

The Solid Scoop

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

September 2019

"We don't judge, we just keep them on the road"

Vol. 15 No. 3



See us on the web at www.socalsacc.com

On the cover: SoCal SACC Member Bob Brown's 1959 near Moab, Utah

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2019 SoCal Planned Events:

<u>Date</u>	<u>Subject</u>	<u>Location</u>	<u>Organizer</u>
Nov 2 2019	Fall Tech Session	Kent Browning Facility (Cerritos)	Joe LeMay

In Memoriam:

Sadly, two long-time SoCal SACC members have recently passed away. Carlos Vivas (#32) of Nipomo, CA died on June 30. Len Marino (#39) passed on August 1st at his home in Monrovia. Our thoughts go out to their families and loved ones.

Editor's Note:

I am always in need of content for future editions of The Solid Scoop. Please consider sending me photos of your car, photos from car shows, articles, etc., anything relating to Solid Axle Corvettes. And don't forget "For Sale" and "Wanted" ads are placed at no cost to members. Thank You! Fred Kokaska (fkokaska@yahoo.com), SCOOP Editor



Solid Axle Corvette Club
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)

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.

Also visit the SACC National Web Site
www.solidaxle.org

**Solid Axle Corvette Club
Southern California Chapter Board
2019 Club Officers**

ELECTED BOARD OFFICES

President	Phil Roche	pdr44@aol.com
Vice President	Nyma Ardalan	nyma@ardalan.org
Secretary	Larry Pearson	lpears1941@att.net
Treasurer	Barry Charles	bcharles@bcforensiccpa.com

VOLUNTEER OFFICES

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TECH ADVISORS

1953 – 1955	Bruce Fuhrman	805-377-1027	bruce4info@aol.com
1956 – 1957	Chip Werstein	818-554-6560	chipsgarage@aol.com
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1961 – 1962	Larry Pearson	818-848-2653	lpears1941@att.net
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Body & Paint			
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net



SoCal SACC Fall Tech Session

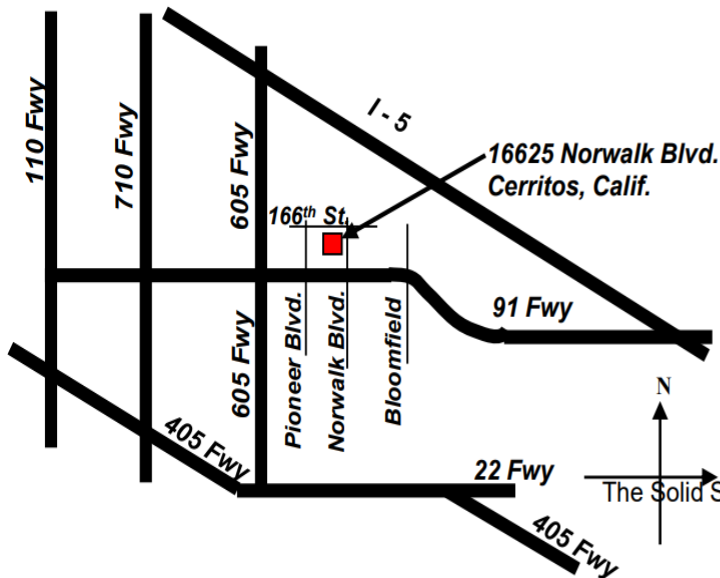
Saturday November 2nd, 9:30am – 2pm

Location: Kent Browning's Facility – Cerritos

16625 Norwalk Blvd, Cerritos, 90703

This is a **PAY IN ADVANCE** event!

- We will have a series of speakers, 5-10 minutes each covering maintenance, issues, or simple repairs on our early Corvettes.
- Your \$25 fee goes to coffee and snacks plus full lunch
- We will tour Kent's amazing collection of cars and radios
- To reserve your spot, send a check (\$25 payable to "SoCal SACC") to Joe LeMay, 1723 Grant Ave, Redondo Beach, CA 90278.
- Any Questions? Call Joe LeMay at 714-720-4853 or email him at jlemay5@aol.com



From Downtown LA/Pasadena (south on 110)
 • Exit on 91 Fwy and go east to Norwalk Blvd. Exit on Norwalk and go north to address.

From Riverside/Orange County (west on 91)
 • Travel west on 91 to Norwalk Blvd. Exit on Norwalk and go north to address.

From Huntington Beach/San Diego (north 405)
 • Travel north on 405 (east on 22 Fwy) and go north on 605 Fwy. Exit 605 east on 91 Fwy. Exit on Norwalk and go north to address.

From Ventura/SF Valley (I - 5)
 • Exit on 110, or 710 or 605 and travel to 91 Fwy and exit east on 91 Fwy. Exit on Norwalk Blvd. and go north to address.

From 405 South.
 • Take 110 Fwy north to 91 and exit east on 91. Cross the 710 and 605 and Exit on Norwalk Blvd. and go north to address.



Joe's Garage

SoCal SACC Technical Manager Joe LeMay (jlemay5@aol.com) shares tips on common C1 maintenance and restoration projects.

#1 Clutch Bellcrank to Push Rod Bushing Replacement

The Clutch bellcrank to push rod bushing is the bushing with an outer metal sleeve, an inner metal sleeve, and a rubber center. It is located at the clutch pedal pushrod where it connects to the clutch bellcrank assembly. I keep having these bushings fail by having the rubber fall out, and have replaced them a few times.

Changing the bushing had always been a chore. It is difficult to get the bushing fully pressed and normal to the bellcrank hole.

I decided to create a press for the bushing to get it installed correctly. The press was made of a long 3/8" bolt, two 3/8" washers and two sockets. For sockets, 3/8 drive 3/4" and 13/16" were the right size to press against the bushing and clear the opposite side.

Assemble the parts as shown and tighten the bolt/ nut. It drives in easily and when the torque effort increases, the bushing has seated fully.





Joe's Garage

SoCal SACC Technical Manager Joe LeMay (jlemay5@aol.com) shares tips on common C1 maintenance and restoration projects.

#2 Harmonic Balancer Seal Replacement

Before my engine was rebuilt, there were a few oil leaks that I figured would be corrected with a rebuild. Since the rebuild, there was one leak that I could not identify the source. I would find oily dirt attached to the front of the engine block around the timing cover. There would be oil residue at the inner tie rod ends and where they attach to the third arm. On the timing cover, there is the harmonic balancer seal that keeps oil from leaking out of the timing cover. I used a different harmonic balancer on this rebuild and had sleeved the balancer where it contacts the seal. That is a part that can wear. Inspect the balancer if you have a leak from that area.

The harmonic balancer seal is usually replaced when the timing cover is removed. If you do have a leak and are not planning to drop the oil pan to remove the timing cover, there is another way. Normally the timing cover is placed on a flat surface and the harmonic balancer seal can be tapped in with a lightweight hammer. With the timing cover installed, it may be possible to bend the timing cover if using a hammer to drive the new seal into place. I found a very easy solution that prevents bending the timing cover.

You must first removed the balancer. Then the task is to remove the old seal without damaging the timing cover. I found a very easy method where the seal popped off. The rubber seal is cased in soft metal material. It drills very easily. Drill a 7/64 hole into the seal. Screw in a #6 sheet metal screw. Attach a vise grip to the screw with the handles pointing to the front of the car. If you have the geometry correct, a screwdriver should be able to be slid into the vise grip jaws where the jaws are attached to the handles. Then place the screwdriver tip on the crankshaft, and pry the seal free. Mine came out with little effort and no damage to the timing cover.

Then to install the new seal without hammering it in place, you will need to create a press. I used the harmonic balancer bolt and washer, a piece of flat stock, and a spacer to clear the crankshaft snout. The spacer is made from a 2" plastic conduit coupling. This spacer is the exact OD of the seal OD. I had to cut down the spacer slightly to accommodate the balancer bolt, or obtain a longer 7/16-20 bolt.

The new seal I used is an SKF 17286, available from NAPA. It is a dual lip seal. I put a thin coating of Indian Head gasket sealer on the OD of the seal and assembled the press as shown. I used a ¼ drive ratchet and it required very little effort to press the seal in. Once the seal is fully seated, there was an increase in the pressing effort, and that was all it took to install the seal. Replacing the seal did solve the oil leak issue, and I now have a cleaner underside to the car.



Photos from the SACC Annual Convention, Detroit, MI



C1 Restoration, Article #28



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

Editor's note: Two 1962 C1's in-process of restorations began during 2011. Both C1's are being completed somewhat concurrently. The hope is that these articles may motivate others to start, or restart their work and share the steps in future articles. The SoCalSACC member owners 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. All copy's from previous C1 Restorations are posted on our Chapter Web Site (www.socalsacc.com). Click on "C1 Restorations".

Soft Top Frame Restoration

The last part of my 62 Corvette that needed restoration was the Convertible or Soft top. I'll describe the restoral in two separate installments of the Scoop as it has been complicated, and is not finished at this time. Restoring the soft top frame took some time. Prior to starting the project I tried to find some guidelines and procedures and could not find any to follow. Nor could I find any detailed pictures. I had purchased a video from Al Knoch that showed how to install the soft top cloth, but had nothing about the frame. So I took a lot of pictures as I disassembled it. These helped a lot during the reassembly.

Many of the fasteners were rusty, and needed to be replaced. I started by turning the top upside down (picture 1), Then I removed the old weather stripping.(picture 2)



1

All the locations where the bows attach to the side support have wave spring washers to allow them to move easily, but not rattle. These bolts are held in place by "C" clips (picture 3). I noted that one of the bows is thicker at the ends than the other two bows (picture 4). And the stud holding it to the side frame is slightly longer. (picture 5)



3



2



4



5



6

Some of the bolts that screw into captured nuts are held in place by setscrews. (picture 6). I was able to buy almost all of the fasteners needed for the restoration from Corvette Central. This took some detective work, as there wasn't one single kit for all the parts, but multiple kits of parts, and some individual parts. I also bought the weather strip kit from Corvette Central. The front header and the #4 bow have pressed board inserts in them that are used to accept the staples that hold on the top material and the webbing. The old pressed board material was rotten, and full of staples and needed to be replaced. After 57 years this didn't come out easily. I finally determined the best way was with a hammer and chisel to remove them bit by bit. (picture 7)



7

I cleaned all the metal parts, and sand blasted the ones that would fit into George Iverson's blast cabinet. I took the bows and longer parts to have them sand blasted at Primo Powder Coating and Sandblasting in Huntington Beach. I remembered Jeff Reade's comment from his tech session 6 years ago to not have the parts powder coated, so I primed the metal parts (picture 8), and spray painted them. (picture 9). Now they were ready for assembly.



8



9

The original tops had twenty-eight 6-32 machine screws that held the webbing to the bows, and kept the bows in the right place when the top is up. Someone had drilled these out and replaced these on my top with push in rivets. (picture 10).



10

I didn't know this was wrong until I purchased replacement hardware and received screws instead of rivets. After some discussion with Jeff Reade, I took his advice and replaced the rivets with screws. I couldn't tap the holes and use # 8-32 screws as the heads would be too large, and would show through the top material. This required me to drill out the holes and tap them (picture 11). Then I installed Helicoils (picture 12). Now I could use the correct 6-32 machine screws. The new tack strips are made of pressed board. I glued the long strip for the 4th bow in place (picture 13).



11

The short strips for the top of the front bow also required glue. (picture 14). The tack strip for the bottom of the front header is installed with T-nuts which will hold the front weather strip in place. It is beveled so it is held in place by the slot it slides into. I read a number of comments on the CorvetteForum about how to get this into place. The channel needed to be smoothed out with a Dremel tool to remove all the pockmarks from staples. Then I placed grease in the channel, and with the help of friends, slowly fed the tack strip into it. I had cut the tack strip in two pieces, so I could feed it from both ends. As I placed the T-nuts in place, I hammered the T-nuts to move the tack strip along. (picture 15).



12



13



14



15

The weather strip kit comes as a complete set (picture 16). It includes metal bars which are inserted into the pieces of weather strip that will fit along the back and top of the side windows. (Picture 17). The disassembly pictures that I took helped a lot when reassembling the bows and the side assemblies (pictures 18 and 19). I installed all the side window weather stripping as it needs to be in place for the next step. Picture 20 shows the assembly ready to be installed on the car.

The next steps will be placing the top on the car, adjusting the top to fit the windows, and then installing the soft top material. Remember if you have a hardtop also, the windows should be fitted to the hardtop first, and then the soft top is fitted to the windows. I hope to complete this in September and October.



16



17



19



18



20

Member Car Photos: Lee Barry's '62. Note: This car is for sale in the classified ad section.



Get Your Kicks on Route 66

Fellow SoCal SACC member Bob Brown and I (Scoop editor Fred Kokaska) drove from San Diego to Detroit to attend the SACC annual convention. The original plan was to take my '61, with Bob driving his '59. However, my '61 developed a cooling issue just before the trip, forcing me to take my '98 C5.

We covered 5600 miles across 13 states. We took Route 66 going east, taking time to stop at numerous landmarks, museums, and mom-and-pop diners. The Michigan SACC chapter put on a great event with excellent trips to the Ford Rouge factory, The GM Heritage Center, Lingenfelter performance, and Pratt & Miller Racing. After attending the SACC annual convention and the Woodward Dream Cruise in Detroit, we chose Route 50 for our return trip. During the entire trip, we had only one mechanical problem: The battery in the '59 died. Changing it in the Oklahoma City Autozone parking lot in 109 degree heat was no fun, but nothing to complain about. Here are a few photos from our trip.



Corvette C1 Classified Ads

FOR SALE: 1962 Corvette, white, fawn beige, 2 tops, complete body-on restoration, 350hp rebuild, new heads and internals, 4 bolt main and balanced crank, 4-speed trans, new 330 camshaft and rear end gears,. Have all paperwork. Lee Barry 949-310-2129

FOR SALE: 56-62 rear springs various dates, 56-58 hubcaps, Corvette Valve covers, misc ignition shielding pieces, several tach drive distributors, 62 Fuel injection unit complete and running on my 61, many T-3 hi beam headlights, lots of used cove trim, misc 56-62 emblems new and used, 58-62 front license bracket pieces, T-10 4 speed cases, tail housings and side covers, Several posi rear ends various ratios. Nice original windshield, 61-2 trunk lid nice shape, side windows, door parts, 61-62 grill bar; 62 seats (black Al Knoch covers) Many more parts too. Contact me for price and description. Chip Werstein, chipsgarage@aol.com or 818-554-6560

FOR SALE: 4 15"x 6" chrome plated American "D" spoke mag wheels complete with lug nuts and metal center caps. Mounted on black wall 215-70-R15 U S ROYAL tiger paw touring tires. These are currently on my 57. They will fit any C-1, even with a disc brake conversion and all C-2's including disc brake cars. Everything looks new. \$800. Chip Werstein chipsgarage@aol.com or 818-554-6560.

FOR SALE: Cast iron bell housing for 1959 corvette cast # C159 \$75. 1960 short block never been bored cast April 7,1960 , build date July 12,1960 passenger car power glide four barrel. \$ 250. may pick up here. David Freedman 864 Avenida Acapulco San Clemente Ca 92672 949-230-0750


WANTED: 1957 Corvette pictures/movies of any '57 Corvettes at a racetrack near Fresno, Madera, or Stockton, Ca area. Also any race programs especially with Clarence Hager on it. 570-656-3420 57airbox@gmail.com.

WANTED: Used original tire for 53-55 Corvette. 6-70 X 15. Must be non DOT Either Firestone Delux Champion, BF Goodrich Silvertown or U. S. Royal Air Ride. To be used as a spare. Need not hold air as I can put a tube in it. Name your price. Mike McCloskey, Member 12C, 661-373-0617 or clutchmccloskey@yahoo.com

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
<i>Interior Concepts & Design</i>	<i>John, Engelhardt #50C</i>	<i>(714) 435-9448 Shop (714) 267-9996 Cell littlejohns@sbcglobal.net</i>	<i>Complete Interior Restoration Convertible Tops</i>
<p>GM Down Under</p> <hr/> <p>Driver quality to restored early Corvettes and Classic Muscle cars for sale.</p> <p>We also consign or will buy your Corvette.</p>	<i>John Piovesan</i>	<p>www.gmdownunder.com 3197 Airport Loop Dr. Unit D Costa Mesa, CA 92626 Ph. 714.434.8388 john@gmdownunder.com</p>	
<i>American Motoring Memories C-1 Corvette Repairs</i>	<i>Jeff Reade #33C</i>	<i>11375 Playa St., Culver City, (310) 397-3800 FAX (310) 397-6969</i>	<i>All type repairs, Total & Partial Restoration, Engine Overhaul, Consulting, Sales & Service</i>
<i>Corvette Frame Straightening Corvette Restoration 1953 – 1962 Specialist</i>	<i>Walden Dahl #116</i>	<i>(760) 949-6653 Victorville</i>	<i>Chassis straightening for C1's. We have the attachments to correct any frame problems.</i>
<p><i>Corvette Mike</i></p> 	<i>Mike Vietro #60</i>	<i>1133 N. Tustin Av, Anaheim, (714) 630-0700 www/Corvettemike.com</i>	<i>We sell the best..... And service the rest!</i>
<p>Vette Garage 53 thru 67 Restorations From Drivers to Concourse</p>	<i>Ron Lefler #91</i>	<i>(760) 983-5944 Cell (909) 519-7977 rdlef@aol.com</i>	<i>C-1 Hardtop Restoration</i>



SoCal SACC Merchandise For Sale

Item Description	Price
SoCal SACC decal	\$1
SoCal SACC throw	\$35
SoCal SACC hat (black, white, or grey)	\$25
Woman's tee-shirt (black)	\$20
Men's tee-shirt (black, grey)	\$18
2018 SACC Ventura Convention tee-shirt (light grey)	\$15
Men's 'Make C-1s Great' tee-shirt	\$15
Woman's 'Make C-1s Great' tee-shirt	\$15
SoCalSACC sweatshirt	\$20
SoCal SACC denim shirt	\$35
Long sleeve shirt (black)	\$25
Polo shirt (beige, blue, red, or white)	\$30
Men's jacket (black, red, or beige)	\$55
Men's windbreaker (black, navy, grey)	\$45

Shipping and handling is \$5 flat. Most sizes are available (S, M, L, XL, XXL). Contact Carole Blake (Carole.Vette@att.net) with any questions or to place an order.

