want.

Mel [melef@charter.net](mailto:melef@charter.net)

Name \_\_\_\_\_ E-Mail \_\_\_\_\_

Phone \_\_\_\_\_ Town leaving from \_\_\_\_\_

Driving a solid axle \_\_\_\_\_ Towing a 53-62 \_\_\_\_\_

Driving other than a solid axle \_\_\_\_\_

CB, radio phone or similar \_\_\_\_\_ Est. MPG \_\_\_\_\_

Like to leave on what day to Truckee \_\_\_\_\_

Drive all in one day \_\_\_\_\_ Drive in two days \_\_\_\_\_

If two days, how many hours do you want to drive each day \_\_\_\_\_

Meet on the way from LA? Where \_\_\_\_\_

How often would you like to stop: 1-2 hours \_\_\_\_\_ 2-3 hours \_\_\_\_\_

Just for gas \_\_\_\_\_ Other \_\_\_\_\_

If in a posted 70 MPH area such as I-5 are you comfortable at:

70-75 \_\_\_\_\_ 65-70 \_\_\_\_\_ 60-65 \_\_\_\_\_

From LA area there are 3 basic routes; 5 to 80, 5 to 99

to 80 and 5 to 14 to 395. There are several combinations on each of

these we could use but they will all fall into 475-500 miles. Which route

do you favor? \_\_\_\_\_

If you are not in the LA area what do we need to do so you can join the

caravan \_\_\_\_\_

What day are you returning \_\_\_\_\_ Wish to caravan back \_\_\_\_\_

Would you be interested in a Check/Tech 2-3 weeks before \_\_\_\_\_

Any ideas or comments or just need more room?

**Questionnaire:** Tear off  
this page and mail to Mel  
Foye  
230 N. Viceroy Av., Azusa, Ca. 91702