

# *The Solid Scoop*

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



## *December 2017*

Vol. 13 No. 4

*"Look Us Over at" [www.socalsacc.com](http://www.socalsacc.com)*



# **SoCal SACC is hosting the 2018 SACC National Convention Ventura, California**

**July 20<sup>th</sup> to July 22<sup>nd</sup>, 2018**

The SoCal SACC Chapter 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 Four-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 Tour**
- **Visit to Car Collection**
- **Secured Parking**
- **Tech Sessions and Optional Activities**
- **Convention information featured will be posted on Chapter Web Site, [www.socalsacc.com](http://www.socalsacc.com)**
- **Sunday Evening Banquet with Guest Speaker**



**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](http://www.solidaxle.org) (non-profit affiliation)

**Also visit the  
 SACC National  
 Web Site**

[www.solidaxle.org](http://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](http://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](http://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**

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<b>1956 – 1957</b>	Chip Werstein	818-554-6560	chipsgarage@aol.com
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<b>Body &amp; Paint</b>			
<b>Interior</b>	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net





# Calendar of Coming SACC Events:

## 2018 SoCal Planned Events:

Feb 24	SoCal General Meeting	Van Nuys Airport	Roche
July 20 – 22	SACC National Convention	Ventura, CA	Roche



### Scoop Features Inside:

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### **The SoCal SACC Chapter Welcomes our Newest Members!**

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C1 Year</u>
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# The So Cal SACC Annual General Membership Meeting

Saturday February 24, 2018

Itinerary:

Good C-1 Parking! Arrival & Tire Kicking  
begins at 9:30 AM

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



Buffet Lunch Cost is \$45 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 jlundal@verizon.net

94<sup>th</sup> Aero Squadron Features:

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

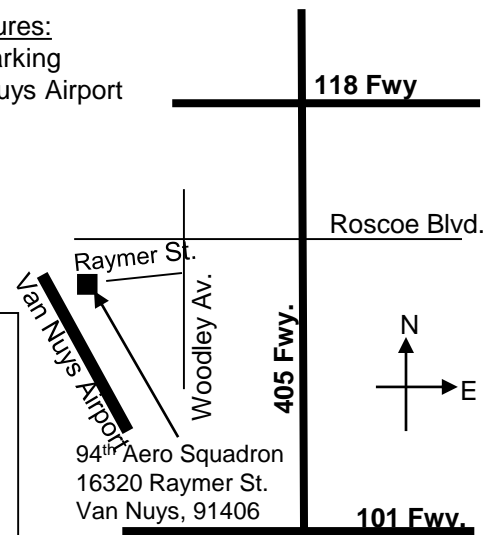
Driving Directions:

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.





## 2017 Fall Tech Session

The 2017 Fall Tech Session was held at the Kent Browning Facility in Cerritos, CA. Attendance was over 60 members and guests. The itinerary at the event included a morning discussion on C1 front-end wheel alignment, then a noontime sit-down lunch and an afternoon demonstration to perform a headlight alignment on the C1 quad headlight system.

Tech Sessions are held twice a year over the last 14 years. Session topics are repeated at times since our Chapter is always having new members joining. Both of these topics have been discussed at previous Tech Sessions and the content included in our Chapter Web Site, [www.socalsacc.com](http://www.socalsacc.com).

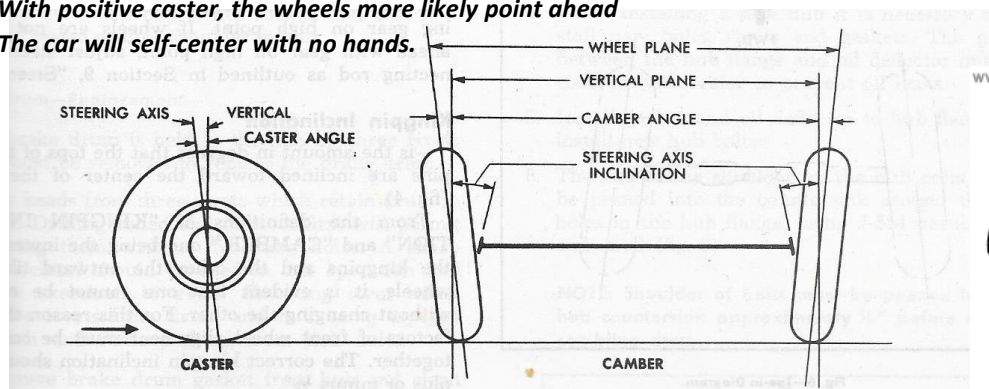
These topics can be found at the following Web Site locations:

Front End Alignment: SCOOP issue Sept. 2015 refer to Web Site/Newsletters/Past Newsletters/Sept. 2015.

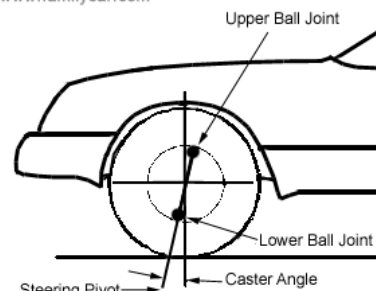
Headlight Alignment: refer to Web Site/ C1 Technical/Tech Topics and scroll to Topic "Headlight Alignment by Chip Werstein".

### Front-End Wheel Alignment

- Caster- we want the wheels pointing forward like a bicycle
- Visualize your bicycle front end and how the steer tube is angled to tilt the front wheels forward
- With positive caster, the wheels more likely point ahead
- The car will self-center with no hands.



www.familycar.com

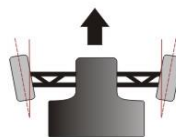


CASTER ANGLE

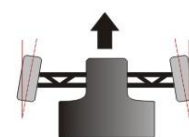
Front

### TOE-IN OR TOE-OUT ALIGNMENT?

- With some amount of + toe-in at rest, at speed, the wheels will align to be straight ahead. Also helps the car track straight.



Toe Out

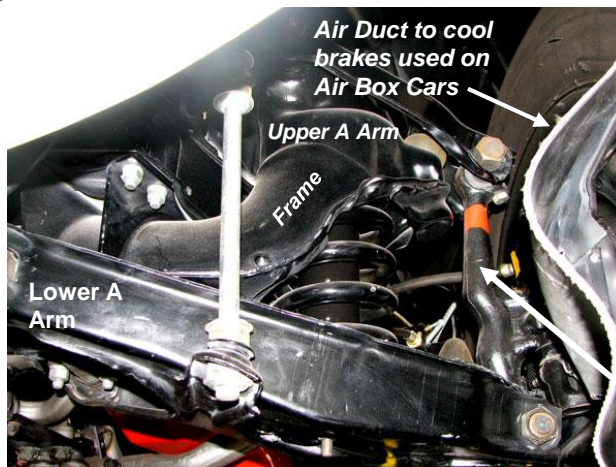


Toe In

The Wheel alignment topic was presented by Joe Lemay and Walden Dahl. The C1 used for demo was Kent Browning's 1957 Airbox seen on this Scoop's front cover. Joe described the "caster" & "camber" angle requirements on the C1 followed by the measurement on the Airbox.

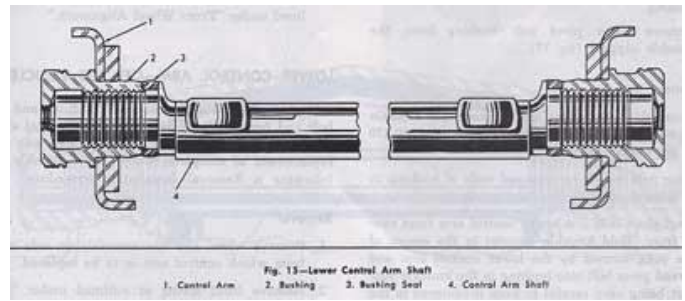
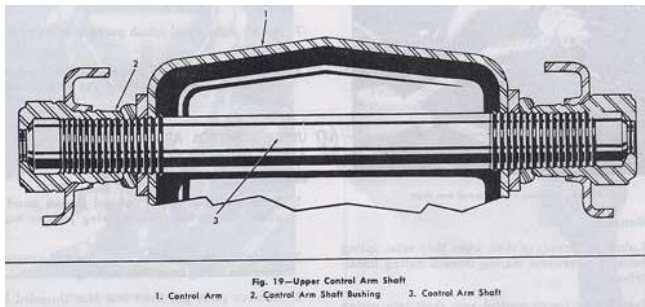


Walden Dahl & Joe Lemay

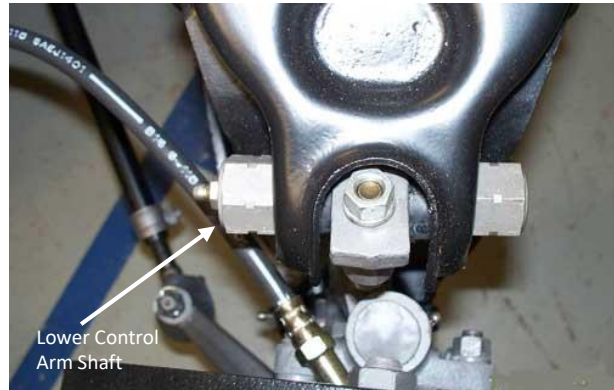


Joe prepares to measure the Airbox Caster & Camber.

Spindle/King Pin



The illustrations shown here are from Chuck Gibney's article on C1 Restoration, SCOOP Dec. 2015. This article can be reviewed by going to the Chapter Web Site ([www.socalsacc.com](http://www.socalsacc.com)) and view the Past Newsletter list and open September 2015, or, go to C1 Restoration and scroll down to Front Suspension.



The following article was extracted from the Corvette Service Guide ST-12.

**Caster**

—is the amount in degrees of the backward tilt from the vertical of the knuckle support and kingpin (fig. 4).

**NOTE:** Before adjusting caster and camber angles after complaint of excessive tire wear or poor handling, the front bumper should be depressed and quickly released to allow car to return to its normal height.

**Camber**

—is the amount in degrees that the front wheels are tilted outward at the top from a vertical position (fig. 4).

When a wheel is tilted too far out at the top, hard steering or wander will be experienced and tires will show excessive wear on outside shoulders.

Reverse camber or a wheel that is tilted too far in at the top will result in excessive tire wear on the inner shoulders.

Unequal camber may result in unstable steering, wandering or unequal tire wear.

The caster and camber adjustments are both performed by turning the upper control arm pivot pin with an allen wrench placed in allen wrench hole in rear end of pivot pin after lubrication fitting is removed from rear bushing. This pivot pin is threaded into the front and rear bushings in the control arm and the steering knuckle support is held centrally

located on the pivot pin, which is  $\frac{3}{32}$ " eccentric, by a clamp bolt which indexes with a groove in the pivot pin. With this construction, change in caster is slight for a full range of camber adjustment.

Procedure for adjustment is to turn pivot pin (fig. 5) until the travel of pin threads in bushings gives an exact caster setting, then turn pivot pin less than  $\frac{1}{2}$  turn in direction required for camber adjustment. The direction depends upon the position of the eccentric. The maximum amount of thread travel during camber adjustment is about  $\frac{1}{4}$  of the available caster adjustment so that caster and camber can be brought within limits on the first trial. Refer to Specifications, Section 14, for caster and camber settings.



Fig. 5—Adjusting Caster and Camber



# C1 Restoration, Article 21

.....Chuck Gibney cgibney#cox.net

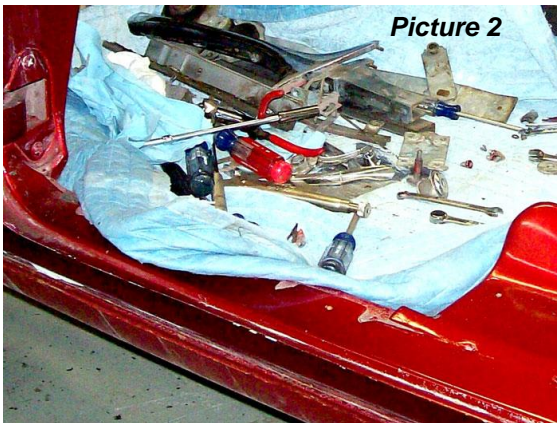
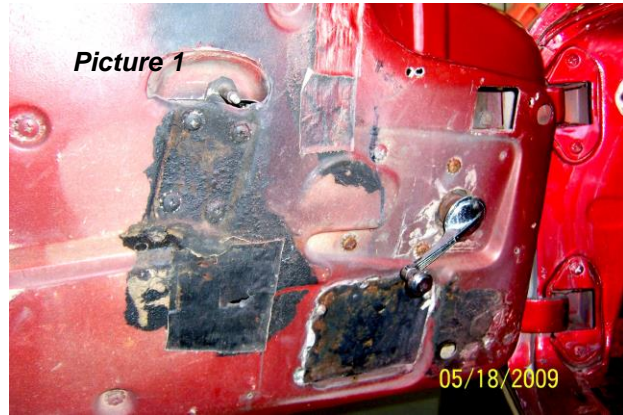
**Editor note:** Two 1962 C1's in-process of restorations began during 2011. Both C1's are being completed somewhat concurrently. I (Editor) thought it would be of some interest to follow the restoration on-going process issues in the SCOOP. These articles might also be some assistance to motivate others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



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

When I was disassembling the car, and the doors were still intact, it was apparent that a lot of work would be needed at the body shop to repair years of abuse. (picture 1)

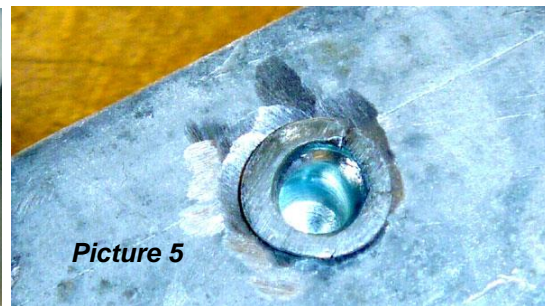
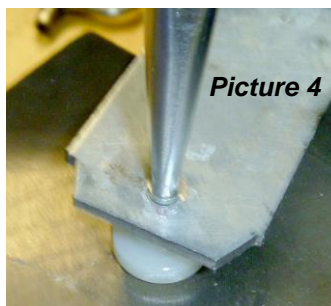
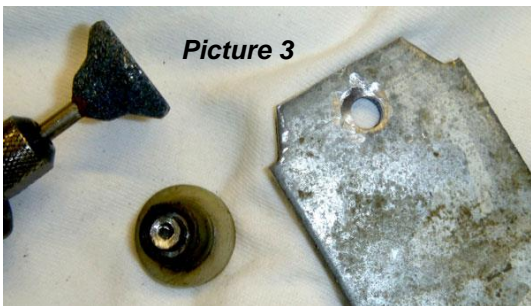
A friend offered to help me with the disassembly. However, since I didn't know the correct names for the parts inside the door so we could catalog them as the parts were removed, we just took everything out, and assumed we could find enough pictures to help during the reassembly. So, we wound up with most of the parts in a pile on the floor. (picture 2).



While Dan Dempsey was working on my flared fenders he mentioned that he has a

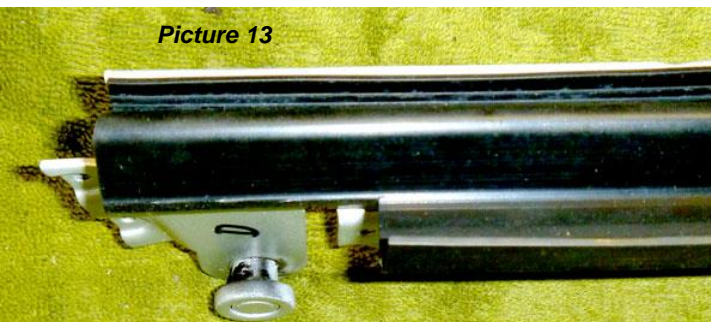
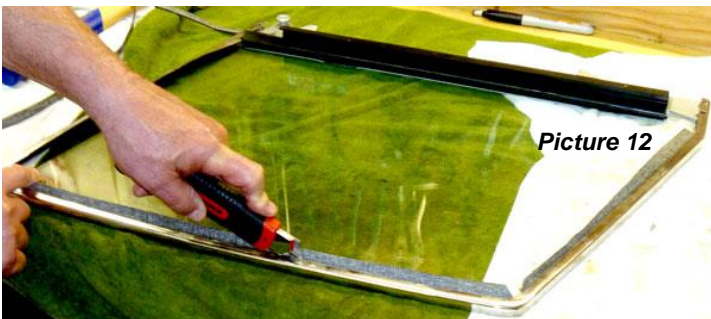
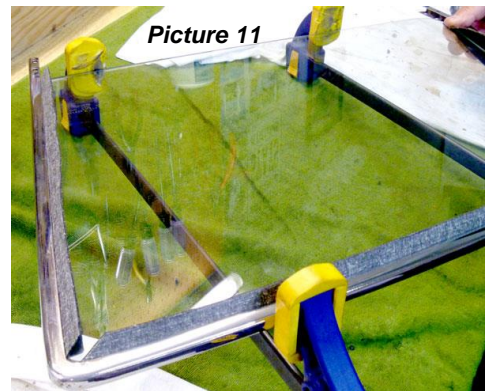
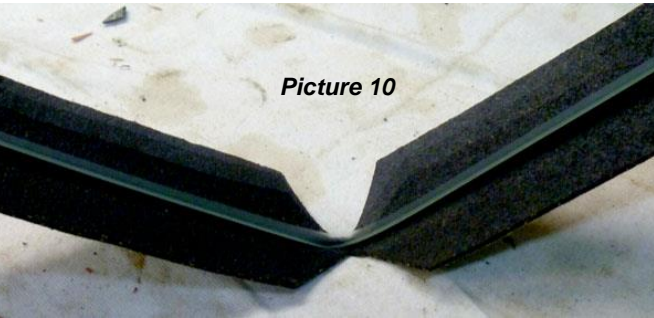
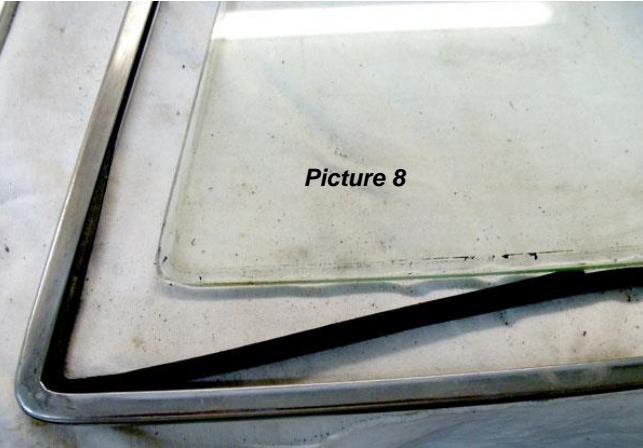
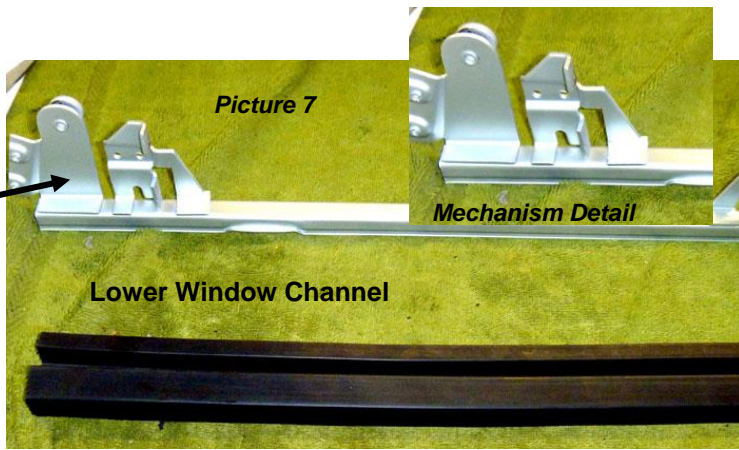
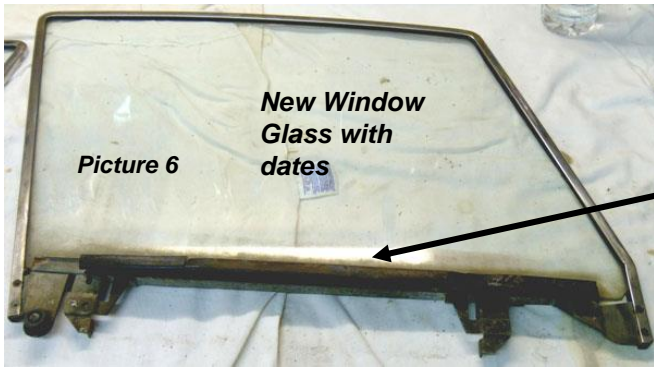
great tutorial on his website ([Glassmandan.com](http://Glassmandan.com)) that describes in detail "how to reassemble the 56-62 doors". This was a major asset, and I followed it as closely as possible.

In a previous article, I showed how we replaced the guides on the window regulator and window tracks. The short version is to clean the regulator, and remove the old rollers (picture 3). Then the new rollers are inserted and the rivets are flattened (picture 4). The result is a good fit (picture 5).



All referenced pictures are on the following page. The windows and window frames were in bad shape. (picture 6). I ordered new window glass (correctly dated) and sandblasted and painted the lower window channels (picture 7). The window frames are stainless steel, and these were polished with a polishing wheel and compound. The windows are held in the top and front and rear of the channel with a rubberized fabric weather-strip (picture 8). The new weather-strip must be cut to fit in the channel (picture 9). The corners were cut so they did not overlap in the channel (picture 10). The new weather-strip is much thicker than the original so it was necessary for us to use clamps to pull the frame onto the window glass (picture 11) We cut the weather-strip to fit the window (picture 12). There is a door glass seal that fits into the lower channel, to help keep rainwater out of the door Picture 13). Then we could complete the window assembly, using the clamps to hold everything together (picture 14) It is important that these small screws fit flush so they don't rip the weather-stripping.



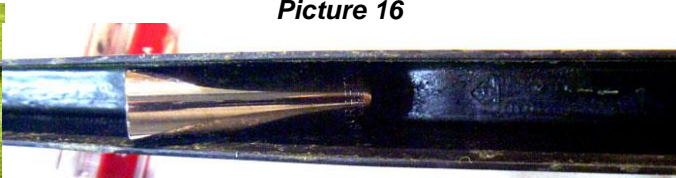




The rear window run has a piece of felt material in it that allows the window frame to slide up and down. The old felt was destroyed (picture 15). The new felt is thicker than the old, so the channel needed to be spread open to allow the window to move smoothly. I used a long socket and pounded it into the channel all along the inside until it looked like the window frame and the felt would fit properly. (picture 16). Then we glued in the felt strip, and held it to the sides with pieces of sponge.



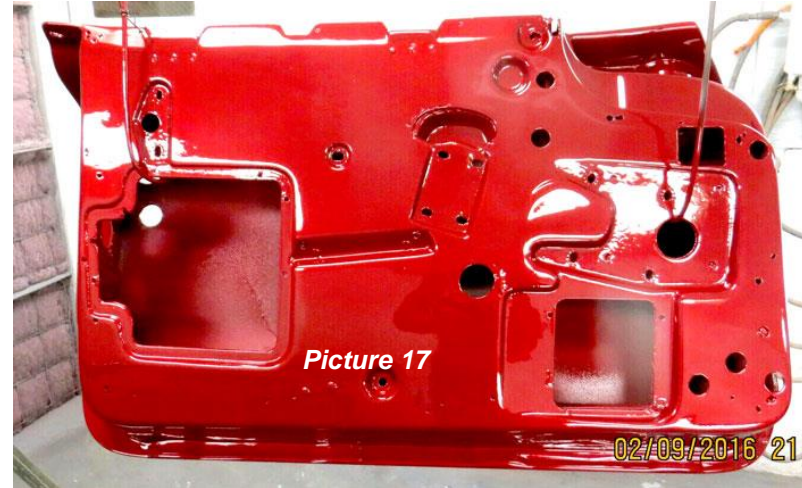
Picture 15



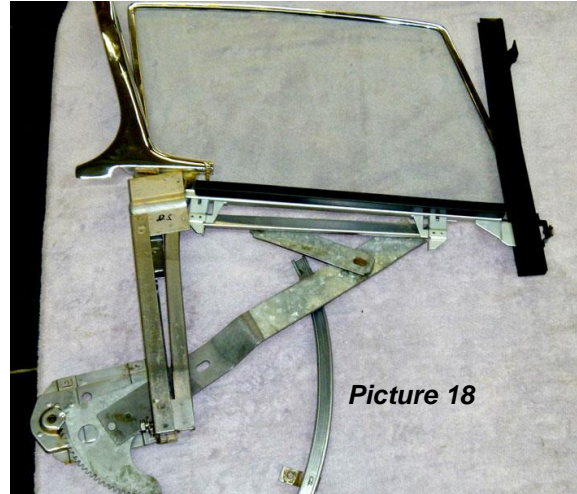
Picture 16

Spreading the felt open to allow the window to move freely.

We cleaned all the internal door parts, sand-blasting some, and cleaning others with solvent. We lubricated all the moving parts with red grease. Now it was time to start the reassembly. The body shop had done a great job repairing the damaged inside door skin. (picture 17) I looked at various sources including the ST-12 manual for pictures that showed the parts in the door. Unfortunately everyone showed a picture from the outside of the door, with the outside of the door cutaway. That was no help, as you can't see the inside from the outside. So, I used that as a reference and laid out the parts on the table the way they would look assembled. (picture 18). Now we used Dan Dempsey's list as a road map.

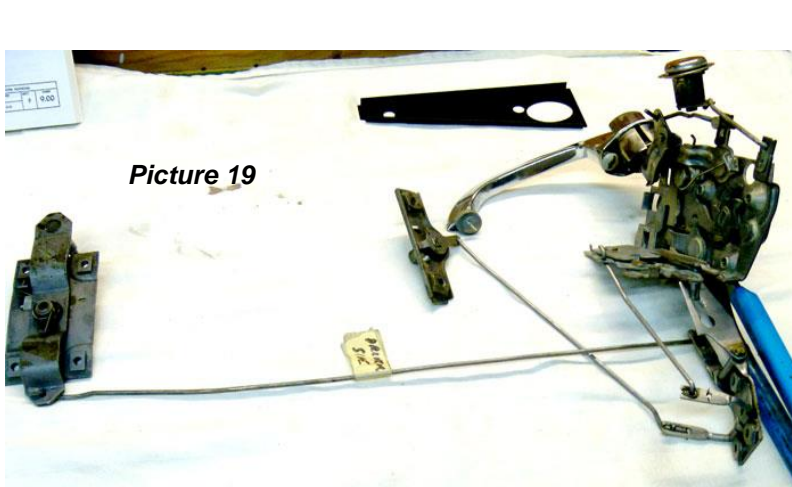


Picture 17

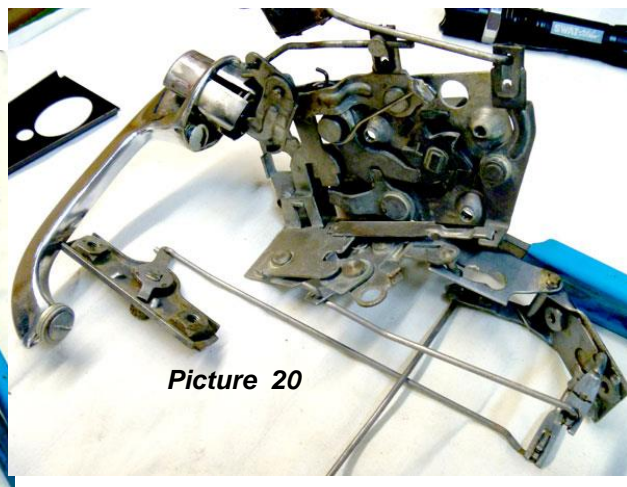


Picture 18

We did the same thing with the door open mechanism (picture 19). And the door knob and door lock mechanisms (picture 20).



Picture 19



Picture 20



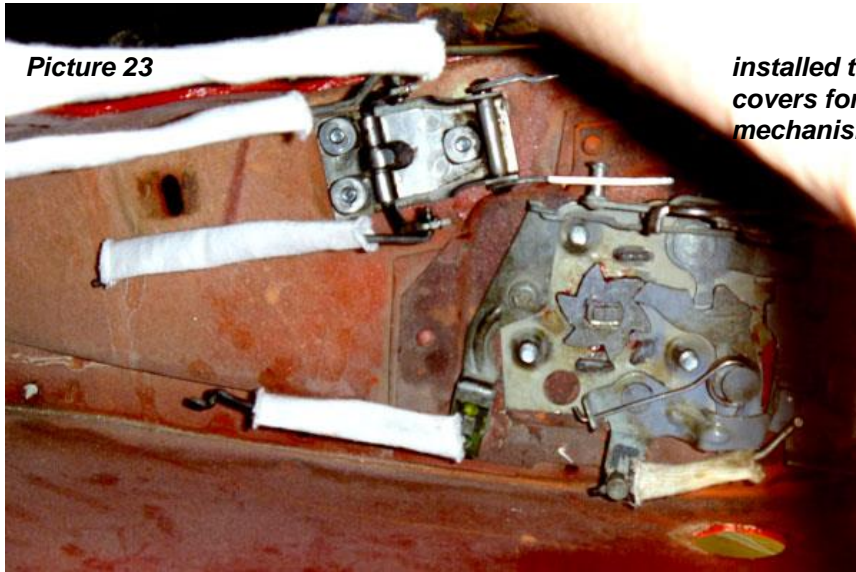


Picture 21



Picture 22

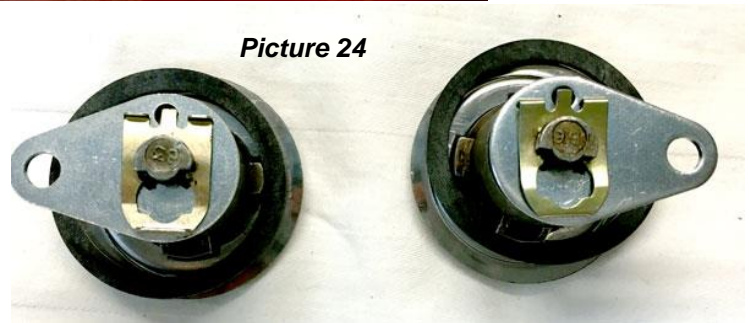
We attempted to assemble the door knobs and found that the new door knob mechanism was longer than the original. (picture 21). We cut off the end of the actuator, to the same length as the original. (picture 22).



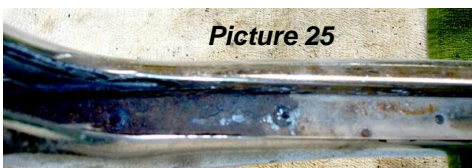
Picture 23

installed the anti-rattle covers for the door latch mechanism (Picture 23)

The two door locks were sent to us with the actuator plates in the same orientation. So, I had to reverse one so the door lock mechanism on the passenger side operated properly. I guess it's easier to ship them that way but it had me puzzled for a while. (picture 24).



Picture 24

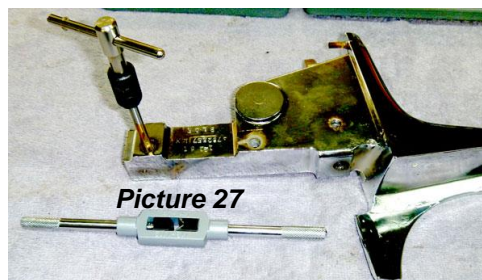


Picture 25

My windows had always rattled. When we inspected the door posts the cause was obvious. (picture 25). The window runs were completely worn away. So, I ordered new ones from Corvette Central (picture 26). We had the door posts re-chromed and then chased the bolt holes to remove any debris (picture 27). The window runs were installed using a combination of screws and rivets as specified. (picture 28).



Picture 26



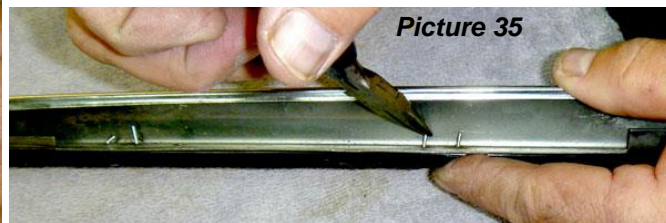
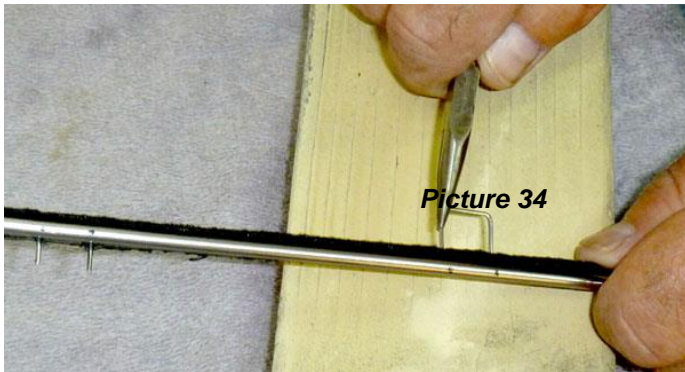
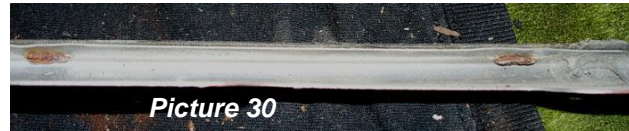
Picture 27



Picture 28



*A couple of years ago, Larry Pearson did an excellent presentation on how to install the felt strip “whisker strips” that are on both sides of the top of the door. That was a real help to us as we began this part of the project. My old strips were worn out completely. (picture 29). The only thing left were the staples that held the strips to the stainless steel molding (picture 30). After removing the old staples, the stainless was polished. Then the new felt strips were aligned with the stainless. To do this properly you must place the door posts into the door, line up the stainless molding that fits on top of the door, and carefully mark where the whisker strips will align with the stainless and the door posts. (picture 31). Then we taped the pieces together to hold them in place. Luckily, we realized the whisker strips were placed too low into the window area, and would have bound up when the window was raised and lowered. (picture 32). We used an awl to mark the location of the staples (picture 33), and later drilled through the whisker strips at those locations. The staples were installed through the whisker strips (picture 34). Then they were pulled very tightly against the whisker strip so they don't scratch the window frame. (picture 35).*



***I'll cover the installation of the door posts, door weather-strip, and molding in the next article.  
Chuck Gibney.....cgibney@cox.net***



# Member Revisit.....Jim Lundal

During a trip up north on the 101 highway we spent a weekend with SoCal Chapter members Carlos & Sherry Vivas. This ex-SoCal couple moved from Torrance area over 10 years ago and selected to build a house in Nippomo, CA which is located a short drive south of Pismo Beach, CA. They did some modification to the house but they added on to the back part of the lot with an estimated 6000 sq. ft. garage.

Carlos & Sherry worked for years in Torrance, she in the school district and Carlos had a Corvette repair business in Torrance. They belong and are very active in NCRS and also belong to our Chapter. Our Chapter was invited and scheduled a visit to the Vivas's in 2006 and the tour was reported in the Nov. 2006 SCOOP. While visiting the Vivas's, they hosted a BBQ and most of their new garage was on display. The Nov. 2006 issue of the SCOOP is available on our Chapter Web Site ([www.socalacc.com](http://www.socalacc.com)) under Past Newsletters.

The primary reason for our this visit was to talk about their Vintage Trailers and observe the commonality with our Vintage Trailer. But while visiting I thought I would bring back some recent Vivas collection pictures, Corvette's & Trailers.



The entrance drive to the lower level garage. The tailgate signs are real and fold down into chairs for parties.



Above is the kitchen end of a small trailer



Long row of double stacked cars.



The trailer on the left is a 1960's Airstream and to the right is a 1957 Kenskill. Both sit under an enclosure and are being worked on for use. The Kenskill was interesting to the author as we just acquired a 1958 Kenskill.



Memorabilia Galore







*More storage or garage in the "Back 40"*



***Thanks for your Time and the Great Visit!!!***

**Jim & Judy Lundal**



# Classified Ads...

**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 pods, both top and bottom, (no holes drilled) excellent condition;

1962 Radiator HI Performance Seal Clips, restored original

1962 only GF-90 NOS Fuel Filter for F.I. car (silver w/red silk screen).

1958-60 Rear Trunk Latch cover, Restored

1958-62 Washer Bottle bracket, restored

1958-62 Original FI Air Cleaner Inlet Restored

Many other C1 parts available. Len Marino (626) 358-1466

**Wanted:** 1958- 1960 Corvette, possible trade for a 1961. Eric May, ericmay@roadrunner.com

**PARTS WANTED** 1956 Corvette washer motor # 5047799 or # 5047924

1956 Corvette washer bag

1956 Corvette washer bag brackets

1956 Corvette heater distribution box and hoses

1956 Corvette jack and handle

1965 Mustang deluxe steel wheel

1965 Mustang handle and wrench

**PARTS FOR SALE** 1957 Thunderbird dual quad manifold \$400

1961-1966 five original Thunderbird Kelsey Hayes wire wheels \$1,500

Jim Plowden, 310-291-475, jimp\_99@yahoo.com

**Wanted** to complete a display for my garage. California license plates for the following years. 1929, 1936, 1938, 1940, 1941, 1945, 1947, and 1951. Want singles only....don't need pairs. Prefer passenger car plates in fair to good condition. Thanks. Chip Werstein 818-554-6560 or chipsgarage@aol.com.

**For Sale:** 56-60.....front sway bar, deck lid, radiator with good top tank and saddle, 56-57 tail light cores, hood hinges, latches and pop ups, 56-58 hubcaps, 56-61 cove trim, 57-61 dual quad intake manifold, 58-59 male hood latches new, 58-62 steering box, late 58-59 aluminum valve covers, 58-62 headlights non T-3 cheap, 56-62 convertible top parts, 58-62 front license brackets and related parts and front bumper brackets. 61-62 rear bumper brackets, 60 dated windshield, 60-62 FI base plate, 61-62 trunk lid, 62 Fuel Injection complete currently running on my 61. Drive it before you buy it, misc interior trim and parts, door parts, lights, exterior trim, misc front and rear suspension parts, much more. Chip Werstein, 818-554-6560 or chipsgarage@aol.com

**For Sale** 1959-62: NOS, Dash, Fiberglass Package Tray. Unpainted, never installed, original owner, never used.

\$250/offer. 1962: 340hp 327, NOS, tach-drive distributor #1110985. In-its-original-factory-cardboard box with NOS, dual-window distributor cap. Original owner. Never used. \$475. 1959-62: 3 Full Size Wheel Covers. Excellent to Mint condition.

In storage over 40 years, \$120 each. 1962: Borg Warner T-10 4-speed Aluminum-cased Chevy & Corvette transmission.

"No-Groove" Input Shaft. Main Case Raised Letters & Numbers dated M-18-61. Rear Housing Casting Date: 12-20-61. Side Cover Casting date: 11-22-61. Painted white decades ago for Show Car - most paint has now flaked off. Main Case Factory Stamped: WA42-2. 2105844. No cracks or welds. Needs a few Side Cover bolts. Free Side Cover Removal Inspection. Has

driveshaft yoke in output shaft. \$300. 1962: NOS Black Grille. In-its-original-GM-factory-box. Never installed. \$750. 1961-62 Hardtop Rear Window. NOS. Never installed. \$300. 1962: 340 hp & 360 hp "Dual Window" Distributor Cap. #D324, NOS, In-The-Delco-Remy Box. \$125. (Also used on special high performance '59-'61 up 348 and '61-'62 409s engines.

1957-62: Massive NOS & xInt used Rochester Fuel Injection Parts Inventory. FREE multi-page, Itemized list and photo DVD available to serious buyers. Roughly 500 NOS and Excellent Used Small Parts (gaskets, axle links assemblies, nozzles,

nozzle block holders, drive cables, nozzle line ferrules and nuts, main control diaphragms, cold enrichment diaphragm covers, Doghouse Base Gaskets, air balance pipes, 3 diecast fuel meter floats and lots more. Total approximate retail

valve: \$\$12k. Asking: \$8k or offer. All parts are grouped in numbered zip lock bags. Professionally photographed for your review. I was with Super Chevy & Popular Hot Rodding magazines magazine for 20 years and used to rebuild/modify

Rochester Fuel Injections for friends and friends-of-friends since 1972. All funds going to pay wife's major medical bills. This is potentially a great deal for a serious buyer or a group. Lots of FREE parts included and listed

therein. Contact Doug Marion, Member # 3961, Simi Valley, CA. Call 949-212-7758 or email: [dougmarion@aol.com](mailto:dougmarion@aol.com).

From the Entire  
SCOOP Staff and ALL those  
who contribute:

*Merry Christmas*



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**Happy  
New Year!**