

The Solid Scoop



December 2016

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

Vol. 12 No. 4

“Look Us Over at” www.socalsacc.com

The SoCal SACC Chapter Welcomes our Newest Members!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C1 Year</u>
243	Joseph Berman	Encino	56, 63,67,66
244	Ted Feder	Northridge	95ZR1
245	Larry Boska	Buena Park	61
246	Keith Tholin	San Clemente	55

2017 SoCal Planned Events

<u>Date</u>	<u>Event Name</u>	<u>Location</u>	<u>Coordinator</u>
Feb 18	Chapter General Meeting	Van Nuys	Roche
June 2	Weekend Tour	Sequoia's	Herschkowitz

Save This Date: July 20 – 22, 2018
SACC National Convention in Ventura, CA

Front & Rear Cover Photo:

1955 Corvette with FI. Keith Tholin of San Clemente is owner. See story beginning on page 10 of this SCOOP issue.

PLEASE NOTE:

**Jim Lundal, SCOOP Newsletter Editor, has a NEW Email Address:
 jlundal43@gmail.com**

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SPECIAL NEWSLETTER REMINDER: If you have Email and are not receiving notices please contact Jim Lundal (Editor) jlundal43@gmail.com or Greg Davidian (Membership) GDDavidian@gmail.com to make sure we have the correct address. Also, let any changes to home address, telephone, email, etc. be sent to the above individuals.



Solid Axle Corvette Club (SACC)
 A National Organization dedicated to
 keeping these Corvettes
 "on the road".

Club Features:

- Membership Chapter Clubs across the U.S.
- National Quarterly Magazine
- Annual National Convention
- Web Site: www.solidaxle.org (non-profit affiliation)

**Also visit the
 SACC National
 Web Site**

www.solidaxle.org

The Solid Scoop is a quarterly Newsletter published for the Southern California Chapter of the Solid Axle Corvette Club (SoCalSACC). The SoCalSACC Chapter is affiliated with the National Solid Axle Corvette Club (SACC). The SACC organization is a non-profit group with the intended purpose of bringing together owners and those interested in the early C-1 Corvettes (1953–1962) to help in appreciating these vehicles and "keep them on the road".

C-1 Ownership is not a requirement for membership.

MEMBERSHIP: A prerequisite to become a SoCal SACC Chapter member, a person must belong to the National SACC. Applications for membership are available on our Chapter Web Site, www.socalsacc.com. Submitting an application along with the appropriate listed dues, is necessary for membership. The SoCal SACC Chapter will forward your National dues to assure your National membership. Once becoming a National member you will receive *On Solid Ground*, the National quarterly published magazine. Again, **MEMBERSHIP APPLICATIONS AVAILABLE: WWW.SOCALSACC.COM**

The Solid Scoop, is intended as a communication for Chapter members about chapter activities, technical articles, classified ads and past events to maintain in keeping our membership informed. The Editor and the Board of Directors of So Cal SACC have made every effort to ensure that the *Solid Scoop* contains no inaccuracies or errors, either in technical articles, tour information, listings regarding flyer and non-flyer events or in advertisements and is non-offensive and non-political and disclaim liability for any that may occur. Should you find any problem, please do not hesitate to contact the Editor. We will make every reasonable effort to rectify the situation.

Member submitted technical articles are encouraged. Many times these technical articles are based on personal experiences and preferences and as such are intended only as guidelines or helpful information for club members.

**Solid Axle Corvette Club
 Southern California Chapter Board
 2016 Club Officers**

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TECH ADVISORS

1953 – 1955	Bruce Fuhrman	805-482-4396	bruce4info@aol.com
1956 – 1957	Chip Werstein	818-883-5766	chipsgarage@aol.com
1958 – 1960	Chip Werstein	818-883-5766	chipsgarage@aol.com
1961 – 1962	Larry Pearson	818-848-2653	lpears1941@att.net
Fuel Injection	Doug Prince	818-425-0679	spankey496@socal.rr.com
Body & Paint			
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net



***From the Entire
SCOOP Staff and ALL
those who contribute:***

Merry Christmas



&



**Happy
New Year!**



The So Cal SACC Annual General Membership Meeting

Saturday February 18, 2017

Itinerary:

**Good C-1 Parking! Arrival & Tire
Kicking begins at 9:00 AM**

- Lunch will begin at Noon.
- A Minimal Business Program will be held (per National Rules).
- Guest Speaker



94th Aero Squadron Restaurant at Van Nuys Airport.

Buffet Lunch Cost is \$TBD per person:

This is an Advanced Payment Event

Respond Now!

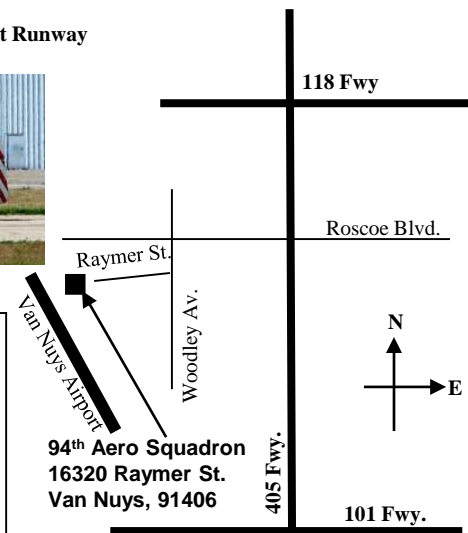
Make your Check out to SoCalSACC & mail to
Jenni Werstein
23317 Schoenborn St.
West Hills, CA 91304

Any Questions? Call or Email

- Phil Roche (818) 994-2173 or pdr44@aol.com
- Jim Lundal, (714) 335-2963 or jlundal43@gmail.com

94th Aero Squadron Features:

- Secluded location for parking
- Constant view of Van Nuys Airport Runway
- Good Buffett Food



Driving Directions:

North on 405 Fwy. From 101 Fwy:

- Exit on Roscoe Blvd. and turn left (west). Drive to Woodley Av. and turn left and go 1 block to Raymer St. Turn right.

South on 405 Fwy. From 118 Fwy:

- Exit on Roscoe Blvd. and turn right. Drive to Woodley Av. and turn left and go 1 block to Raymer St., Turn right.

SoCalSACC Fall Tech Session

Tech Session History: The SoCal SACC Chapter was originated by a few individuals in 2004 as a group whose purpose was to maintain the character of the C1 Chevrolet Corvette. A set of charters were evolving: 1) provide a organization in So Cal where C1 owners could join, 2) exchange information to “keep the car on the road”, 3) provide C1 information on parts, repairs and technical, and 4) organize meets on driving these beauties. Notice the absence of “car shows” and “judging”. Members are accepted with or without cars, cars in any state of existence and businesses who service all facets of this automobile.

Chip Werstein, a founding member of our Chapter, began a Technical Session at his home/garage shortly after our 2004 origin. Three speakers were preselected to address a specific topics on the C1 and approximately 13 members attended. This Tech Session information spread among the Chapter and fundamentally now Tech Sessions are held biannually. The session popularity has grown in the club and these events have become a huge source for club advertisement. Predominantly the speakers are SoCal members who have a related business or members who have extensive restoration experience. Subjects presented are individual topics such as Fuel Injection, Transmission rebuild, Electrical issues, and on and on. Lately, over the last couple years periodic Safety Inspection Tech Sessions are held where 4 members volunteer cars to be inspected for Safe Driving issues and provide a defect list to the owner. The inspectors are club members with a team lead who has good C1 knowledge. Obviously these inspections occur at a facility which has car lifts to provide easy access to inspect the undercarriage. Two facilities which have been utilized are the Toyota National Headquarters in Torrance, CA and the Kent Browning Building containing 2 car lifts. This latter facility was the location for the most recent Tech Session. Also housed at the same location is Chapter member Kent Browning’s car collection.

Tech Session attendance has grown significantly over the years and member Chip Werstein is the prime motivator. Each session begins in the morning with coffee and treats, tire kicking, inspection of 2 member cars, a noon sit-down lunch and an afternoon inspection on the last 2 cars. Owners return home with their inspection checklist. All information is accumulated and published (without owner names) for the membership to review.

This most recent Tech Session was attended by over 80 individuals with over 25 C1’s being driven to the event.



Two rows of C1’s line the parking lot at the Browning Facility.



Inspection Teams:

- Electrical.....Ron Lefler, Joe Fekete
- Clutch linkage, exhaust, tires.....John Englehardt, Rex Murray
- Suspension.....Ralph Haun, Phil Roche
- Engine.....Brian Schultz, Eric May
- Operations.....Steve Clifford, Chuck Gibney

Car Owners:

-Steve Prochnow ‘62
-Nyma Ardalan ‘61
- Steve Nuccio ‘61
- Dennis Pagliano ‘62



Steve Nuccio's '61



Dennis Pagliano's '62



Steve Prochnow's '62



Steve Prochnow's '62

The Finding's!

It is reminded that the following inspection findings are not specific to any car but are listed as general findings. All car owner results were supplied to the owners.

Suspension

- 1) Five kingpins slightly loose; none dangerous but noted.
 - 2) Three kingpin top caps found loose; two found missing on same vehicle.
 - 3) Three wheel bearings found loose; one slightly, the other two need attention.
 - 4) Three tie rod ends loose, not dangerous but should be checked at every oil change.
 - 5) One steering third arm hitting crank pulley.
 - 6) The steering drag link missing rubber seal / boot and shield, also hitting plug wire.
 - 7) Two steering boxes found with slight leaks.
 - 8) Two vehicles found with "A" arm seals deteriorating.
 - 9) Three vehicles with incorrect, missing and or incorrectly installed rear spring clamps.
 - 10) One vehicle missing the rear strut rods.
 - 11) One vehicle had nut missing from right front lower shock mount bracket; bracket turned 180 degree
- All in all not a bad group,

Operations:

1. horns inoperative
2. turn signals defective. We found what appears to be mis-wiring, with the rear brake lights on, the tail-light portion of the rear lights was blinking.
3. On one car the two inner turn signal and brake lights were not working.
4. the turn signal cup was loose, causing inaccurate operation of the turn and brake lights.
5. the right turn signal operated with the key in the off position.
6. interior light not working
7. on two cars the windshield wipers were not operational. On one car, the actuating cable was broken.
8. on one car, most dash lights were out.

Electrical:

List of electrical problems.

- wires chaffing on wiper cables
- lose to disconnected wire terminals
- corrosion on junction blocks
- main wire loom needs replacing
- bare wires chaffing on fiberglass, D.S. on headlight and directional light loom
- Plastic casing burnt exposing bear wires in main wiring loom
- corrosion on headlight junction blocks at headlight.

Engine inspection.

1. Oil, two of the four cars were about 1 quart low on engine oil
 2. Coolant, 2 of the 4 recommend changing, one was quite rusty and foamy looking. I also learned about using the volt meter to test the coolant.
 3. Steering box, as per owners, all were packed with grease
 4. Master Cylinder This to me is most important result. Two of the four cars had reservoirs that were below the halfway mark. In addition one of the cars was low and the fluid was very rusty. I personally think this is something most owners overlook. Me included. When the brakes work the cars stops. I hate the think of the results of a brake failure. Especially the quality of the cars inspected.
 5. Air filter, did not inspect FI cars, Owners declined the inspectors road test offer. One car recommend replacing air filter.
 6. Fan belt, one had minor age cracks, one showed wear.
 7. Radiator cap, two had issues holding pressure, some rust on the gasket of one cap created the problem. Basically a slow leak-down from 13 lbs.
 8. Radiator, All four cars showed no issues with the radiators. The hoses were generally in good condition.
 9. One car the hose from the expansion tank to water pump appeared old. That could be replaced for peace of mind.
- Comments, One car had a bolt not attached for the lower fan shroud. One car has oil seeping from an intake bolt.

Running Gear:

Tires, Exhaust systems, Clutch linkages, Oil leaks, and Lubricant levels (transmissions and differentials).

General: No major issues with any of the cars. All of the cars had tires that were in good condition with ample tread and no cracks.

Here is a list of what we did find:

1. out of date tires
2. loose clamps on tailpipes
3. lack of clearance between exhaust pipes and X in frame
4. missing exhaust hangers
5. transmission side cover gasket seeping
6. differential third member gasket seeping
7. low lube level in transmission
8. worn clutch rod firewall seal

This was another successful Safety Tech Inspection. Many comments were heard by the members who followed the inspection teams, "I will look at my car much closer in the future". Many did not realize "those small incidental" items when working on their own cars. Thank You Chip for your Session!



Keith Tholin's wheels on his '55 FI car featured on this SCOOP cover.

Club jackets go on sale, 2 styles and other colors.



Dave Freedman & Little John re-acquaint.



(above) Pagliano's '62 fresh off the inspection rack seeks parking in a crowded lot.

Can One Person Own More Than One Airbox?

In a past issue of The Solid Scoop, March 2015, the completed restoration of a 1957 Corvette Airbox was covered. The owner is Kent Browning. The discussion of Kent's first Airbox, S/N 4355, showed pictures of the condition prior to restoration and the progress through intervening years as Chip Werstein performed his magic. The final car was judged Top Flight and received 98.9 points out of 100.

During my (Editor) recent visit to Kent's collection, prior to the November 2016 Tech Session, Kent introduced me to an Airbox he just acquired, S/N 4231. This Airbox was acquired from SoCalSACC member Bob Pinkney who resides in New York. Below are pictures of this "survivor" Airbox. Kent relayed that the engine block was original but peripheral equipment was changed and is not unusual for a car built for racing.

It is reported that approximately 40 Airbox cars were manufactured and around 20+ are known to have survived.



The Airbox feature is indicated below in a picture of the engine compartment. This box is described in the March 2015 SCOOP in more detail. The box directs outside air into the Fuel Injection unit mounted on the engine. A portion of this air flows through the box to ducting which cools the left rear brake during racing.

Airbox



(left picture) Red airbox car with sister airbox car. In picture background is scenes from a portion of Kent's collection. People at the far end are Tech Session attendee's having a sit-down lunch.

A 1955 FI, with a Story!...by Keith Tholin (keith.tholin@cox.net)

Editor Note: This Newsletter Cover Car is a 1955 Vette and it is owned by Keith Tholin from the San Clemente area. Keith drove the car to our Fall Tech Session and I asked him for a story. Keith joined our Chapter, member #246, and he supplied the following history on the car, his family and also discovered previous history of the car.

It was the summer of 1967, and my twin brother, Ken, needed a car for college. I don't recall who spotted the 1961 Corvette in the Chicago paper, but for \$800, the price was right. My dad, brother and I jumped in our car and headed to the nearby town to check it out.

When we first spotted the white 61 in the driveway, it was obvious why the price was so low. The left front wheel was severely toed in, to the point it didn't look drivable. The owner obviously had hit something very hard (perhaps one of the infamous Chicago pot holes!). My dad got under the car to inspect the front end. Standing up, he opened the hood, walked around the car and started the engine, all without saying a word. He then turned to the owner, "I'll give you \$650". To our surprise the seller accepted!

To get it home, we decided to take it down side streets. Even at 35 miles an hour the front tire squealed, drawing startled looks from everyone we passed. The problem turned out to be a bent lower control arm and tie rod, which my dad soon fixed by heating them over our backyard charcoal grill stoked with my mom's vacuum cleaner!

My dad was a machinist and the best mechanic I ever knew. Today we simply buy the needed parts, or more likely, take it to a shop for repairs. My dad grew up through the Great Depression, and, out of necessity, leaned how to fix things himself. Now, under my dad's tutorship, my brother and I would learn as well. Little did we know then how this all white, slightly damaged 61 Corvette would create a lifelong family passion for solid axle Corvettes.

My brother and I started college in Illinois, and my parents moved to California. My dad got a job as a mechanic for United Airlines at SFO and soon afterwards bought himself a 1962 Corvette. Each summer when my brother and I came home, he would have another Corvette for us to work on. Over the next several years, he would buy another 62, a 54 and the 55 that I have today. After my junior year at college, he surprised me with my favorite Corvette of all, a 1957!

During our summer breaks, my brother Ken and I made three cross-country trips from Illinois to San Francisco in our C1 Corvettes. Once we drove his 61 to California in just 48 hours! When we were tired we simply pulled off the road and slept in the front seats. I can't even imagine doing that now.

We sold most of the Corvettes we worked on those summers in California for a handsome profit. In 1971, after graduating, my dad showed us his latest project, a 1955 Corvette (#137) he had just purchased. This car was special--somehow different from all the rest. I think what made it so unique was its equipment. It had a fuel injected 283 c.i. with solid lifters, headers and a T-10 four speed. Coupled with fast ratio steering, it was just fun to drive. Over that last summer home, my brother and I cruised El Camio Real and other northern California highways in the 55.

The 55 needed paint, so my dad repainted it in the original polo white acrylic lacquer. That paint is still on the car today. Other than that, he really didn't do much to the car. He just enjoyed driving it. He became actively involved in the NCRS and attended many of their events.

In 1980, Zora Arkus-Duntov was the invited speaker at a 1980 NCRS meet in San Mateo, and the local TV stations came out to interview him. In the process, they asked him to drive one of the Corvettes for their video footage. As it turned out, of the dozens of cars at the show, Zora chose my Dad's 55 to drive for the news crew.

Now, truth be told, my Dad had a bit of an insider's advantage in which car he picked. You see, he got to know Zora from the various Corvette meets around the country. Invariably, when the two got together, Dad always offered to buy him a drink, to which he usually and happily accepted. My dad continued to meet up with Zora over the years at Corvette shows around the country, and I still have his autograph in Nolan Adam's Restoration Guide.



Over the years, my brother and my interest in Corvettes slowly waned, but my dad continued to be actively involved in the hobby. When he passed away in 1990, he still owned the 55 as well as a 1978 Indy pace car, his daily driver. Deciding which son would end up with the 55 he knew would be problematic, so he stipulated in his will that it be decided with a toss of a coin. Unfortunately I lost the toss, and my brother got the 55. As fortunes would have it, several years later, I bought the 55 from my brother and sold him the 78. For the next 23 years, the 55 sat in my garage, waiting for the day when I would have the time and resources to restore it. In 2013, I retired and decided to get started.

I really didn't have a plan in mind when I started the project. I wasn't sure at all what I should do and how far I should take it. I just wanted a reliable driver that looked nice. I knew I wasn't going to have the car judged, so I decided to restore it to a period correct car as it was when raced in the late 50s and early 60s.

The engine needed rebuilding, so I started there. I dropped the transmission and pulled the motor and removed everything from the engine bay. I rented a steam cleaner and removed much of the grease and grime that had accumulated over 60 years. There was some previous fiberglass damage that I repaired and I repainted the engine compartment.

I sent the engine, fuel injection and transmission out to be rebuilt. Most everything else I did myself with the help of my friends Tom J and Tom K. I installed a new wiring harness and aluminum radiator. I dropped the front end, had it powder coated and reinstalled new bushings, and springs and added disk brakes. All of the bumpers and side moldings were sent out to be chromed or polished.



The more I worked on the car, the more I learned and the more confidence I gained. I read the Corvette forum daily and posted numerous questions to its members. It seemed everything I looked at needed replacing or rebuilding. In the end, I had removed and replaced every nut, bolt and wire forward of the instrument panel as well as painting and repairing the trunk and convertible top compartments. Just over two years from the start, I dropped in the engine and transmission and took it out for a spin around the block.

While I was working on my car, I became curious about the car's history. I knew whoever owned it before my Dad raced it at some time. One day, rummaging through old receipts my dad had saved, I spotted one from Sept, 1960 for a 283 short block for a customer Louis Matli, from Daly City, CA. I knew this must be the guy who raced the car.

Using a Google search, I traced the name to Northern California and found a few phone numbers. The first calls were disconnected numbers. Finally, calling the last number a woman answered. I explained that I was trying to locate someone with their surname who possibly owned a 55 Corvette a long time ago. There was a brief pause, "Oh my God!", she shouted, "That was my husband's car! He's here now and I'll put him on the phone. I know he would love to talk to you!"

Well, I spent the next hour talking about the car and its history with its original owner. Louis is 83 now and has owned Corvettes all his life. He ended up selling the 55 to his neighbor, who then sold it to my Dad (I have the receipt which shows my Dad paid \$400 for it!). Later Lou bought a 66 and then a 78 pace car. The 78 was his favorite, he told me. I chuckled and I told him my Dad also had a 78 pace car, and that was his favorite as well!

I learned that Lou Matli purchased the car in 1957 from Smallcomb Chevrolet in Northern California. The '55 was driven by the dealership owner who used it as his personal car until 1957. Lou was planning to buy a Mercury until one day when he spotted the white 55 sitting in front of the dealership. Lou eventually became interested in autocross. As he got into the sport he put in the 283, fast steering and 4 speed with a fabricated transmission tunnel he built with a friend. Lou wanted to keep the car as authentic as he could and admired several 55's that Duntov raced. I told him my goal was to bring it back to the state he had it when he raced. I told him that I had a photo of Zora Arkus-Duntov driving his 55 with my Dad in the passenger seat.



Lou Matli sitting at the controls of the '55 circa '63.

Lou played with different manifolds and carburetors until he finally went to fuel injection. It was then, he told me, he became very competitive even against new cars of that era. He even sent me a number of trophies and plaques he had won. "They belong with the car", Lou explained.

One amusing story he told me was that his car was stolen from him three times. "They never took anything except the mag wheels", he explained. I now realize why there were several old receipts I found for wheels and tires. At one point, when the car had gone missing, one of his friends told him he had spotted his car at the Half Moon Bay drags, obviously driven by the guy who had "borrowed it". "That wasn't me. I never drag raced that car", Lou laughed, "I heard it even trophied!"

In the end I promised to send a number of photos of the car and to stay in touch. He told me that over the years when he would go to car shows, he would always look for that car. "Who knows?" I replied, "Maybe someday I'll drive up and take you for a ride". "That would be great", he said, "That would make me a happy man."



(Left) 1980, Zora talks with Keith's father Ken prior to Zora's drive in the '55. (Above) Keith standing next to the '55.

C1 Restoration, Article 17Chuck Gibney

Editor note: Two 1962 C1's in-process of restorations began during 2011. Both C1's are being completed somewhat concurrently. I (Editor) thought it would be of some interest to follow the restoration on-going process issues in the SCOOP. These articles might also be some assistance to motivate others or restart their work and/or also share the steps and recommend "how" best to proceed. Both restorations began by dismantling the cars and currently have completed the Frame and Body restoration process. The SoCalSACC member owner's of the '62's being reported are Chuck Gibney, #139, and George Iverson, #62. Assisting both owners are Steve Clifford, #58, and a couple additional non-members. The June 2012 SCOOP was the kick-off article and all copy's from previous C1 Restorations are posted on our Chapter Web Site (www.socalsacc.com). Click on C1 Restorations.



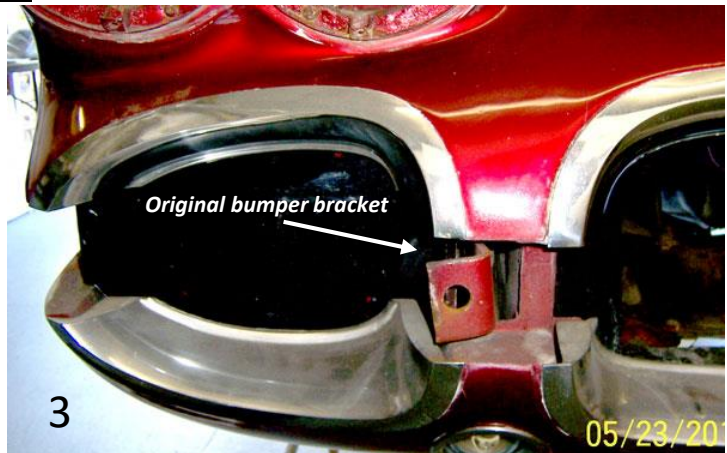
Chuck Gibney, So Cal member #139
cgibney@cox.net

Front Bumpers and Brackets

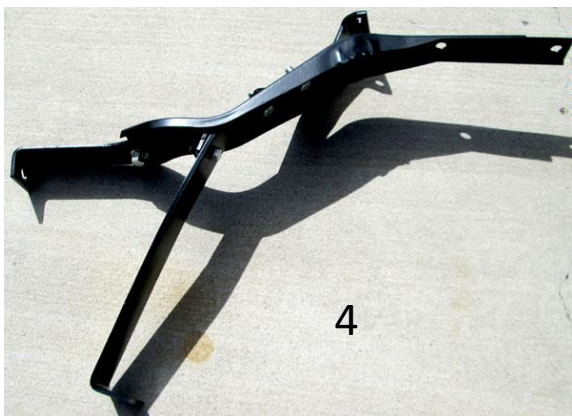
When we first disassembled the car it was obvious that a lot of cleaning, painting, and repairing would need to be done on almost every part of the car. The brackets that held the front bumpers were covered with dirt and undercoating (picture 1). The rubber bushings that protected the fiberglass had completely deteriorated (picture 2).



The ends of the brackets that protruded through the front of the body were twisted (picture 3). After disassembly it was apparent that some of the brackets had been twisted and bent. Someone had used a torch to lengthen the mounting holes on two brackets. We straightened one bracket, and decided to replace two others.



I decided to assemble the pieces on the frame before we put the body on, to see if they appeared to fit OK. First, we assembled the pieces outside the car, as their placement was a bit confusing. (Picture 4), then placed them on the chassis.

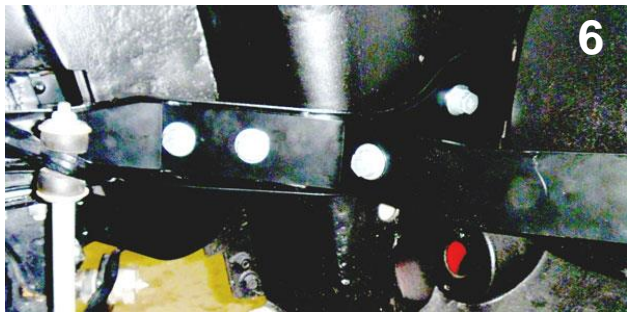


They appeared and looked correct. (picture 5).

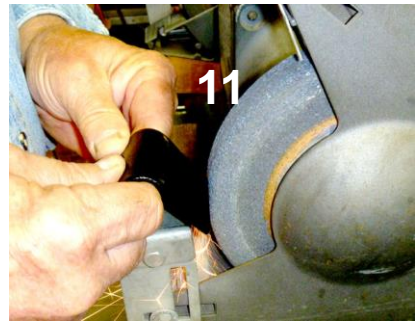
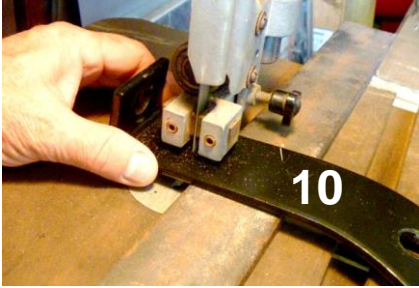
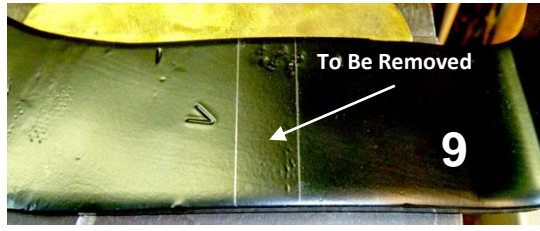
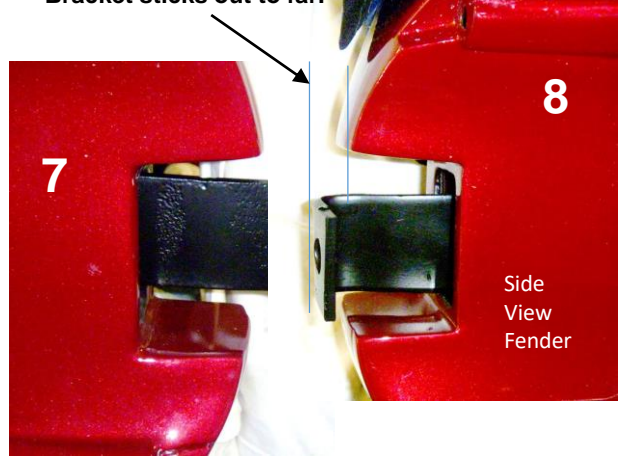


Then, 17 months later, we assembled the brackets to the frame after the body was back on. (picture 6). Everything looked fine from the inside, but there was a problem on the front of the car. In pictures 7 and 8 the brackets that hold the front of the bumpers stuck out too far. We test fit the bumpers and could see that the bumpers would stick out too far in front of the grille. The brackets were only 3/8" to 1/2" too long, but that spacing is critical as it determines how the bumpers fit in front of the grill, and go around to the sides of the car. Now I understood why someone had bent the old brackets, and cut much longer mounting holes to make the brackets fit properly. We could not figure out why the brackets fit so badly. The frame looked straight, and the brackets looked right. Maybe the both of the front brackets were manufactured incorrectly. I decided to shorten the brackets.

We marked the brackets to allow us to shorten them (picture 9). Using a bandsaw, we cut out the center of the bracket (picture 10). Then ground an angle into the ends to make room for the welding material (picture 11). Picture 12 shows the ends of the bracket ready to be welded. Next, find someone that knows how to weld (picture 13). In picture 14, the pieces have been welded back together. Using a high-speed sander, we smoothed out the surface of the brackets (picture 15). After a couple of coats of paint, the bracket is ready to be installed (picture 16).



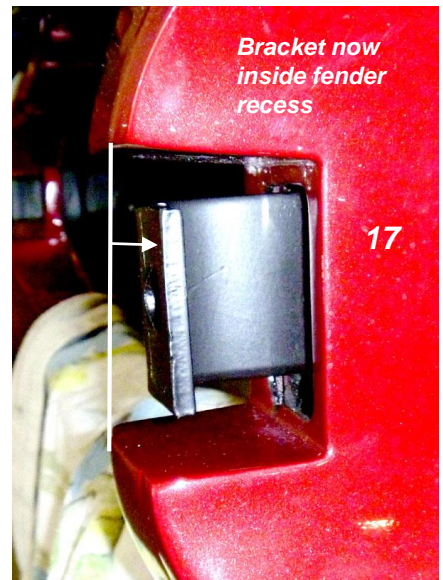
Bracket sticks out to far.



Completed reworked Bracket

The Solid SCOOP-December 2016

In picture 17, the bracket is sticking out the front of the fiberglass in about the correct position. We laid out the bumpers and mounts to ensure we had everything we needed (picture 18). In picture 19 the bumper mount blocks and bolts have been installed. The completed bumpers are shown in place in picture 20. They have a very nice fit in the front, and on the sides where they meet the wheel wells. We learned some interesting ideas when we put the grille pieces on the car, which I will cover in the next issue.

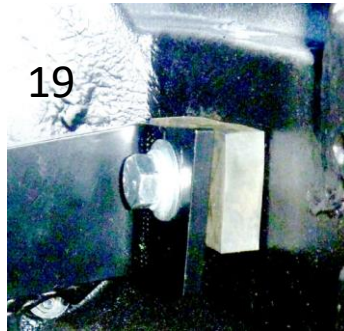


Bracket now inside fender recess

17



18

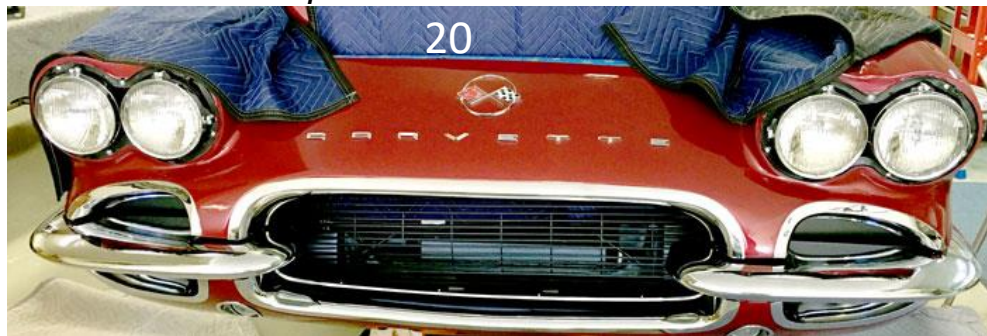


19

Bumper bracket installed with bumper mount blocks

Erratic NEW Fuel Gauge

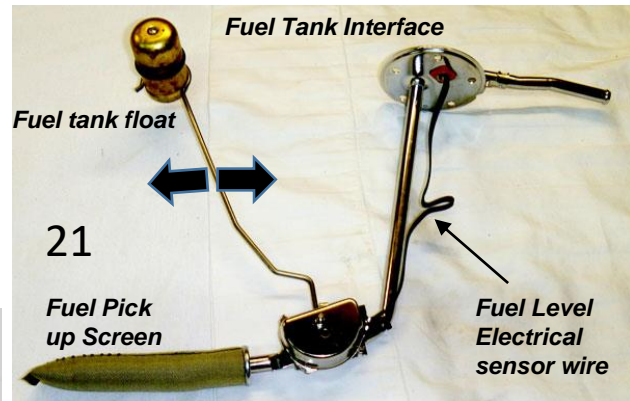
My fuel gauge had been inaccurate, so I decided to replace the sending unit. I purchased a new unit from Corvette Central. After installation, the fuel level on the gauge seemed to change



20

over a period of minutes realized the reading on the gauge was changing whenever the car moved as I climbed in or out. So, I assumed I had a loose connection somewhere. The gauge wiring on the dash was OK, so I removed the cover from the tank to check the wiring. It was tight. I removed the sending unit from the tank. The sending unit actually has two functions. (picture 21).

The screen and the tube serve to pick up fuel from the tank. The movable arm and the float stay on top of the fuel, and send a varying voltage to the fuel gauge to indicate how much fuel is in the tank. As seen in picture 22, the sending unit is inside a small metal case, and is held in place by 3 metal tabs. I bent the tabs out and opened the unit. Picture 23 shows the inside of the unit. The small copper spring tab, and the wire coil act as a simple variable resistor (rheostat).



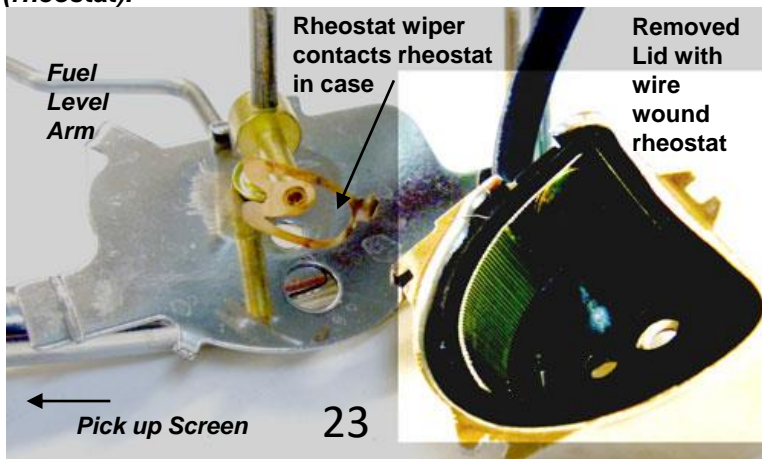
21

Fuel Tank Interface

Fuel tank float

Fuel Pick up Screen

Fuel Level Electrical sensor wire

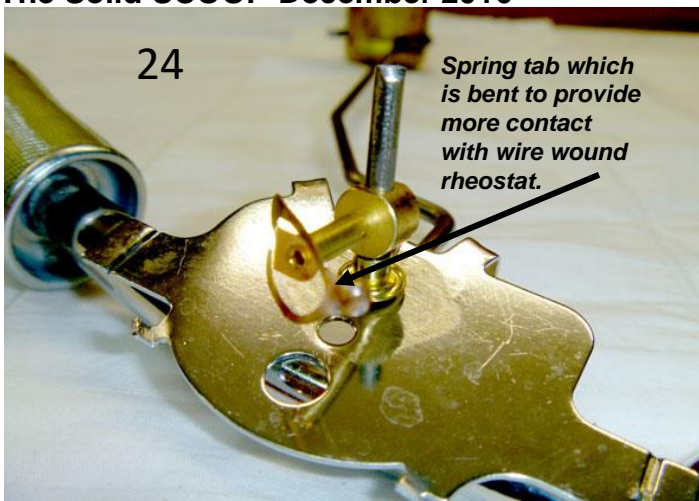


23



22

24



Spring tab which is bent to provide more contact with wire wound rheostat.

As the float moves up and down on the fuel, it moves the spring tab along the coil of wire (rheostat), and changes the resistance, causing the voltage at the gauge to change. In my case, the spring tab was barely touching the wire coil. The tension on the tab was very low, causing a poor contact at the wire coil. In picture 24, I bent the spring tab where it connects to the movable arm, to create more tension against the wire coil. I reassembled the sending unit, and reinstalled it. It works properly now, and does not change the gauge reading when the car is jiggled. I have found another Corvette owner that experienced the same problem, so there may be a problem at the parts manufacturer.

Chuck Gibney.....cgibney@cox.net

NOTICE!!!.....LOOKING AHEAD

The 2018 SACC National Convention is being hosted by the SoCalSACC Chapter, July 20 – 22, 2018. Looking Back, our Chapter hosted a Great Convention during 2009 with headquarters in Ventura, CA. Current plans are to return to the same location with all new tours and excitement. The location site (Four Points by Sheraton, Ventura, CA) has been refurbished and looks forward to our return. As a point of interest, go to our Web Site (www.socalsacc.com) and view a past SCOOP (September 2009) for a review of the past festivities or just click on Convention on the Home Page. Planned in the future will be a “2018 National Convention Update” posted on our Web Site.

The convention will last for several days and host tours around SoCal nearby sites.

Socalsacc.com, up and running.....Nyma Ardalan & Jim Lundal

The SoCalSACC Chapter has hosted a Web Site since our Chapter began in 2004. Various web site pages feature Chapter information, how to Contact Us, and many sections featuring our membership and Past Events that have occurred. A Technical Section also offers technical articles written over the years on various C1 topics. Many of these articles have appeared in the SCOOP newsletter and usually originated by members presenting at Tech Sessions.

Socalsacc.com has not been changed or updated for a couple of years as the program used to design the site was made obsolete. Although the site has remained visible it has now been reformatted to a newer design which we again have control. Much of our Chapters history is contained in the site with “now historical” Tech Sessions, car tours, etc. presented.

The Web site team asks you to visit and make suggestions which can improve this item.

General Membership Meeting Scheduled for February

Each year SACC National requires that all Chapters hold a General Membership Meeting to conduct Chapter business where the membership can vote and have an input. Usually this meeting is held to re-elect those Chapter Board members whose terms (3 years) are expired.

To facilitate the meeting a somewhat centrally located location is chosen. Suggestions for a location are solicited as the meeting has a comfortable sit down Brunch, good parking and in most cases a invited speaker. A flyer appears in this SCOOP issue so please participate.

PAY ATTENTION!!!...IF YOU HAVE NOT RENEWED YOUR CLUB DUES (CHAPTER & NATIONAL) FOR 2017, THIS WILL BE YOUR FINAL SOLID SCOOP. CONTACT GREG DAVIDIAN IF YOU HAVE QUESTIONS. GDDAVIDIAN@GMAIL.COM OR (818)232-3277



To The Mountains & Trees

A "Driving Tour" hosted by
Eric & Fran Hershkowitz

When: June 2 – 4, 2017

Where: Mountains & Sequoia's east of Bakersfield.



Preliminary Itinerary

Friday, June 2

10:00 am, depart North Bakersfield from Hwy 99 @ 7th Standard Road, driving the Woody/Granite road into the foothills
11:30 am, brunch at the Greenhorn Grill on Greenhorn Summit at Alta Sierra
1:00 pm, drive to Lake Isabella/Kernville area over the summit
3:00 pm, hotel check-in
3-6:00 pm, leisure
6:00 pm, dinner @ Kern River Brewing Company, right next to the hotel. Live music on Friday night.

Saturday, June 3

9:00 am, breakfast (tbd)
10:30 am, depart to the Trail of 100 Giants @ Long Meadow Grove. About 45 miles NW of Kernville. Snacks provided.
2:00 pm, return to Kernville
6:00 pm, dinner @ Ewings on the Kern. Just a two block walk from the hotel.

Sunday, June 4

9:00 am, breakfast (tbd)
11:00 am, hotel checkout and return to Bakersfield/home via the Kern River Canyon Road

Hotel information:

The Kern Lodge, 67 Valley View Dr., Kernville, CA
ph: (760)376-2223

I have obtained a 10% discount and all rooms have courtyard parking directly in front of each room. I have blocked 12 rooms and rooms not spoken for, by **30 days** in advance of the outing will be released to the hotel. After that point a room is *not guaranteed*. To make reservations call the hotel and request a room for the **Eric Hershkowitz group**. Rates are from \$108.00 to \$122.40 per night.
Website: <http://www.thekernlodge.com/>

Destinations:

Ewings on the Kern <https://www.facebook.com/Ewings-on-the-Kern-616657671801391/>

Kern River Brewing Company [http://kernriverbrewing.com/Trail of 100 Giants](http://kernriverbrewing.com/Trail%20of%20100%20Giants)

<http://www.fs.usda.gov/recarea/sequoia/recarea/?recid=79825>

Greenhorn Grill

<http://www.kernvalley.com/greenhorngrill/index.htm>

For more information members may contact me at **661-805-5782**

Reservations:

1. Make your own reservations at the motel for Friday, June 2nd, and Saturday, June 3rd, at Kern Lodge. Be sure to mention "**Eric Hershkowitz Group**" to get your room discount.
2. Call Eric to reserve your position for this tour. He needs to keep a headcount for restaurants.



Kern River Brewing Company



Ewings on the Kern:
Dinner location



Kern Lodge

Classified Ads...

WANTED 59-62 original seat belt buckles in restorable condition. Chip Werstein. 818-554-6560 or chipsgarage@aol.com

FOR SALE 56-57 Door Pull Right Side. aka: This is the part that the white ball screws onto \$10R/L door "C" track: this is the door part that one of the regulator wheels rides in. FREE! 56-57 red interior finish kit. Dash bar cover kit, L door top part cover kit, lots of red waffle material +misc other parts. A nice set of extra parts. Contact me for specifics! \$30 Inner door pull parts. The sheet metal brackets that the upholstered door pull mounts to. 1 org & 2 home made. \$5 C1 Corvette Front Spindle. Fits either side \$10Clutch "Z Bar" One rod hole slightly elongated ... should be an easy hardware store fix \$15 Two Seat underside mounting nut plates, \$5 pair Low HP fan pulley \$5
These parts are subject to hitting the dumpster if they don't sell! John: 805-642-3662 costales@west.net

For Sale: 1958-62 #266 windshield wiper motor, restored
 1962 #1110985 dual point distributor. Rebuilt and Restored with dual-point Delco cap;
 1958-62 Orig. male and female Deck Lid Latch Assy. Restored with rod + clips;
 1961-62 NOS Delco fuel tank sending Unit #5642125 in orig. box;
 1958-59E and 59L-62 male and female hood lock assemblies, complete and restored, just bolt on;
 1957-59E small "022" and 59L-62 large "022" brake master cylinders rebuilt w/stainless steel sleeves and restored with correct caps;
 1958-60 #351 and #352 and 1961-62 #441 and #442 orig. horns rebuilt and restored;
 1958-61 Restored Dual Quad Intake #3739653;
 1958-61 #11110891 distributor, rebuilt and restored
 1961-62 speedo and gauge dash pads, both top and bottom, (no holes drilled) excellent condition;
 Many other C1 parts available. Len Marino (626) 358-1466

WANTED: 1958 - 1960 Corvette in any condition, or trade for a 1961. Eric May, 805-208-9342

WANTED: C-1 T-10 transmission with steel main case, yoke, and shifter, or a close ratio Saginaw 3 speed. Saginaw must have main case 3845122, side cover 3731911, tailshaft 37377450. I am interested in either one. Joe LeMay 619-977-9877 jlemay5@aol.com

Also looking for a 1/2" wide harmonic balancer pulley that is stamped 3742991 GM.

FOR SALE: 1967 Muncie M-20 with main case 3885010, side cover 3884685, tailshaft 3846429. It will include the yoke and shifter. It came out of my 1957 and was running well when removed a couple of months ago. Joe LeMay 619-977-9877 jlemay5@aol.com

FOR SALE: wide ratio Saginaw 3 speed with main case 3845122, side cover 3731911, tailshaft 3787067. That tailshaft is correct for a 61-62 Corvette. The case and side cover are Corvette correct. Joe LeMay 619-977-9877 jlemay5@aol.com

FOR SALE: 1953-55 Reproduction exhaust extensions, both short (1953-E54) & long (L54-55) available. Email, arunner@frontiernet.net for photos and prices. Gary Member #26C.

FOR SALE: '56-'62 new heater core \$100.

'58-'62 used heater/defroster control switch w/spacer, nut & mount kit \$100.

'56-'60 new rear soft top latches on top \$60./pair

'61-'62 new rear soft top latches on top \$60./pair

'62 new front nose emblem \$55.

'58-'60 new door locks w/keys \$28./pair

'53-'57 new grille mount brackets (set of 5) \$36./set

'60-'62 new radio speaker bezel \$25.

'62-'63 new side fender flag emblems \$45./pair

'53-'62 new tach face bezel \$30.

'58-'62 new male deck lid latch assembly \$32.

'58-'62 used (very good) rear view mirror support \$25.

'60 new kick panel inserts \$40/pair

'58-'62 front bumper bracket (set of 8) New set \$195. Used set \$125.

'56-'57 generator pulley 3 5/8 \$80.

'58-'62 used original upper center console molding \$20.

'59-'66 used valve covers GM #3767493 \$95.


**Many other parts available...C1, C2, C3

Call Joe LaGreca @ 909-499-5873 Email: joe.lagreca@att.net

SoCal SACC FREE COMMERCIAL VENDOR LIST

C-1 Services by SoCalSACC Chapter Members. Support those in our Chapter.

NOTE: Only those active SoCal SACC Chapter members with a C1 related business/products are eligible to be listed for FREE!

Product or Service	Name & Member #	Contact Information	Details
AM/FM Stereo Radio, 1958-62 Corvette Radio w/Wonderbar New Repro Radios	Len Marino #39	(626) 358-1466	Made in USA 1 year guarantee '56 – '57 \$625 + Ship '58 – '62 \$590 + Ship
CALIFORNIA DREAM CARS APPRAISAL SERVICE •Pre-Purchase Inspections •Agreed Value Insurance Appraisals •Resolve Insurance Disputes •Diminished Value Appraisals	Robert Petricca #80	(888) 314-3366 Toll Free, (818) 992-7219, rpetricca@socal.rr.com www.caldreamcars.net	20% discount for all SoCal SACC members. Credit Cards accepted. Recognized by Ins. Co., Lending Co., IRS.
American Motoring Memories C-1 Corvette Repairs	Jeff Reade #33C	11375 Playa St., Culver City, (310) 397-3800 FAX (310) 397-6969	All type repairs, Total & Partial Restoration, Engine Overhaul, Consulting, Sales & Service
Corvette Frame Straightening Corvette Restoration 1953 – 1962 Specialist	Walden Dahl #116	(760) 949-6653 Victorville	Chassis straightening for C1's. We have the attachments to correct any frame problems.
Corvette Mike 	Mike Vietro #60	1133 N. Tustin Av, Anaheim, (714) 630-0700 www/Corvettemike.com	We sell the best..... And service the rest!
Vette Garage 53 thru 67 Restorations From Drivers to Concourse	Ron Lefler #91	(760) 983-5944 Cell (909) 519-7977 rdlef@aol.com	C-1 Hardtop Restoration
Interior Concepts & Design	Little John, Engelhardt #50C	17391 Mt. Cliffwood Cir. Fountain Valley, CA (714) 435-9448 Shop (714) 267-9996 Cell littlejohns@sbcglobal.net	Complete Interior Restoration Convertible Tops
C-1 Corvette Convertible Top and Interior Installation	Adam Parker #215	(480) 251-6352 vettoguy@gmail.com	Providing mobile services. Now scheduling appointments for Nov. 1 st . 1953-55 Conv. Top Kits John Kennedy Patterns
<u>Product or service:</u> Adam's Polishes, Bruce 4 Adam's, 10% discount to SACC members	Bruce Papp #222	(818) 621-1423 Bruce4Adams@hotmail.com	<u>Adam's Polishes</u> , official car care products of Corvette and Camaro

**KEITH THOLIN'S 1955 FI
COVER CAR!**

