



The Solid Scoop



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

Vol. 15 No. 4

December 2019

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

See us on the web at www.socalsacc.com

On the cover: Member Joe LeMay's 1957, parked at the LA Driving Museum for the Spring 2019 Tech Session.

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2019 SoCal Planned Events

<u>Date</u>	<u>Subject</u>	<u>Location</u>	<u>Organizer</u>
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SoCal SACC New Members – Welcome!

<u>Name</u>	<u>C1 owned</u>	<u>Location</u>
Tanel Harunzade	1958	Los Angeles, CA

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. Please contact me if you are not receiving the electronic newsletter via email. Happy Holidays! 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)

**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
 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

Technical Manager	Joe LeMay	jlemay5@aol.com
Newsletter Editor	Fred Kokaska	fkokaska@yahoo.com
Membership	Barry Charles	bcharles@bcforensiccpa.com
Merchandising Manager	Barry Caires	barrycaires@att.net
Events Manager		
Webmaster	Jim Lundal	jlundal43@gmail.com
SACC Western Reg. Rep.	Bill & Debi Stalder	stalder53@yahoo.com

TECH ADVISORS

1953 – 1955	Bruce Fuhrman	805-377-1027	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
Electrical	Joe Fekete	760-954-8060	joe_w_92392@yahoo.com
Body & Paint			
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net



Fall 2019 Tech Session

SoCal SACC held our Fall Tech Session on Saturday, November 2nd at member Kent Browning's facility in Cerritos, CA. Tech Session topics were:

- Joe LeMay: Harmonic balancer seal replacement; Clutch bushing replacement
- Chip Werstein: Protecting against damage from E10 ethanol
- Larry Pearson: Generator and regulator theory of operations

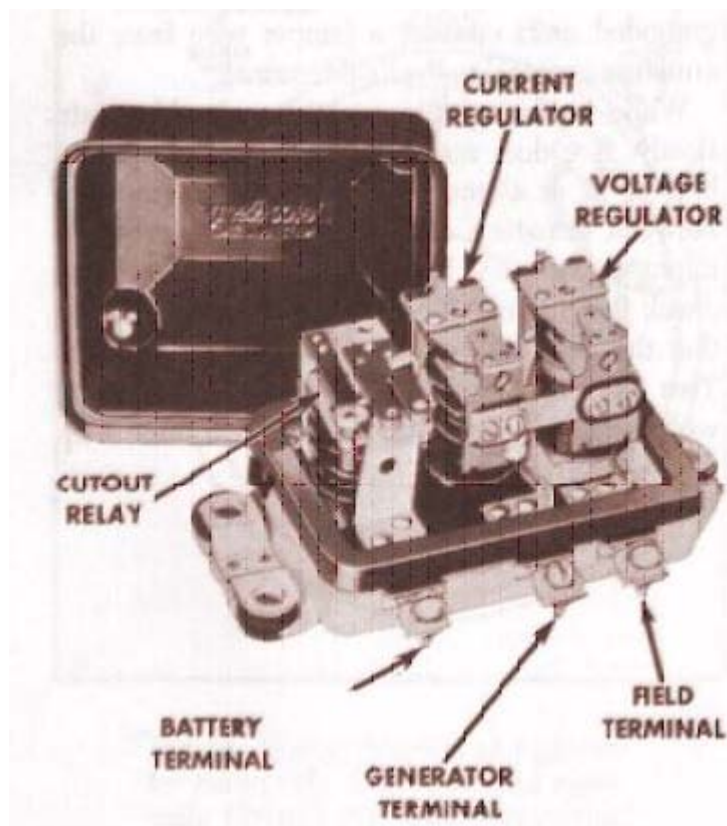
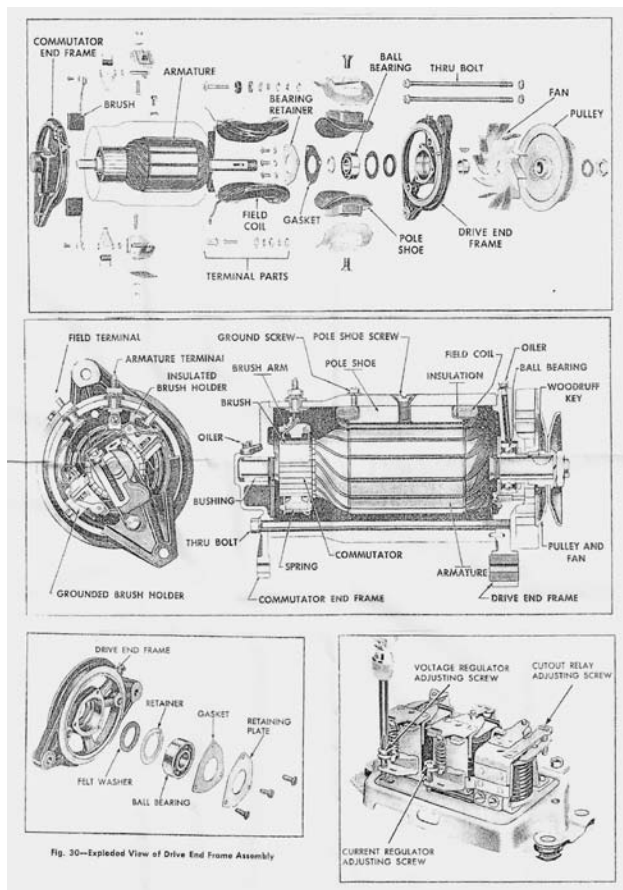


Many members drove their Solid Axle Corvettes to attend the event



Fall 2019 Tech Session

Information from the session covering Generator/Regulator operation



Generator/Regulator testing

You can use this procedure to identify generator and regulator faults if you are experiencing charging system problems:

- 1) With engine off, attach a voltmeter to the battery terminals. Note the voltage
- 2) Disconnect the FIELD terminal at the regulator and ground it on the regulator base
- 3) Start the engine and establish a fast idle (1000-1100 RPM). Note voltage and compare to prior reading
- 4) If voltage is now higher, generator is working correctly; regulator may be at fault
- 5) If voltage remains the same, jumper the GEN terminal to the BAT terminal and note voltage
- 6) If voltage is now higher, generator is working correctly, regulator is likely at fault
- 7) If voltage does not increase, generator is likely at fault



Joe's Garage

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

1957 Airbox Car: Part 1 (Chassis)

There were several options available for the 1957 Corvette. Options come in two varieties: F.O.A. (Factory Optional Accessory) and R.P.O. (Regular Production Option). One of the rare options is the RPO 579E. There were only 43 of these RPO 579E "Airbox" models. Airbox is a nickname derived from this racing option package that featured a cold-air induction system. The RPO 579E option was a real race car of the time. It was available only with the Borg Warner T-10 four-speed transmission (RPO 685) and Positraction rear axle (RPO 677-9). Only 43 Airbox cars left the factory.

The Heavy Duty Racing Suspension package, RPO 684, was mandatory with the Airbox option. Including the 43 Airbox cars, a total of 48 RPO 684 cars were produced at the St. Louis factory. There are differing options on this number. Package upgrades included special front and rear springs, shocks, and front stabilizer bar, plus a quick steering ratio and wider, 5.5-inch wheels with dog-dish hubcaps (RPO 276). This regular production option also included a distributor driven 8,000-rpm tachometer mounted to the steering column.

RPO 684 also incorporated larger finned brake drums that used metallic linings, inspiring the "big brake package" nickname. The RPO 684 front shoes are 2 1/2" wide and the rears are 2". Air scoops, dubbed "elephant ears," supplied cooling air to the front brakes. The RPO 684 cars included a complex system of ducts to lead cold air from the front of the car to the rear brake scoops. Under the hood, on the passenger side, a long tube routed air from the grille area to ductwork in the rocker panel area exiting at the rear wheel to cool the right rear brake. On the driver side was the Airbox. It looked like a box and routed air from the grille area to the Airbox under the hood. The Airbox sent cold air to the fuel injection unit and also to a tube to ductwork in the rocker panel area exiting to cool the left rear brake.

The RPO brake shoe linings were Ceremetalix which only worked well when hot; conventional shoes had to be substituted for street use. Ceremetalix linings were used on aircraft brakes and are copper in color. The front shoes are 2 1/2" wide and the rears are 2". Ceremetalix linings came in pairs with two pads on the primary shoe and four pads on the secondary shoe. Ceremetalix linings were also available OTC to fit regular, base drums. These linings were so tough that you used up and replaced drums, not brake shoes.

The engine in the RPO 579E was the 283HP 283 cu. in. version that was released earlier in the year. It includes fuel injection, the Duntov cam, and high compression pistons. Several of these Airbox cars were picked up at the factory, driven to the race track, and raced successfully. It was the real deal in 1957.

Joe's Garage

R.P.O 579E was installed at the factory on VIN 4231 that is owned by SoCal/SACC member Kent Browning. Photos of this car are featured here. The chassis details that differ with the standard production configuration will be discussed here. The body and mechanical details will follow at a later time. RPO 684 rear shocks are 2 ¼" non-spiral. They have a heavy duty upper shock mounting bracket that was welded on at the factory.



RPO 684 leaf springs have five leafs with a groove running the entire length of each leaf and are bound with six steel clamps. All leaf retaining clamps are riveted to the springs. They did not use spring liners. There were 3 different designs of spring clamps used to keep the leaves together as a unit; 1) horizontally installed retaining bolts on top of the leaves were used for a short period approximately mid May 1957, 2) clamp arms were bent over the top of the leaves and onto one another, 3) shorter clamp arms so they do not hit each other when bent over.



Joe's Garage



RPO 684 rear brake backing plates differ from standard brake cars and have cut outs with fine 1/4" screens with 64 holes per square inch. The cars were shipped with metal dust covers blocking the screened vents in the backing plates for street driving. RPO 684 rear brake cylinders are 7/8" dia. At the top of the backing plate, the brake shoe anchor pin is adjustable.

Rear Drums: RPO 684 equipped cars have cast finned drums. Fins wrap around to drum ends and can be seen from underneath the car. Fins were approximately 1/8" from drum face. RPO 684 equipped cars have rear metal brake scoops that are open at the front end where air enters through the backing plate screen. Air is routed from the rear of the rocker panels through an offset fiberglass duct. The rear scoops were in a canvas bag in the trunk when the cars left the factory. The brake shoes were massive looking items. Here are the rear brakes to compare to stock brake shoes.



Joe's Garage

Front shocks are non-spiral larger diameter and similar to the rear shock configuration. The shock lower mounting bracket is offset to clear the spring. Front springs are larger diameter wire. The front stabilizer bar is larger and measures 13/16." There is a quick steering adaptor, which mounts to the third arm. The quick steering adapter uses tapered bolts with castled nuts on both ends to mount the tie rods.



All RPO 684 equipped cars have RPO 276 5 1/2" wide wheels. Original RPO 276 wheels are of riveted construction rather than welded, do not have tire bead safety depressions on their rims, and have large valvestem holes. They mounted 6.70-15 bias ply tires. There were no higher performance Firestone Supersport tires leaving St. Louis. From the factory, 5 1/2" wheels were only available on cars with RPO 684 suspensions. These wheels were available from the Chevrolet parts department.



Front Drums: RPO 684 equipped cars have cast finned drums. Fins wrap around to drum ends and can be seen from underneath the car. Fins were approximately 1/8" from drum face. Heavy Duty Suspension RPO 684 front brake backing plates differ from standard brake cars and have cut outs with fine 1/4" screens with 64 holes per square inch. Cars were shipped from factory with screen covers installed.



Joe's Garage

RPO 684 equipped cars had front brake scoops commonly referred to as "elephant ears" constructed of dark grey rubberized canvas, which were bolted to the front of the backing plates. Same as the rear scoops, the elephant ears were in a canvas bag in the trunk when the cars left the factory. Scoops were not installed when delivered to dealer.



All Airbox cars were equipped with a Borg Warner T-10 transmission and Positraction rear end with a 3.70, 4.11, or 4.56 ratio (RPO 677-9).



Member Photos



Chip Werstein: "They all appear to be 62's. The red one looks to be running cheater slicks. The white one seems to not have Positraction with only the right wheel spinning"



Fred Kokaska: "This photo of my father, Fred Sr., was taken shortly after his enlistment in the US Air Force. The brand new 1961 Corvette behind him is the same car I have today."

Southern California Solid Axle Corvette Club (SoCal SACC)
Chapter & National Dues Notice –2020

SoCal SACC membership requires current membership in the National SACC organization. For recordkeeping purposes SoCal SACC collects both the National and Chapter dues and remits to National your dues. **Please do not pay National directly.**

SoCal SACC annual dues are **\$30**, and the National SACC dues are **\$45** for a total of **\$75**. Annual dues are payable and due December 1st. **Please do not pay National directly.**

SoCal Chapter publishes ***“The Solid Scoop”*** and SACC publishes ***“On Solid Ground”***.
Our Chapter website is: **www.SoCalSACC.com**

___ I would like to volunteer for the National “Road Assistance” list for members traveling.

If not checked you will not be on the National “Roadside Assistance” list

___ I do not wish to be included in the National SACC published roster

If not checked you will be on the National SACC published roster

Please fill out the information below. If you are renewing your membership and have no changes simply enclose your check for **\$75. Please do not pay National directly**

Make checks payable to: SoCal SACC and mail to:

Barry Charles / SoCal SACC Membership
19528 Ventura Blvd
Box 255
Tarzana, CA 91356
bcharles@bc-forensiccpa.com

Member Name _____

Co-Member Name _____

Address _____ City _____

State _____ Zip Code _____

Home Phone _____ Cell Phone _____

E-Mail (please print clearly) _____

Corvettes presently owned – Please include VIN for all C1’s. C1 ownership not required for membership.

Auto liability carrier and policy number _____

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 (dated Dec '60), 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 7" 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: Any pictures of 1957 Corvettes from the past in the Fresno area including with owners, at the dealership, or on tracks such as Madera, Hanford, Eagle, Merced, Stockton, etc. Ray 570-656-3420 57airbox@gmail.com

WANTED: Chevy heads 3748770 or 3755550 with staggered valve cover holes. Eric May 805-208-9342

-- NON-Solid Axle Member Ads --


FOR SALE: 2014 Corvette Stingray Z51 Convertible,7-speed manual, black with adrenalin red interior, only 6,800 miles on odometer, original owner, mint condition, always garaged & covered, over \$14,000 worth of options; 3LT, Magnetic Ride Control, Exhaust Multi- Mode, Carbon Fiber Interior Package, Custom Red Calipers, Sueded Microfiber Wrapped Upper Trim, Premium 'Stingray' Logo Front & Trunk floor Mats, Battery Protection Package, Transferable Chevrolet Platinum Extended Warranty Protection Plan (expires 1/24/2022 or at 58,784 miles, Lifetime 'Discount Tire' certificates for Repair, Refund or Replacement of Michelin Pilot Sport Tires. Asking \$49,000. russell.bergen@yahoo.com, 858 - 610 -3749

FOR SALE: 1972 Corvette 2 top convertible. Ontario Orange. Fully optioned. P/S, P/W, P/B, air, tilt & tele, 4 spd., posi, leather, tinted windows. New correct tires. 3 year restoration. \$39,500. Mike, 661-373-0617

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	Member Name	Contact Information	Details
<i>Interior Concepts & Design</i>	<i>John Engelhardt</i>	<i>Fountain Valley, CA (714) 435-9448 Shop (714) 267-9996 Cell littlejohns@sbcglobal.net</i>	<i>Complete Interior Restoration Convertible Tops</i>
<i>GM Down Under</i>	<i>John Piovesan</i>	<i>(714)434-8388 gmdownunder.com</i>	<i>Classic Corvette Car Sales</i>
<i>American Motoring Memories C-1 Corvette Repairs</i>	<i>Jeff Reade</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</i>	<i>(760) 949-6653 Victorville</i>	<i>Chassis straightening for C1's. We have the attachments to correct any frame problems.</i>
<i>Corvette Mike</i>	 <i>Mike Vietro</i>	<i>1133 N. Tustin Av, Anaheim, (714) 630-0700 corvettemike.com</i>	<i>We sell the best..... And service the rest!</i>
<i>Vette Garage 53 thru 67 Restorations From Drivers to Concourse</i>	<i>Ron Lefler</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.

