



The Solid Scoop

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

Vol. 3 Number 3

November 2007

"Look Us Over at"

www.socalsacc.com



**Season
Greetings
&
A Happy New
Year!**



Scoop Features:

- SoCalSACC Member Profile p. 3
- Fall General Membership Meeting
w/Noland Adams p. 4
- Fall Technical Session p. 6
- Technical Session Topics. p. 8
- Another Survivor p. 11
- Harmonic Balancer Replacement p. 12
- Chapter Officers p. 20



Membership Meeting Guest Speaker Noland Adams arrives in Larry Pearson '60 Vette. On hand to greet Noland is Chapter President Bruce Fuhrman.

RENEW Your 2008 SoCalSACC and National Membership Now!

Send a \$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.

Calendar of Coming Events in our Area:

Page 2

(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 3rd party insurance, Events not listed as SoCalSACC are area events that Chapter members may participate but are not covered by National SACC 3rd party insurance.

The following listed Events in planning and will be Flyer Events.
Flyer's will be published as dates and final plans are firmed:

2007

Dec. 3

SoCalSACC Board Meeting at Weiler's Restaurant

2008

April

Chino Air Museum

May

Tech Session

June

San Vincente Light House Tour

August 19 – 21

SACC National Meet in Hershey, Pa.

September

Malibu Paradise Cove Brunch Run

October

SoCalSACC General Member Mtg.

November

Tech Session

2009

July 17 – 21

SACC National Convention in Ventura, Ca.

SoCalSACC Member #67

A Celebration of the Life of
Michael Robert Boisclair
January 15, 1948 – August 25, 2007

Memorial Held
at: 1:00pm

Local 80
Studio Grips

2520 Olive Ave.
Burbank, CA
91505



The Boisclair Family would like to express
their appreciation for all the love,
support and prayers received and request
memorial donations directed to:
West Valley Christian Church
in honor of Mike.
22450 Sherman Way,
West Hills, CA 91307

NOTE: Did everyone see Chip & Jenni Werstein's '61 Vette on the cover of the Winter 2007 issue of SACC National Magazine, "On Solid Ground"?

Remember & Plan Ahead!

**SACC National Convention in
2009 in Ventura, Ca. Our So. Cal.
Chapter is the designated Hosts.**

July 17 – 21, 2009

Larry Pearson is Show Chairman.

Bill Kupper, #10C

Hi my name is Bill Kupper, SoCal SACC #10 and I am the proud owner of a 1956 Corvette, tuxedo black with a power convertible top. This unbelievable Vette came to me by way of "Cruising for a Cure" in October of 2002.

My wife, Teri, and I had taken our 1969 Stingray to that event with our Orange County Vettes Club and we happened to see this '56 Corvette for sale in one of the pavilions at the Orange County Fairgrounds. The car was roped off and looked immaculate with a price to match. I told my wife not to touch it in fear that we might put a scratch on it and would have to buy it.

Upon return to our parking area in the Corvette corral, a club member mentioned to us that he had put in a low bid for the same vehicle. I remarked that I didn't know the owner was accepting bids. I turned to my wife and foolishly said, "let's outbid him on his ridiculous low bid. (Boy what was I thinking !!!) We were already th proud owners of the '69 Daytona yellow convertible, a '99 Nassau blue convertible, as well as a 1998 Torch red convertible.

Well to make a long story short, we walked over to the sales person and asked if he was accepting bids for the '56. He replied that he had a person ask if the owner would accept a bid of \$27,000, to which he replied that the owner had already turned down a \$30,000 offer. I still couldn't believe the low ball bids and upped our offer. Boy was I surprised when the sales agent said, "wait a minute, I'll call the owner." Then a minute later, I was writing a check for what I believed was the buy of a life time.

Since that date, I have had the 1956 Corvette appraised at \$71,000 and built another three car garage on to my existing three car garage just to house the fleet.

My love for the Corvette started way back in the mid 1950's when my parents use to take my brothers and I to Balboa Island for vacations and I watched the Corvette owners with beautiful girls in bathing suits cruising the Island. I guess that image stuck in my mind and I had to be part of that crowd when I grew up.

My next adventure with the Corvette was when I was in the Marines in 1966, at Flight School, in Pensacola, Florida.

My buddy's father sent him a brand new 1966 white convertible Vette. Boy did we go places and see things in his Vette. If I could tell you half the stories, but this is a family publication, isn't it?

Any way, my 1956 Vette came to me from the previous owner who had taken it to Maui, Hawaii while he was attending school and now had to sell it to return to Hawaii and do his graduate work. (His loss was my gain). The Vette is in original condition and is an absolute Sweetheart!

I must say that since I had this car appraised, that I don't drive it as much because I am always afraid of something happening to it, but we have made up for this by purchasing a new C-6 Victory Red convertible, It's a real tough life isn't it?

Save the Wave! Bill & Teri Kupper



Welcome New SoCalSACC 2007 Members!

The following List have joined our Chapter since July.

#	<u>NAME</u>	<u>LOCATION</u>	<u>CAR YEAR</u>
123	Gary Gray	Newport Beach	1962
124	Tony Siragusa	Anaheim	1962
125	Ed Hoffman	Canyon Country	1957
126	Ron Gajarian	Clovis	1961
127	Diane Veiller	So. Pasadena	1962
128	Geoff Sturgeon	Glendale	1957
129	Ken Adrianse	Thousand Oaks	No C1

Fall 2007 General Membership Meeting at the Tam O' Shanter Inn

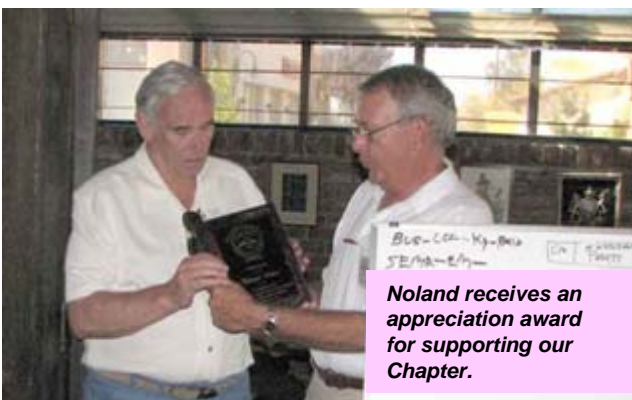
The SoCalSACC Chapter's second General Membership Meeting of 2007 took place at the Tam O' Shanter Inn. Located east of Interstate 5 on Los Feliz Blvd. it is convenient and centralized for many of our Chapter members. This Meeting was also a celebration on closing in on the Chapter with the most members in the U.S. Membership is in the 120's and many members have multiple C1's.

To assist in this membership celebration, Noland Adams was invited to visit us and speak at our meeting just as he did 2 and ½ years ago when he kicked-off our Chapter. Noland is past president and founder of SACC as well as Member of the Corvette Hall of Fame. He has since retired from the National level and has now turned over the reigns to other members.

Our day began with our customary tire-kickin' morning time in the Tam's parking lot. Greeting friends, guests, meeting new members and talking C1's is what it is all about. The weather also cooperated! At 11 AM everyone began drifting inside for lunch which is essentially a 3 course meal (selection of 1 of 3 entrees) followed by our membership meeting. During the meeting nominations of 2008 Chapter officers were made and voted on. Subsequent to the voting, Noland Adams gave a talk on the history of Corvette Reproduction Parts and the GM licensing.

Several Issues that were decided at the meeting:

1. During 2008 there would be only a single Membership Meeting in the October time period. The current designated location for 2008 is tentatively the Claim Jumper in Fountain Valley, Ca.
2. SACC and Chapter membership is open to anyone, even though they do not own a C1.
3. The date for our Chapter's hosting of the SACC National Convention is July 17 – 21, 2009 at the 4-Points Sheraton Hotel in Ventura.
4. The New Chapter Board is; President – Bruce Fuhrman, V-President – Mike Gibbons, Membership/Treasurer – John Costales, Secretary – Larry Pearson and Technical Advisor – Chip Werstein.
5. A suggestion was that in 2009 a list of candidates come forth from the LA area so Board meetings could be held in that area.
6. Guest speaker Noland Adams, was awarded a plaque from the membership for his assistance in getting the chapter formed.



Noland receives an appreciation award for supporting our Chapter.



2008 SoCalSACC Board: LtoR John Costales, Mike Gibbons, Bruce Fuhrman, Chip Werstein and Larry Pearson



1. Owner Ralph Haun looks on in trepidation as a discussion between Noland and Larry Pearson. Larry on the left with his head in the engine compartment. 2. A glorious view. 3. Noland and Bruce Fuhrman discuss a fellow member's '54. 4. Noland relaxes at membership table with wives Judy Lundal and Jenni Werstein. 5. Partial row of members cars. 6. Bruce Fuhrman walks away from his '54.



Fall Technical Session for 2007.....

Page 6

November 2007 at the Toyota Museum in Torrance, Ca.

The SoCalSACC Chapter Technical Director is Chip Werstein. Chip began his "Tech Sessions" in his garage at his residence with 15 attendee's and it continues to grow. Most of the Tech Sessions currently draw between 60 and 70 attendee's. This is one of the **BENEFIT'S** of belonging to the SoCalSACC Chapter! Camaraderie and a "Keep them on the Road Support"!

Tech Sessions occur twice a year and consist of several speakers who discuss and have a forum on a "specific C1 topic". Each forum is a general discussion on a topic and provides a better knowledge about your C1. Audience participation is wanted because **YOUR** questions, on whatever level, is most likely a concern of another member who may be somewhat intimidated to ask. No question is unanswered, but may have more than one opinion/answer.

Tech Session topics are a result of member suggestions and Chip Werstein selects the topics based on locating a speaker comfortable with holding a forum on this topic. Topic suggestions are solicited, contact Chip at chipsgarage@aol.com or (818)883-5766.

The Fall Meeting was held at the same location as the Spring Tech Session, the Toyota Museum in Torrance, Ca. This may seem somewhat strange to some people, however, two of our members are Toyota employee's and they graciously organized this event free of charge to our organization. Yes, it is a museum and you will find many early Toyota's that you will not find anymore. This facility is a ideal location for an event of this type. A catered lunch is provided!

Rick Dufresne #86 and Stan Kiyen #87 are the Toyota-connection for this event.

For Much More Information?

It is reminded that the SoCalSACC Web Site (www.socalsacc.com) contains the content of each Tech Session held by our Chapter. Just go to the Web Site and click on C1 Technical and Tech Sessions and select whichever session you might want to review. Much more detail about each Topic is presented and preserved on the Web Site.



The above are scenes at the Tech Session. A good collection of C1's came out on a great day. (lower left) The Chapter Board for 2008: (Ilor) Membership/Treasurer John Costales, V-President Mike Gibbons, President Bruce Fuhrman, Technical Advisor Chip Werstein, Secretary Larry Pearson and (non-board member) Newsletter Ed. & Webmaster Jim Lundal. (lower right) Meeting Guest Diane Strother with her original (S/N 1189) '60 Vette. This car was featured in the August 2007 Newsletter which can be viewed on the Chapter Web Site.



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**1 & 2, The above aerial shots
were taken by Dwight
McDonald from the Museum
Roof. 3. Ground level with
“hoods-up”. 4. Awash in a sea
of Corvettes, “This must be
heaven”. 5. Jenni Werstein
worked the Tech Session Desk.
Displaying the cash she made
sure everyone complied with
their lunch money.**



1st Speaker Forum, C1 Cooling Issues!

Speaker: Jeff Reade

Jeff Reade, who operates a Corvette repair business in Culver City, volunteered to address this forum. Jeff has encountered many Corvette cooling situations over the years and the cause for each situation can vary from simple to time consuming and of course, the expensive fix.

Many C1 owners have an expressed opinion that cooling issues "are just a natural behavior of the beast" we drive, but Jeff put a positive spin by saying, "these cars left the factory with no cooling problems". So most likely your problem is some change which has taken place over the years that these cars have been operational. It now becomes the challenge to "out engineer" the engineer.

Each Cooling System component needs to be understood and examined on how it impacts your cooling situation. Each component has a designed purpose and capability.

Basically, the amount of cooling air entering through the radiator to dissipate/remove coolant heat must balance the induced/heat generated within the engine. If this heat removal and heat induced thermal balance can be maintained, through all driving situations, you most likely do not have Cooling Issues. If the thermal balance is unbalanced Cooling Issues become apparent.

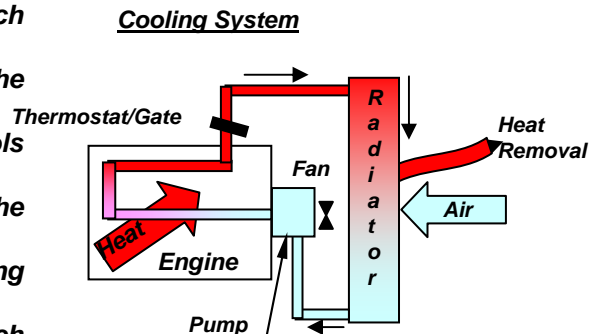
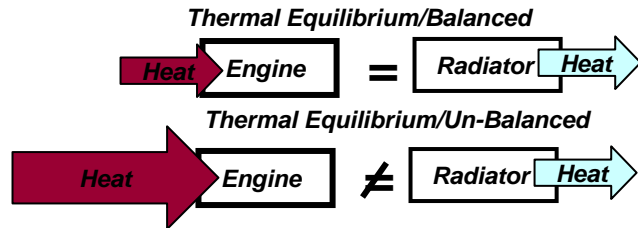
The Cooling System in our early C1's is a conventional design comprised of the following several components:

- **Radiator:** Removes/dissipates heat from coolant which flows through this component.
- **Water Pump:** Maintains coolant circulation throughout the cooling System.
- **Thermostat:** Temperature controlled gate/valve that controls coolant flow and velocity through the cooling system.
- **Cooling Fan:** Bladed device which "pulls" air through the radiator at slow vehicle speeds
- **Engine:** The engine is the heat generation source resulting from internal combustion and friction.
- **Temperature Sensing:** Electrical/Resistance device which provides engine temperature at the gage.

Cooling Issues:

When operating, the engine is the primary source of heat generation. Heat is produced from fuel combustion in the cylinders and the friction of internal moving parts. Internal friction from tight interface tolerances and marginal lubricants is a primary contributors to excessive engine heat generation. Jeff related his experiences with rebuilt engines having piston-cylinder wall tolerances of 1 to 1.5 thousandths of an inch where a much more preferable tolerance is 3 to 4 thousandths. This tighter fit increases the friction. Correct replacement piston selection is another source of friction if not selected properly. Cylinder over-boring during rebuilding can also alter the engine heat characteristics within the engine block. Jeff's experience is to not exceed .060 inch overbore. Some cooling problems have only been resolved by engine disassembly, tolerances measured and new parts installed. Engine heat is "controlled" by the heat transfer to the coolant flowing through the engine block. Coolant is then cycled through the radiator for heat removal.

Radiators are the primary device that removes heat from the coolant. Heat is removed as the coolant flows down (left to right in cross-flow radiators) through finned tubes to the bottom of the radiator where the coolant re-enters the engine. Heat dissipation/transfer occurs as a result of air entering the front of the car flowing over the radiator fins and tubes. Airflow is the medium for coolant heat removal. Airflow results when the car is in forward motion but another means must be available at slow speeds, a fan.



The engine fan mounted on the water pump shaft rotates and draws outside air through the radiator when the forward motion of the car is slowed. A shroud is attached to the rear of the radiator and “necks” down to the fan diameter. This shroud maximizes the fan drawing efficiency. This fan efficiency can also be lessened if air gaps are left open around the radiator. A baffle is installed (available from suppliers) below the radiator to better assure that the air that is drawn in does go through the radiator. Air being drawn into the engine compartment will take the path of least resistance, and a gap below the radiator will let air enter bypassing the radiator. A final comment on fans is to maintain the correct fan with blade pitch and correct number of blades.

In some cases engine fans are mounted on clutch’s which control the interface between the fan and engine as a function of operational temperatures. Fan clutch’s are used primarily to reduce wasting horsepower at higher RPM’s. A fan clutch will “tighten” as the engine temperature rises maintaining fan operation at low car speeds. Jeff mentioned that the designed temperature that some replacement clutch’s tighten may not be correct to designed specifications. If the actual temperature is high this will allow the engine to increase temperature at slow speeds. Techniques to change the “tighten” temperature are available by changing the tension spring on the clutch.

A engine thermostat is an item which controls coolant flow through the engine. Engine overheating is not solved by removing the thermostat! The coolant flow must be controlled to maintain the coolant velocity through the radiator. If the velocity is too fast (when the thermostat is removed) not enough time is allowed for heat to dissipate while moving through the radiator. This rapid coolant flow problem is a factor when a higher capacity (velocity) water pumps are installed and the cooling issue is not cured. Airflow needs to be maintained/maximized to remove coolant heat. In some instances the heat generated may be more than the radiator/airflow can remove to maintain an equilibrium. To reiterate, the engine heat generated may be too significant for the radiator to compensate.

The accuracy of temperature sensing can be a problem on most older cars. You really need to understand what your actual temperature is running. Over the years most sensors and gages have been removed and/or replaced. During these high-tech times an important measurement device is available for this measurement problem. A laser measurement gun can be purchased and when pointed to an area of the engine provides a temperature of that surface. This isn’t a direct coolant temperature measurement but it will provide an engine temperature. If there is a noticeable discrepancy a fix is available. This fix is an adjustable resistance device which will calibrate your gage to correspond to the laser gun value.

6. Final comments: Jeff, along with several audience questions, came to the conclusion that to solve a Cooling Issue is to begin inspecting the obvious areas for a good operational cooling system: unrestricted air flow through the radiator, unrestricted coolant flow through the radiator, baffles/fan belts/fan/fan clutch/temperature sensing accuracy/etc. Additional possibilities could require more effort and are identified as engine timing/fuel-air mixture adjustment/and finally the engine internal specifications. In brief, there is no magic single fix and many items on the market may only be band-aids to mask a problem somewhere else.



Doug explains the differences between flat and roller tappets.

2nd Speaker Forum: 1957 283 cu. In. to 1967 327 cu. In. Roller Tappet Cam Engines

Speaker: Doug Prince

Doug Prince is the Chapter Technical Advisor on our Fuel Injection Assemblies. At a previous Tech Session (which can be viewed on the Chapter Web Site) Doug held a forum on the FI Units and for this Tech Session he was selected to discuss the packaging of a Roller tappet Cam design into our Corvette engines, while maintaining the original appearance.

Roller Tappet Cam engine technology takes advantage of the reduction in operational friction encountered with a flat tappet cam engine, and additionally, there is increased volume of fuel/air mixture that can enter into the combustion chamber. Both the friction and more fuel lead to a substantial increase in horsepower.

Roller Tappet Cam technology has been around for years in the drag racing arena and is a standard technology for current day new cars. Doug's presentation packaged this technology into our 283 & 327 engines while still providing a "street-able" vehicle.

Doug provided a handout to the audience listing the equipment necessary for a roller tappet engine. This presentation, in its entirety, is placed on our Chapter's Web Site (www.socalsacc.com). Doug does express a recommended engine re-builder and also indicates the difference and advantages of a roller tappet system.

Doug's Tip of the Day: Per Doug Prince you should not use any new oils with the "Energy Conservation" seal! These newer blends remove zinc which is a lubricant needed to lubricate highly loaded flat cam lifters which are used in these early 6 cyl. engines. No problem with later engines and with roller cam mods. I found that Pennzoil 10W-40 is not an "Energy Conservation" oil.

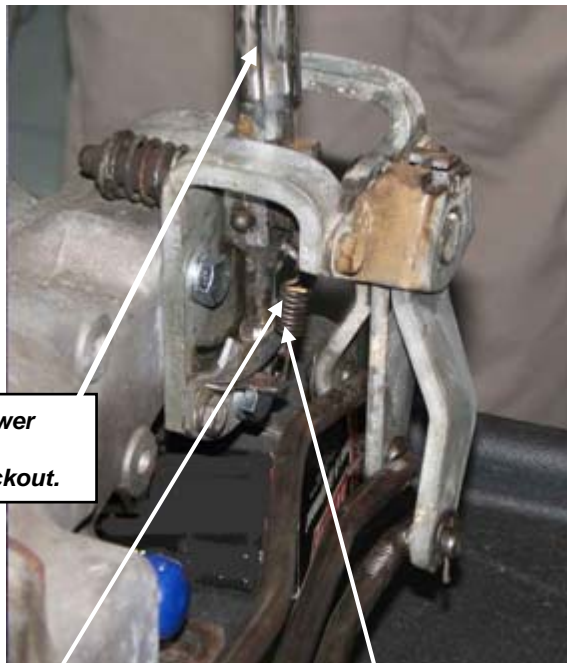
3rd Speaker Forum: T-10 Transmission Shifter Assembly Refurbishment

Speaker: Chip Werstein

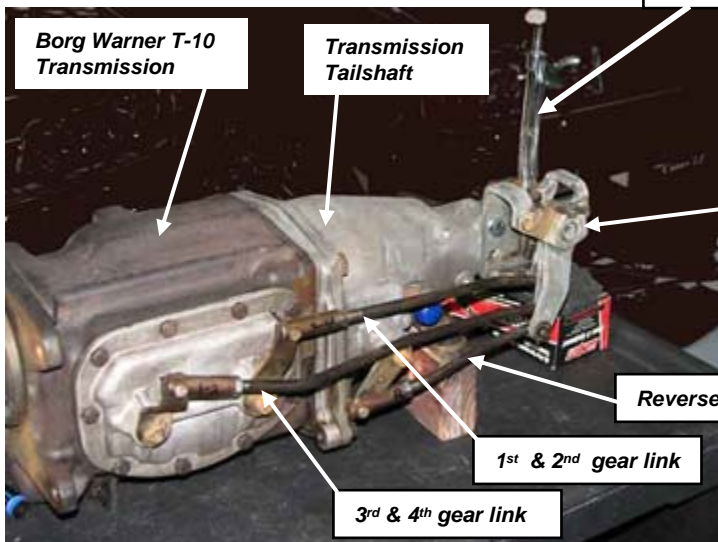
Chip began by saying that the impetus for his topic was an event which occurred on the last Chapter Tour to the Santa Inez Valley. On that tour one of the C1's experienced a problem of not having a means of using the 3rd and 4th gears in the transmission. It was diagnosed that the problem was with the linkage and the shifter unit. A single linkage will actuate the 3rd and 4th gears. The problem was remedied but many times these shifter assembly's are just cleaned, lubed and installed. The shifter is not complicated and GM used this design, or a similar one, on full-sized cars, Pontiac's and Oldsmobile's. The shifter is also one of those items always being manually maneuvered and if not assembled correctly will vibrate, rattle and if not properly adjusted, pop-out or not go into gear. Chip's presentation also had a handout and is entirely presented on our Chapter's Web Site.



Chip is holding a plastic fabricated washer which when installed can eliminate a source of rattle and sloppy-ness on the shifting lever arms.



Shifting Tower w/T-handle reverse Lockout.



Borg Warner T-10 Transmission

Transmission Tailshaft

4-Speed Shifter Assy.

Anti-Rattle Spring

Reverse gear link

1st & 2nd gear link

3rd & 4th gear link

NOTE:

Technical handouts made available by Doug Prince and Chip Werstein are printed on the Chapter Web Site, www.socalsacc.com. Also more discussion and pictures are available on the Site.

Another Survivor!!!

Steve Clifford, #58, has a stored C1 that many are aware of and have not had visual contact. We still don't have visual contact other than some photographs Steve recently took, while visiting this jewel. The C1 is a '62 FI, Honduras Maroon, black interior and white top car with 47,250 miles on the odometer. Steve, originally from Colorado, owns a '62 which he has at his home (Black/Black), but 10+ years ago he made a trip back to Colorado and visited a long-time friend who had health problems. During his visit this friend offered Steve the car as he wanted to see it went into the correct hands. So he did it and the car resides in his son's temperature controlled garage. The pictures below record the recent photography session. Wish he would have taken more!

Several "things" occurred with the car and the previous owner but are superficial, such as he threw all the hubcaps away and installed baby moons on the wheels.



At least
Steve's son
doesn't pile
the clutter
ON the car.



An original 1962 jack!



Figure 3

CRANK FIXTURE
NOTE: Low Carbon Steel
1018 ETC

Harmonic Damper continued.....

Page 13

Use lots of cutting oil, drill about 1/8 deep at a time (I used tape on the drill as a depth gauge), constantly remove the drill fixture, inspect, seal around crank opening and blow out drillings. Re-oil and install tool until tap drill is 1-1/4" deep. Drill out fixture to 5/16" and repeat oiling/drilling ... then .391 tap drill to a depth of 1-1/4".

Re-drill the fixture to the next size above 7/16 and use the fixture as a guide for the tap. The first two turns of the tap are the nervous ones.

I was able to get 1-1/8" of 7/16-20 full thread depth. (see fig 5)

I used the replacement washer from Chevrolet but because C1's used a .16 spacer behind the balancer, I purchased a longer grade #8, 7/16-20 x 2 1/2" bolt from a local specialty hardware store instead of the Chevy 2 1/4" bolt.

Replace seal in timing chain cover.

Add Spedi Sleeve (Fel Pro #16202 or equiv) to reconstruct balancer-sealing surface if necessary. Use a new Woodruff key.

Once the crankshaft is threaded, tap the balancer gently onto the crank to get it started and draw it into place making sure that you have at least 3/8" thread engagement at all times ... don't strip your new threads. (see fig 6)

Fig 6 shows the balancer in place with the new bolt, lock washer and retaining washer.

I have since modified the drilling tool with drill bushings for 1/4, 5/16 and .391 drills so that it can be reused (see fig 7).

Please contact me with any questions or observations: costales@west.net

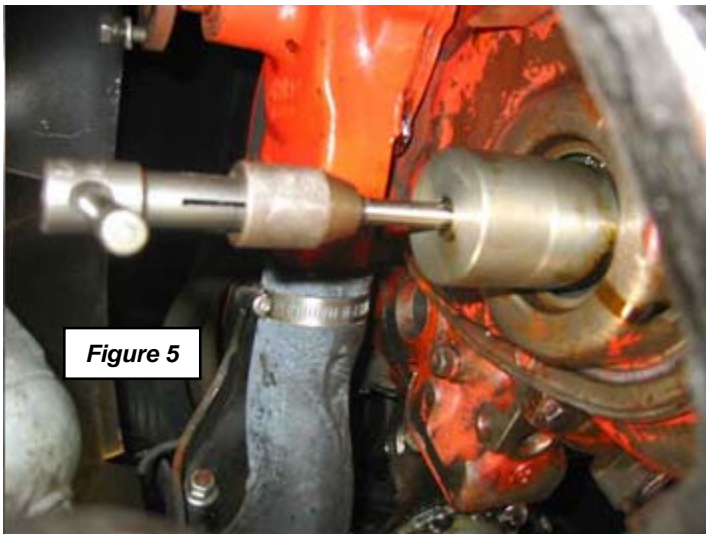


Figure 5



Figure 6



Figure 7

Thanks for the Article John. You should send this off to the SACC National Magazine, "On Solid Ground". Then our Chapter will have a Published author. editor

So Cal SACC Classifieds

Page 14

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.

Wanted: Bruce Fuhrman has an acquaintance that has two 1963 Corvettes (coupe & convertible), both are red. His acquaintance (Doug Minnis, 805/488-3115) is looking for his true love, a solid-axle fixer upper. Doug wants to modernize it as a driver. If any of the membership can solve this dilemma, please call Doug at the above number.

Wanted: to buy for a B/W T10. 20 teeth (blue) speedometer gear or a 21 teeth maroon gear. Must be the long shaft version. Contact Bob Brown: silfox@san.rr.com Cell 619 890-6988

Wanted: I'm looking for a copy of "On Solid Ground", Vol 13, #3 (fall 2006). If anyone has a copy, I'd like to get it, or at least send me a copy of page 33 from the magazine. It can be mailed, faxed, emailed, hand delivered, carrier pigeon, or pony express. I don't care which, but I need the information on that page.

Dwight McDonald
(661) 296-4920 – Home

FOR SALE: 283 Engine block for 1957 Corvette 270 HP (EG) Dated September 1956. Fresh .060 bore & hone, brass Fz. Plugs, new cam bearings. Clean, painted and ready to assemble. Complete with oil galley plugs & original main bearing caps. Call Mike McCloskey: 661-257-4330 or e-mail: clutchmccloskey@yahoo.com

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

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

FOR SALE: ROMAN RED RESTORED STEERING WHEEL FOR SALE WITH HUB (1959-62) 1956 CHARCOAL GRAY WHEEL WITH HUB WILL OFFER SCSACC DISCOUNT Call Leland 866 317 8356

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: Need an original expansion tank for '64 that was made 2/14/64 and a really nice glove box door (no repro). Darold M. Shirwo - (310) 278-2000; DSHIRWO@AOL.COM -

REMINDER

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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



(left) These radio's do not come with FREE installation but as Dale Schaum is demonstrating, you just need a shade tree and you can go to it.

Several SoCalSACC members have these radio's in their C1's.

Such a Deal, Don't Pass it Up!

SoCal member Ken Adrianse #129 provided the membership information for obtaining FREE specifications on early Corvettes.

Corvette Specifications

Available from Chevrolet, years 1953 – 2005

Phone: 800/222-1020

Or call: Diane Foote, 866/790-5700, Ext. 21902

Ask For: "Restoration Kit"



CHEVY CORVETTE GENERATOR AND DISTRIBUTOR TAGS

brought to you by
OZARK RESTORATION



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

PayPal payment to: 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

FOR SALE

1956 CORVETTE #E56S001647. THIS IS AN EXCEPTIONAL COMPLETE CAR.

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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 November 2007, we have over 120 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.socalisacc.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

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:

SoCalSACC Chapter Annual Meeting, 20 October 2007 Meeting Minutes

Location: Tam O' Shanter Restaurant, LA, CA

**Notes: These Minutes are a
Draft and have Not been
approved.**

- **Call to order and welcome to 62 attendees at 1:20PM, President Bruce Fuhrman**
- **Introduced six guests attending for the first time.**
- **Furthest distance traveled in a C-1, a tie, two members from Riverside approx 72 miles. Live on the same street!**
- **President reviewed the events from 2007. Explained the differences between "Flyer" and "Non Flyer" events. Non flyer events do not require sign ups, no \$ involved and not insured by SACC insurance.**
- **SACC and Chapter membership is open to anyone even though they do not own a C-1.**
- **Events on the list for 2008 include; General meeting in October at the Claim Jumper in Fountain Valley, Chino Air Museum (Mike Gibbons), Drive In Movie in Monrovia (Lee McCoy), San Vincente Light House (Bruce Fuhrman), Malibu Brunch (John Costales) and an event in the South Bay/ San Diego area, (Randy & Diane Solle).**
- **Dick Block reviewed the El Segundo Auto Driving Museum tour.**
- **John Costales covered the Treasurers and Membership report, approximately \$3,900 in the bank. He also reminded everyone that 2008 Membership dues (\$55) are due next month and both SACC and our chapter dues should be sent to him. We now have 126 members.**
- **Larry Pearson reviewed plans for the SACC National convention which will be hosted by our Chapter on 17-21 July 2009 at the 4 Points by Sheraton Hotel in Ventura.**
- **Chip Werstein highlighted the 10 November Tech Session in Torrance. He also put in an appeal for contributors for future sessions.**
- **The 2008 nominations for the Chapter were presented. There were no nominations from the membership. David Freedman moved to accept the list of Nominees and it was seconded by Greg Gomez. The vote was unanimous. The 2008 Chapter Board is; President- Bruce Fuhrman, V.P.- Mike Gibbons, Membership/ Treasurer- John Costales, Secretary- Larry Pearson and Technical Advisor- Chip Werstein. It was suggested that in 2009, a list of candidates come forth from the LA area so Board meetings could be held in that area.**
- **Guest speaker Noland Adams, past president and founder of SACC as well as Member of the Corvette Hall of Fame, gave an interesting talk on the history of Corvette reproduction parts and licensing by GM. He was awarded an plaque from the membership for his assistance in getting the chapter formed and attending our meetings.**

The meeting was adjourned at 2:35 PM.

Draft Meeting Minutes submitted by Bruce Fuhrman, President

Solid Axle Corvette Club

Southern California Chapter

2007 Club Officers

ELECTED OFFICES

President	Bruce Fuhrman	bruce4info@aol.com	2264 Glenbrook Av., Camarillo, 93010
Vice President	Richard Block	BlockRA@aol.com	18716 Rosita St., Tarzana, 91356
Secretary	Larry Pearson	lpears1941@att.net	1108 Palm Av., Burbank, 91506
Treasurer/Membership	John Costales	costales@west.net	7026 Sonora Ct., Ventura, 93003

VOLUNTEER OFFICES

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

TECH ADVISORS

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

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