

The Solid Scoop



2018
Ventura, California
July 20-22

SACC National Convention
SoCalSACC is hosting the 2018 National
SACC Convention in
Ventura, California
July 20th to July 22nd, 2018

SAVE THIS DATE!!!!!!
We want you, your family and your C-1 to join us.

The SoCalSACC Chapter here in Southern California is hosting the SACC National Convention on Friday, July 20th; Saturday, July 21, 2018. The location is in beautiful Ventura, Ca. and we are planning our stay at the 4-Palms by Sheraton along the ocean. We anticipate a good crowd from out-of-town and want to extend an extra invitation to our SoCal Chapter members.

March 2017

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

Vol. 13 No. 1

“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>
246	Keith Tholin	San Clemente	55

Calendar of Coming SACC Events:

2017 SoCal Planned Events

<u>Date</u>	<u>Event Name</u>	<u>Location</u>	<u>Coordinator</u>
April 22	Spring Tech Session	Toyota Museum	Werstein
May 20	Petersen Museum Vault	Petersen Museum	Charles
June 2	Weekend Tour	Sequoia's	Hershkowitz

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

Front & Rear Cover Photo: 1957 Corvette belonging to Bill & Debi Stalder. The Stalder car and the adjacent Evan William's car are the only 2 C1's to show at our 2017 General Meeting. The drenching rain during the previous day flooded surrounding roads and there was no access to the General Meeting Restaurant. Meeting day was dry but most attendee's drove moderns!

Scoop Features Inside:

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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**

CHAPTER VOTING BOARD OFFICES

President	Phil Roche	pdr44@aol.com
Vice President	Nyma Ardalan	nyma@ardalan.org
Secretary	Larry Pearson	lpears1941@att.net
Treasurer	Jenni Werstein	jennibeth.w@gmail.com
Membership	Greg Davidian	gddavidian@gmail.com
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Events Manager	Barry Charles	bcharles@bc-forensiccpa.com

VOLUNTEER OFFICE

Webmaster	Jim Lundal	jlundal43@gmail.com
SACC Western Reg. Rep.	Bill & Debi Stalder	stalder53@yahoo.com

TECH ADVISORS

1953 – 1955	Bruce Fuhrman	805-482-4396	bruce4info@aol.com
1956 – 1957	Chip Werstein	818-554-6560	chipsgarage@aol.com
1958 – 1960	Chip Werstein	818-554-6560	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



Petersen Automotive Vault & Museum Tour



Saturday, May 20, 2017

“Always wanted to tour the Petersen VAULT & now is your opportunity.”

Petersen Museum at the corner of Fairfax and Wilshire Blvd.

Saturday May 20th – Coffee from 9AM to 10AM – Museum Tour begins at 10:30 AM. There will be special parking for our group on the third level.

Admission Cost, \$46 ea. The cost includes General Admission, The Vault Tour, Parking for all Corvettes, Coffee, Juice, Pastries, Bagels and other Goodies.

NOTE: METAL cars must pay \$12 parking!!!!

Email Barry of your attendance and SEND YOUR COMMITMENT CHECK NOW!!

There is a quota of 40, first check, first served!!!

Tickets go Fast when available to the public.

Mail check payable to SoCalSACC:

Barry Charles

19528 Ventura Boulevard

PO Box #255

Tarzana, CA 91356

For Info: Barry Charles (818) 645-1109

or email bcharles@bc-forensiccpa.com

SoCalSACC Member Profile

Bill & Debi Stalder, # 134

Bill and Debi Stalder, Colfax California SoCalSACC Member # 134, SACC #2412.

1957 Fuel Injected Corvette, fondly named "Cali" as she was a California Race Car in her past life! She was a basket case "in boxes and pieces" complete car when she was found garaged in the little town of Camino, Eldorado County, California in 2001.



Restoration was slow as Bill wanted to do all of the hard work himself! He started right away with inventory and disassembling on nights and weekends, as he was still working full time as an Engineer for Pacific Gas and Electric Company!

The Rochester Fuel Injection was rebuilt by Chuck Smith, Valley Center, California and since has been maintained by Chuck by crate mail and locally Jim Lockwood, Pollock Pines, California.

Cali was originally Arctic Blue color with silver coves and beige interior and when ready for paint a close friend and skilled Painter Jim Arbogast, Auburn, California was called on! Arctic Blue paint was ordered but was a little too dark for Debi's taste so the painter tweaked the body color by adding some white to lighten the blue and adding one layer of gold metal flake which makes her the most gorgeous light blue uniqueness which is a favorite attraction by all when she is showing off! the coves were done in beige to match the beige interior. A 3M clear bra was installed on the main areas of the car to prevent paint damage while driving along with protecting the headlights when touring!



Next Bill sent everything off to be re-chromed and swap meet finds for replacement parts for several months! Modifications were done to make the car more comfortable to drive and also more dependable. The old original type kingpin front suspension was swapped out for a Jim Meyers bolt on front suspension assembly with rack and pinion steering. The drum brake assemblies were replaced with 4 wheel discs, a power brake booster was added, and all the steel lines are now stainless. The rear got traction bars and a beefy sway bar. The car has an interesting transmission swap. A 4-speed transmission with overdrive was transplanted from a 1985 GMC truck. A Delcotron alternator replaces the original generator and the wiper motor is nowhere to be found on the firewall. A gear driven wiper motor now is under the dash. Exchanging the belt driven cooling fan for thermostatically controlled electric fans was also done.

Since Cali was a radio and heater delete car, a XM Radio was installed for "Cruising with the Oldies" enjoyment. The seats were rebuilt with a lumbar bag inserted and can manually be filled and adjusted for comfort! Bill is a little tall so a small 15 inch version of the original steering wheel was installed. A 5,000 ac replaced the 8,000 ac TACH on the steering column.

Cali was ready for her debut in June 2007 for the 50th Anniversary Fuel Injection Tour from California to Boston, MA!

A week before leaving for the extended trip it was discovered that a 1957 Corvette has limited truck space for luggage! The solution was a "Tear Drop", motorcycle size trailer lovingly named "Lil Doo Wop". It was quickly sent to our painter to match Cali and a trailer hitch was hidden under the backend of the car! Off we went without even a test drive for a over 3,000 mile adventure through many States including Illinois for SACC St. Charles, Illinois, Bloomington Gold, St Charles, Illinois, NCRS Boston, MA, Hemming Motor News, NH, and a side trip to Niagara Falls, Canada!

Had a few bumps along the way and delays with Nebraska Ethanol and a rear end issue and was part of the adventure with memories! Cali has given us over 38,000 miles of joy on the Road with highlights of Bowling Green, Kentucky Corvette Museum and Assembly Line, Route 66 Fun, Bloomington Gold, Indianapolis, Indiana Speedway with driving Cali on the race track!, several SACC Conventions including last year to Effingham, Illinois where Bill was appointed SACC Western Representative and staying for Mid America MotorWorks Corvette's and Mike Yaeger, Owner honoring Cali with his Favorite Corvette Celebrity Choice Award out of over 9,000 Corvette's! We have also attended over 20 Hot August Nights in Reno and some other favorites such as Pismo Car Show, Baseball Cactus League Spring Training, Arizona, and SF Giants, SF (Bill is a Fan) and LA Dodger's, LA Baseball (Debi is a Fan) games!



Even though Cali is not a "Competition Show Car" and restored as a NCRS purest car and has modifications she has many awards for her beautiful color and being an original fuel injection Corvette and is a proud driver car!

Bill has had a passion for Antique and Classic Cars since he bought 2 1929 Model A' Ford's in 1964 and restored one and drove through High School, Mt. Whitney High School, Visalia and Fresno State University of California. Bill and Debi are both California Native's and were married in 1974. Three adult children son Brian Stalder, Phd., Astrophysicist, Twins Dean Stalder, City of Auburn Public Works, Dawn Ann Johnson, Physical Therapist Assistant.



We still have the 1929 Model A along with other cars and toys including a 1957 Chevy Belair Convertible (restored), 1958 Owens Outboard Boat with fins that is painted in red to match and be towed to the lake by the Belair Convertible, a 1956 Harley Davidson Servicar (restored) which Bill pulls behind the Corvette, and currently restoring a 1957 Cameo Pickup Truck. We also have in our storage our children's classic's that Bill restored for them to drive in High School. They are a 1965 Ford Ranchero, 1965 Chevrolet Convertible Corvair, and a 1966 Ford Mustang!

Since Bill and Debi retired and "Golden Years" driving across country has been challenging physically a purchase of a 40 foot Special Car Transport, Freightliner Motorhome was realized in 2015 from the Honda Race Team (used) for Cali to have a garage and Bill and Debi have comfortable driving and living quarters! We are on a "God Willing" non stop road trip adventure of the USA with our Corvette! big trip will be SACC Florida in October!

Bill and Debi are currently the Western Region Representatives for the SACC National.





SO. CAL. SACC

Spring TECH SESSION

Saturday, April 22, 2017

Toyota Development Center, Torrance, Calif.

2017 Spring Tech Session! This session will be held at the Toyota Museum (see map below). NOTE: This is the **LAST SESSION** to be held at the Toyota Facility.

Tire Kicking begins around 9:30 AM,

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

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

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

THIS WILL BE A PAY IN ADVANCE EVENT!

RSVP DEADLINE of April 18.

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

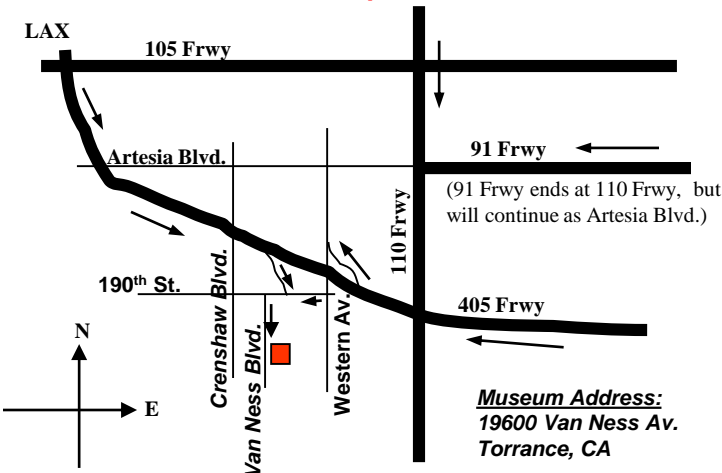
C1 Tech Session Topics:

- Final Chapter, C1 Restoration.....Chuck Gibney
- Fan Clutch Calibration.....Larry Pearson
- C1 Electrical Protection.....Joe Lemay

A "Pay in Advance" Event!

Lunch Cost \$25/person

***Come out and Join the Fun!
Bring your C1!
Invite Prospective Members!***



From Downtown LA/Pasadena (south on 110)

• Exit on Artesia Blvd West, make a left (south) on Van Ness St. Cross over 190th St.. Continue south to Museum on left side at 1900 Van Ness.

From Riverside/North Orange County (west on 91)

• 91 Frwy becomes Artesia Blvd., continue on Artesia Blvd to Van Ness St. and turn left (south). Cross 190th St.. Continue south to Museum at 1900 Van Ness.

From Huntington Beach/San Diego (north 405)

• Go north on 405 Frwy. and exit at Western Av.. Turn left (south) on Western to 190th St. and turn right (west) on 190th. Turn left at second light (Van Ness). Go south on Van Ness to Museum on left side of street at 1900 Van Ness.

From Ventura/SF Valley (south 405)

• Exit at Crenshaw Blvd south. off ramp. Travel south on Crenshaw to 190th St. At 190th St. stop light turn left (east). Drive on 190th St. to Van Ness Blvd and turn right (south) onto Van Ness. Go south to Museum on left side of street at 1900 Van Ness.



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

Greenhorn Grill

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

For more information members may
contact Eric 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



**SoCalSACC is
hosting the 2018
National SACC
Convention in
Ventura, California**

July 20th to July 22nd, 2018



SACC National Convention

The SoCalSACC Chapter here in Southern California is hosting the SACC National Convention on Friday, July 20 to Sunday, July 22, 2018. The location is in beautiful Ventura, Ca. and we are planning our stay at the 4-Points by Sheraton along the ocean.

We anticipate a good crowd from out-of-town and want to extend an extra invitation to our SoCal Chapter members.

SAVE THIS DATE!!!!!!

We want you, your family and your C-1 to join us.

- **We are planning a Fun filled weekend to keep everyone busy with activities.**
- Road Trip Tours
- Visits to nearby Museums
- Secured Parking
- Tech Sessions and Women's Events
- Convention information featured will be posted on Chapter Web Site, www.socalsacc.com
- Final Evening Banquet with Guest Speaker

SoCalSACC 2017 General Meeting

Scheduling this meeting in February has been a tradition in the past many years of our organization and the weather at this time of year usually accommodates. While CA is coming out of a major drought condition expecting rain was not a consideration. Wrong! The day prior to our meeting witnessed a "historical" storm for our area. Essentially our scheduled restaurant was only accessible by boat. Too late to change. Two C1's showed up on Saturday, February 22nd along with 46 members.

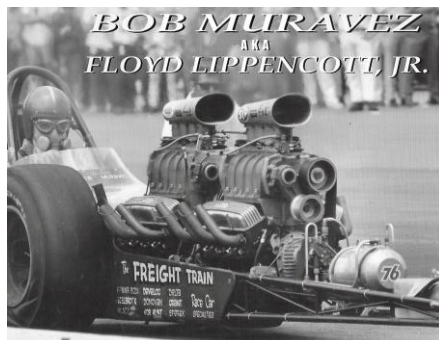
The 94th Aero Squadron Restaurant was the location near the Van Nuys Airport. The 2 C1's belonged to Evan Williams and Bill & Debi Stalder. The latter couple have recently been installed as Western Representative for the National SACC Organization.

The General Meeting is an annual event dictated by the National SACC for the purpose of elections and hearing membership discussions. During this meeting 3 offices needed filling of 3 Board offices, Newsletter Editor, Secretary and Vice President. After nominations to fill these vacancies for the previous office holders were elected: Jim Lundal, Newsletter; Larry Pearson, Secretary; and Nyma Ardanan, Vice President.

After the business meeting the attendees enjoyed a buffet lunch.

The post luncheon event was 2 speakers brought by Chapter President, Phil Roche. Both speakers came from the vintage Drag Racing era. The first speaker was Brian Hill.

Our second speaker was Bob Muravez or aka Floyd Lippencott, Jr. Bob (Floyd) ran a tandem dual Chevy engine rig at many historical drag strips: Lion's, Half Moon Bay, Pomona, etc. At one point in his career he made a choice to take over his fathers business of Maytag Repair. His presentation was quite colorful and he received many question of additional drag racers which he had met.



Bob Muravez grew up in Southern California during the '50s when street rods were hot and car clubs gave birth to future stars of professional drag racing. He was one of the original members of the Road Kings car club along with drag racing legends Don "The Snake" Prudhomme and "TV Tommy" Ivo.

Muravez started driving professionally in 1961 for the Peters and Frank Quincy Automotive Special, a twin engine gas dragster, later known as The Freight Train. In March of 1962 he won his first major championship race in Top Gas at the Bakersfield Fuel and Gas Championships. Bob stopped racing in June of 1962 due to pressures from his family. However, after five months of The Train not qualifying for a single race, Bob got back in the seat, setting a new Top Gas speed record on his first run. To hide his identity from his family he drove under the car owner's name of John Peters and won the NHRA Winternationals in Pomona in 1963. Three months later, with Bob at the wheel, The Freight Train became the #1 Top Gas dragster in the nation.

Muravez was dubbed Floyd Lippencott, Jr. by Steve Gibbs and Mel Reck in November of 1963 and won 6 national events under this now-famous alias. He won two NHRA Springnationals in 1967 and 1969 and NHRA Summernationals in 1968, driving The Freight Train. In 1967 Muravez drove The Freight Train to a new speed record of 200.44 MPH at Lions Dragstrip – the first Gas dragster ever to go over 200 MPH, winning the UDRS Championship and setting an ET record of 7.31.

Other cars driven by Muravez include Nye Frank's Top Fuel streamliner, The Pulsator; the Sandoval Brothers' Top Fuel dragster; and Don Johnson's Beachcomber Top Fuel dragster, winning the 1966 Las Vegas Invitational and the Mickey Thompson 200-MPH Championship at Lions Dragstrip, beating out a field of over 100 Top Fuel dragsters.

In 2015, Bob Muravez and Floyd Lippencott, Jr. were honored as inductees into the International Drag Racing Hall of Fame.

SoCalSACC Clothing:

Merchandise Manager for our Chapter is Barry Caries and he is expanding his inventory. Several new jacket styles and colors has been introduced along with shirts, hats, etc. Barry is usually set-up at all our events, so look over the collection.



Remembering Noland!

Noland Adams was an icon to our hobby and was extremely instrumental to Corvette history. The following excerpt was provided by member Bruce Fuhrman who attended Noland's funeral in Northern California.

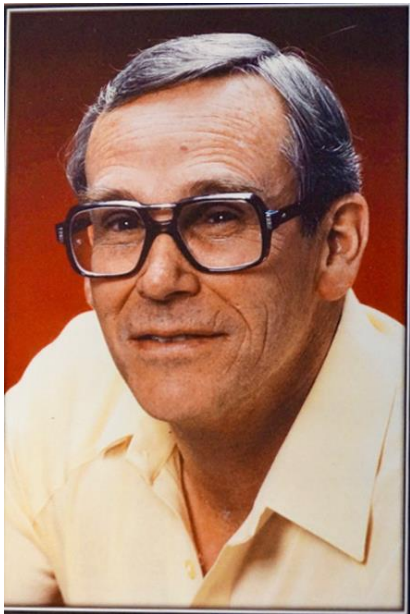
Greetings,

Lucy Badenhoop, Bill and Debi Stalder plus I attended Noland Adams funeral in El Dorado Hills (Near Sacramento) on 27 January 2017. There were about 200 people attending and MANY of them were Corvette "gear heads". There were 18 Corvettes including 5 C-1's in the parking lot. The flowers in the photo are from SACC.

Noland was 84 and died on his birthday, 18 January. The memorial in the LDS church was very focused on his family, including; wife Mary (married 33 years), 2 sons, 3 daughters, 13 grandchildren and 21 great-grandchildren. The grandchildren, and great- grandchildren all sang with tears in their eyes. At the luncheon a great-granddaughter had a basket of rolled up photos of his '53 "Stamp Car" for everyone attending. It was a great tribute to Noland and how much he will be missed by his family plus all the work he accomplished to document the history and restoration of our C-1 and C-2 Corvettes.

Mary shared some "unique" Noland stories at the viewing. Noland actually built his casket. It was well made but no fancy finish or handles. He collected "Kilroy was here" memorabilia and had a small porcelain face and hands hanging on the edge of his casket (ask a person over 70 who Kilroy was!). Also in the casket was a contemporary "political" gadget plus a battery operated night lite. He had a Corvette tie and tie chain. Of course there was an American flag on one lapel and an SACC pin on the other.

He truly was a "special" individual and he will be missed by a lot of people. We are all fortunate he did document his findings on Corvette history, a true legacy! As Noland always said when departing.... "Later.....". Bruce Fuhrman



Wallace Noland Adams



Above, Dick Guldstrand & Noland Adams speaking at our So Cal Convention! (2009)

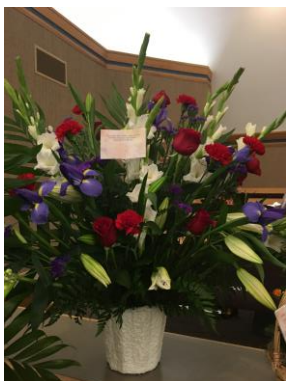


Above Scene from 2009 So Cal National Convention. (r to l) Jim Lundal, Lucy Badenhoop, Noland, Steve Clifford & Chuck Gibney

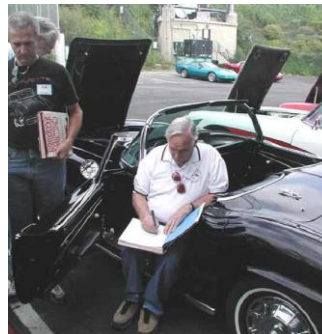


Above, Bruce Fuhrman shows a thing or two to Noland?

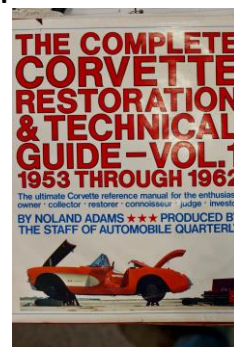
Noland was a BIG Part of our Chapter!



SoCalSACC Floral Arrangement



Sitting and Signing his book. Steve Clifford's car, 2004



The Bible!

What's Up With Chip?.....Chip Werstein & Jim Lundal

I (Lundal) do not get to visit the Werstein home that much but each time I must see what the latest project is in Chip's "OK" garage, behind the house.

I knew from previous conversations that he had a original big metal car, specifically a '62 Impala Chev Convertible with a 409 engine. Since I am also a member of the National Vintage Chev club I had to see his progress.

No disappointment here, just shock and awe. This "restoration" of this relatively low mileage (115K miles) vehicle is like a dream. These Impala models came in convertible and hardtops.

Chip's response on his car was that it supposedly was bought new in the Anaheim area. Chip bought it in 2006 in Orange County. The seller bought it in 1985 and claimed it came from the original owner. It still had original paint, interior and trim and looked pretty good..... from 10 feet. The engine had been rebuilt by the second owner but the rest of the car was mechanically tired. The body off restoration began in 2015.

(Lundal research): New in 1962 was a 409 cubic inch engine that developed 380 hp at 5800 rpm or 409 hp at 6000 rpm with the two 4-bbl performance package. This new engine which used a bore and stroke of 4.313x3.5 inches, cost an additional \$500.

(Chip's version) There were two 409 motors available in 1962.....380HP and 409HP. They were identical motors with 11:1 compression and high lift solid lifter cam except the 380 had one 4 barrel and the 409hp had 2 4 barrels. Both had 440 lbs of torque.

The 409ci engine was an enlarged version of the 348 which debuted in 1958. Although they were the fastest thing on the street in 1962 they were known for weak bottom ends and broken crank shafts. By 1963 the 409 was basically obsolete thanks to the new 427 Fords and Mopar big blocks.

There were aprox 8900 passenger cars built with the 409ci motor in 1962 and aprox 6000 additional motors were built for over the counter sales and warranty replacements.

Of the 75000 convertibles built in 1962, it is estimated that about 850 received the 409 motor.

Chip's 409hp version, mostly stock except for 63 425hp cam, lower compression, 10:1 and roller rocker arms. The transmission is the original Borg Warner T-10 wide ratio with a 3.36 Positraction rear end.

As I disassembled the car for restoration, I photo documented all of the factory markings I found on the chassis and body. There were numerous markings on the suspension components similar to C-1's which indicate either a completed procedure like final torque or a component identification mark like the front and rear springs which had 2 colored stripes to indicate 409 application. The firewall had 3 separate markings. The #76 which is the last 2 digits of the VIN# which probably helped to make sure the body ended up on the correct chassis and the term WHITE adjacent to the trim tag which indicated the convertible top color. And there was a number or word written above the heater box that I was unable to make out. None of the "CHEVY EXPERTS" have been able to help me out on this one.



The garage, outside and inside.



"76", Last 2 digits of VIN #



Inspection war paint (yellow circle) identifies rear end gear as Positraction during assembly process.



Interior is freshened up original along with the dash pad. No Repro Here! Dynamax blankets are added to body floor to make riders more comfortable as dual mufflers are located under the floor.



Tail end treatment got a reproduction trunk metal which did improve the looks. Note: License plate frame from Beach City Chevrolet in Long Beach.



Engine being readied for assembly. Cylinder heads are still out for rebuild.



**Remember the 2017 SACC National Convention
Lakeland, Florida
October 23 to October 26, 2017
See the Spring issue of "On Solid Ground" for Details**

C1 Restoration, Article 18Chuck Gibney

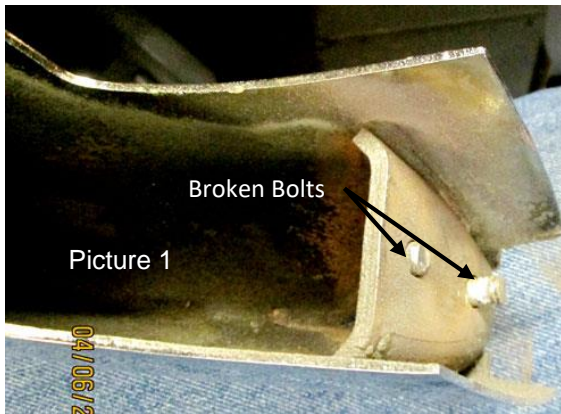
Editor note: Two 1962 C1's in-process of restorations began during 2011. Both C1's are being completed somewhat concurrently. I (Editor) thought it would be of some interest to follow the restoration on-going process issues in the SCOOP. These articles might also be some assistance to motivate others 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

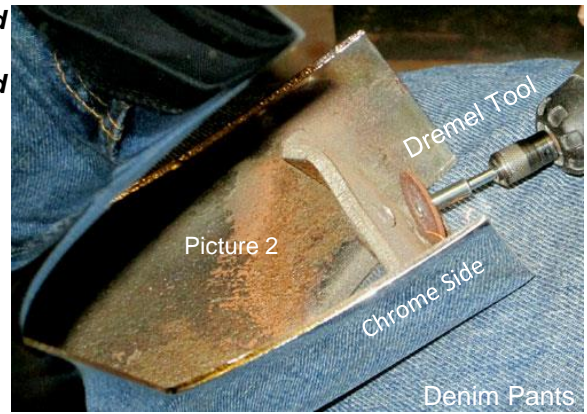
Bumper Repair

As we were installing the front bumpers, which I discussed in the Dec 2016 Scoop, we realized that two of the bolts that stick out the rear of the bumper were broken (picture 1). These bolts hold the center grille bar in place. We found that these bolts are welded in place from the inside of the bracket, and couldn't be removed, or replaced easily. We decided to drill out the bolts and replace them with new ones, inserted from inside the bracket. Using a Dremel tool we cut the bolts off, flush with the bumper bracket (picture 2).



Picture 1

This bumpers had recently been re-plated, so we held it on our knee to prevent scratching them. It would have been better, and safer, to have done this BEFORE we took them to be re-plated.



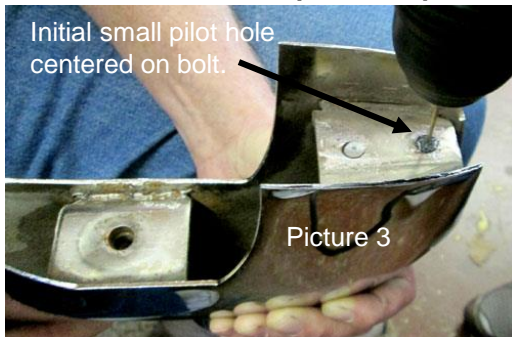
Picture 2

Dremel Tool

Chrome Side

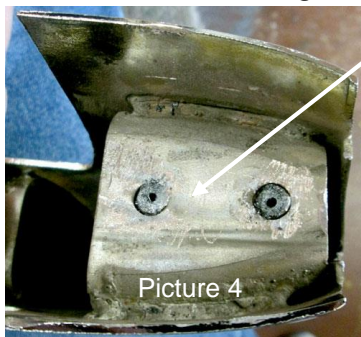
Denim Pants

We drilled pilot holes into the centers of the bolts (picture 3). Both bolts were drilled (picture 4). We used increasingly larger drills to bring the holes to the correct size to allow us to use a tap to create new threads (picture 5). We threaded both bolts using a tap (picture 6). New bolts of the correct length were screwed in from the underside of the bumper bracket (picture 7), and tightened with an end wrench. We put Threadlocker Red on the bolts to keep them in place. Now we could install the grillework and place the bumpers on the car.

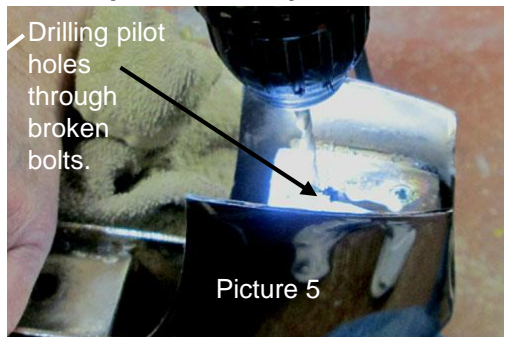


Picture 3

Initial small pilot hole centered on bolt.



Picture 4

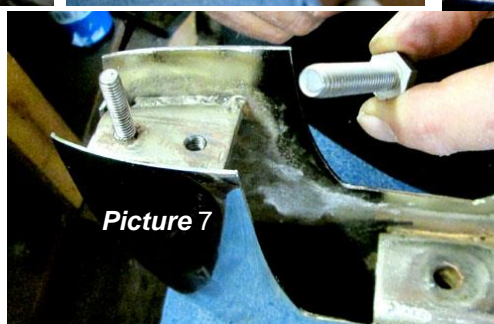


Picture 5

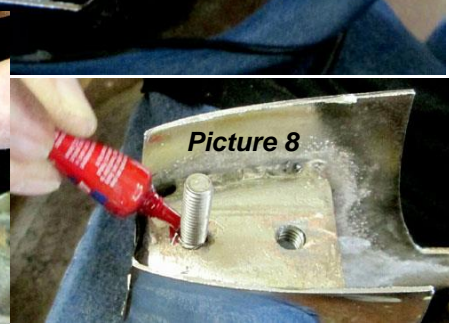
Drilling pilot holes through broken bolts.



Picture 6



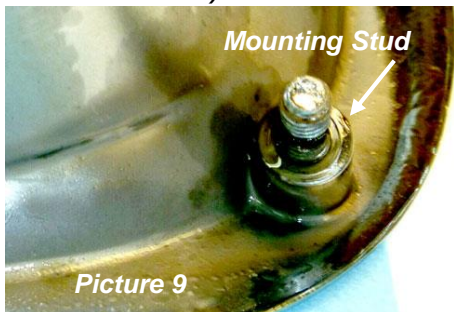
Picture 7



Picture 8

Grille installation

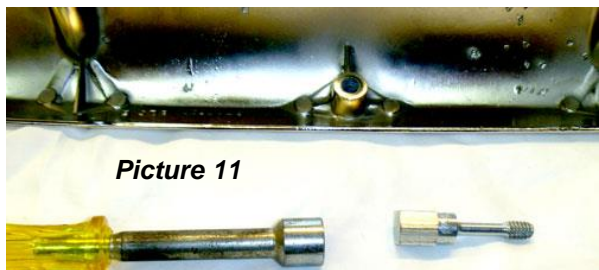
Some of the studs on the grille eyebrow mouldings, and the upper and lower center mouldings were broken, or damaged (Picture 9). We placed rust penetrant on the old studs to help us remove them (picture 10). After the mouldings received new chrome plating at Buena Park Chrome, we cleaned the stud holes with a rethreading tool (pictures 11 and 12). We applied threadlocker blue to keep them in place (Picture 13). Then we screwed in new studs. The double nuts were tightened against each other (picture 14), and then we could tighten the studs in place. I later found out there are studs available that have an allen key opening in one end to facilitate installation. The 4 "eyebrow" mouldings are different from each other, but it is easy to tell which one goes where. Picture 15).



Grille Eyebrow Moulding



Grille Lower Center Moulding



Picture 11

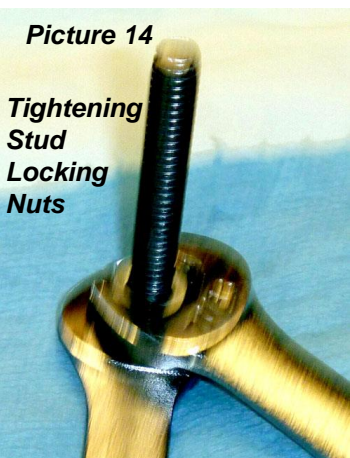


Picture 12 Threading Set



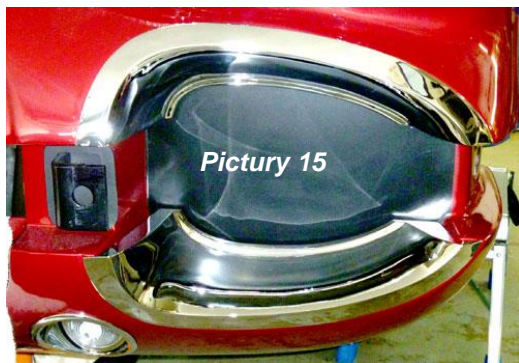
Picture 13

Threadlocker Blue



Picture 14

Tightening Stud Locking Nuts

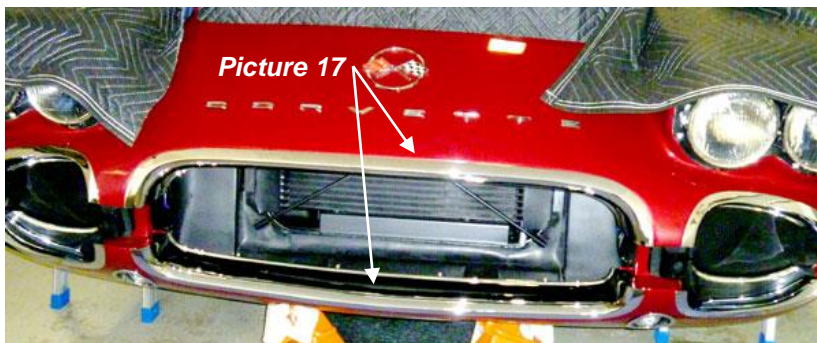


Picture 15

We installed new studs into the upper and lower grille moulding, as most of the existing studs were in bad shape. (picture 16). These two pieces of moulding are not the same, but it is easy to determine which goes where. They were easy to install. (picture 17)



Picture 16

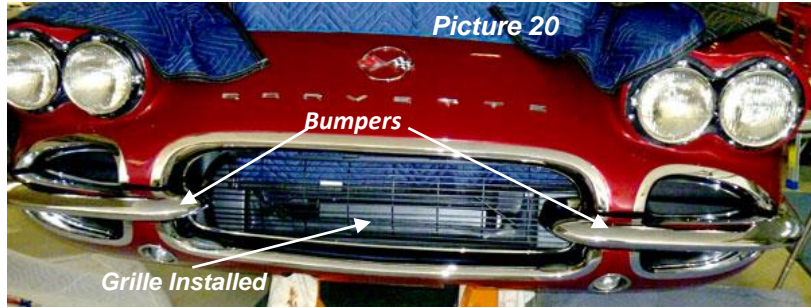


Picture 17

We raised the hood to it's most vertical position, by removing the hood support, and covering the hood with a protective mat. (picture 18). This allowed us to install the center grille, by reaching in between the hood and the nose of the car. There are 8 standoffs, 16 washers and 8 nuts that hold this in place. (picture 19) Then we installed the outer bumpers. (picture 20).



Picture 18



Picture 20

Bumpers

Grille Installed



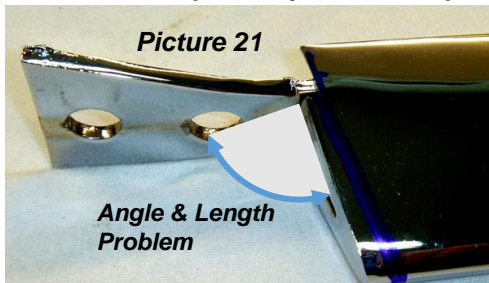
Picture 19

Moulding Installed

OOPS!

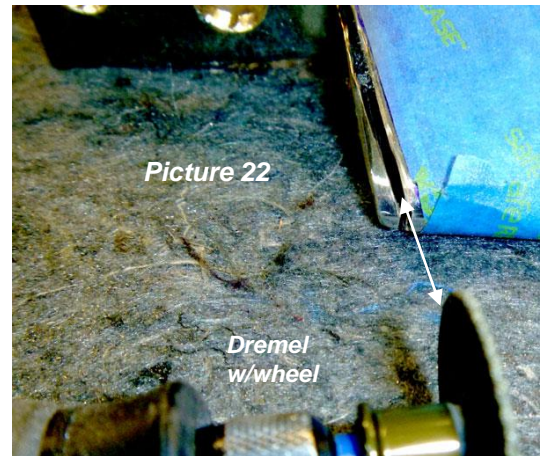
Now those of you that know what you are doing will immediately realize that the center bumper bar cannot be installed if the grille is in place. So, out came the center grille, including all 32 pieces that hold it in.

We tried to fit the center grill bar, and realized it would not fit correctly between the two outer bumpers. The angles where the 3 pieces met were misaligned. This was partially because I had cut down the bumper brackets, and this caused the bumpers to fit more closely to the body, and to be closer together. I could move the bumpers apart to leave room for the center bar, but this would cause the fit of the bumpers at the sides of the car to be worse. And it wouldn't fix the misaligned angles where the 3 pieces came together. So, I decided to make the center bar shorter. I marked the bar (picture 21). Then cut it on both ends using a Dremel cutting tool. (picture 22) Then a series of light grinding of the edges, trial fit, and repeating the process, and the center bar fits almost perfectly. I had it re-plated, and installed it, then reinstalled the grill. (Picture 23)



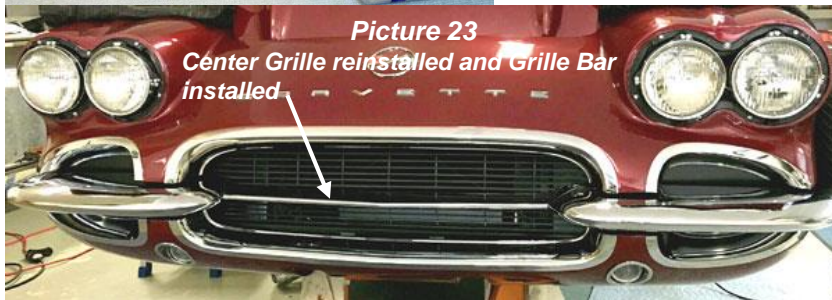
Picture 21

Angle & Length Problem



Picture 22

Dremel w/wheel



Picture 23

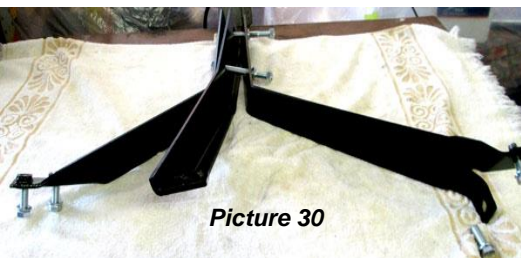
Center Grille reinstalled and Grille Bar installed

If you have great eyes, you may notice that the outside lower edges of the upper center moulding hang down slightly below the edges of the fiberglass in picture 19. After listening to "friends" mentioning this to me a few times, I took out the grille, the center bar, and the upper center moulding. I cut down the edges, had the piece replated, and reinstalled everything again. Now it looks right, and helps me to explain to my grandchildren why this restoration is taking me so long. (picture 24).



Rear Bumpers

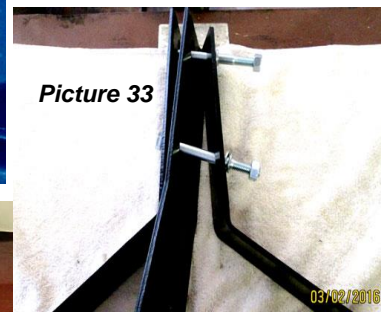
The rear bumpers include two outside bumpers and a center, horseshoe shaped bumper. The outside rear bumpers are held in place by 4 of 6 brackets (3 to a side). (picture 30) indicates brackets on one side). There is also a large steel plate, about 2" wide that runs the width of the car and stays in place when the body is removed from the chassis. The bumper bolts for all three bumper pieces go through this plate also. It proved to be a real hassle trying to hold this plate in place during the assembly. It does provide a great deal of strength to the entire rear bumper assembly . (picture 31) The bumpers are bolted through the fiberglass body to the outside and center brackets. (picture 32) The brackets fit side by side and are attached to the frame with two bolts per side. (Picture 33)



Picture 30



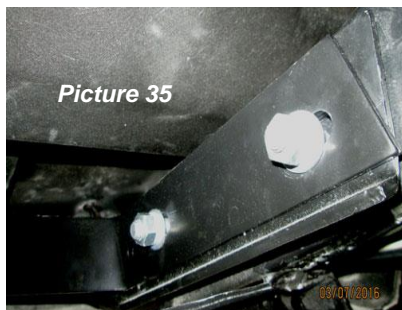
Picture 31



Picture 33

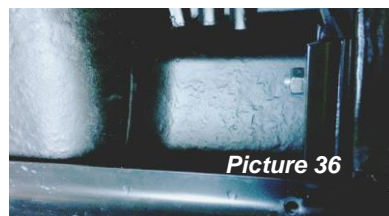


Picture 32



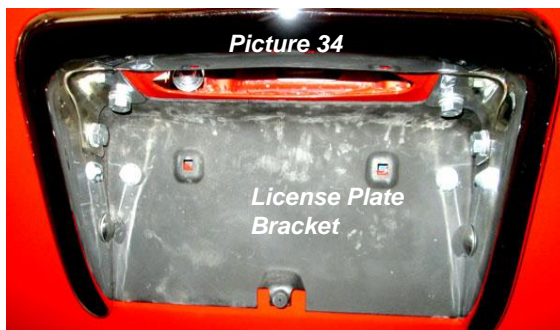
Picture 35

The driver's side brackets went into place easily. We determined it was easiest to put each bracket in, attach a couple of bolts loosely through the fiberglass to hold it in place, then attach all 3 brackets to the frame with the long bolts. (picture 35). This lined up the brackets with the fiberglass and the bumpers.



Picture 36

The horseshoe shaped bumper in the center is attached to the two inner brackets, and to the fiberglass. This horseshoe also surrounds a flat steel plate which sits behind the license plate. (picture 34) This plate is also attached to the two inner brackets.



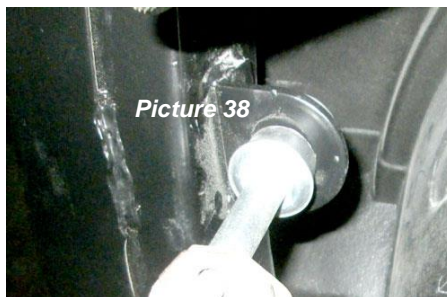
Picture 34

This seemed like it would be a fairly straight-forward installation. Then I remembered that when we took the car apart, we had a great deal of trouble removing some of the brackets. They unbolted easily, but didn't want to come out of the space between the frame and the body.

Then we started on the passenger side. We just could not get the three brackets to go in place. We tried every configuration. Then we realized why. The spare tire well is not in the center of the trunk. It is offset towards the passenger side by about 5 inches. In picture 36 we can see the space on the driver's side between the frame and the spare tire well. There is plenty of room for the brackets to go in place. In picture 37 is the smaller passenger side space. There is little room for the brackets to turn as they slide in place. We finally got the brackets in by removing the sway bar bolt (picture 38), and installing the inner bracket, then the outer bracket, and then sliding the center bracket in between the other two. (picture 39) (Who designs this stuff?)



Picture 37

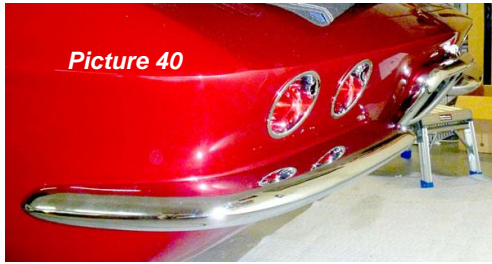


Picture 38

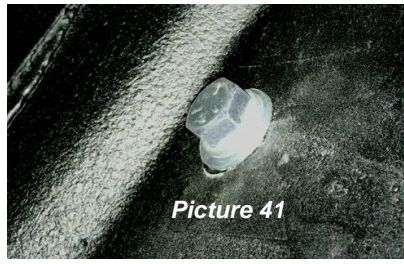


Picture 39

When everything was loosely in place, we removed the temporary bolts we had placed through the fiberglass, held the bumpers in place, and re-installed the bolts and washers holding them to the brackets. (Picture 40)



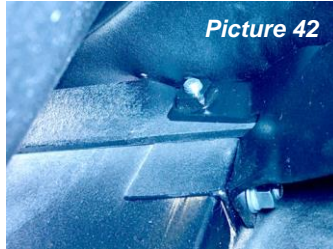
Picture 40



Picture 41

The front edge of the two bumpers is held in place with a bolt and washer inserted through the fiberglass from inside. (picture 41) There is no support inside the fiberglass for the front end of the bumpers. So, if the car gets hit from the side, I would expect to see a lot of fiberglass damage.

The inner brackets on both sides hold the center horseshoe and steel plate. (picture 42). There are also two chrome plated carriage bolts that hold the bottom of the horseshoe to the steel plate. (picture 43). The final assembly looks great.



Picture 42



Picture 43

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