

The Solid Scoop

December 2011

Vol. 7 Number 4



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

“Look Us Over at” www.socalsucc.com

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 in this Newsletter or 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.

SCOOP COVER CAR: 1960 Corvette, an original car owned by Larry Pearson, #5C

**Also visit the SACC National Web Site at:
www.solidaxle.org**

**Solid Axle Corvette Club
Southern California Chapter Board
2011 Club Officers**

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OPEN

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1961 – 1962	Larry Pearson	818-848-2653	lpears1941@att.net
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Body & Paint	Dan Dempsey	818-846-2948	glassman@glassmandan.com
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net



The SoCal SACC Chapter Welcomes our Newest Members!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C-1 Year</u>
205	Fredrick Ellermann	Laguna Hills	56
206	Steven & Isabelle Bushong	Los Angeles	61

Calendar of Coming So Cal SACC Events:

Got An Idea for A Event? Let Us Help You!

The Listed Calendar of Events were developed by the SoCalSACC Board with the intent of providing the membership opportunity to fill out their calendar for the 2012 year. Dates and Event Coordinators have been assigned. Event Progress Bulletins are issued between SCOOP Newsletters (J. Lundal) on Event progress or changes. The Bulletins will be emailed.

Volunteers for "other/additional" Events are encouraged from the Chapter Membership. Event volunteers will be assisted by a Club Tour Coordinator to help in planning their activity, i.e., flyers, maps, announcements, or other help to assure a successful Event.

Usually Event flyers are included in a SCOOP issue. If you don't see a flyer go to www.socalsacc.com and see Event Flyers.

2012 SoCal SACC Chapter Planned Events

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Coordinator</u>
Jan 15-17	2012 SACC National Convention	Fountain Hills, AZ	AZ SACC Chapter
February	*SoCalSACC General Meeting	TBD	TBD
March/April	*Spring Tech Session	TBD	Werstein
April 27-29	*Kernville Weekend Tour	Bakersfield/Kernville	Hershkowitz
June	*Chino Air Museum	Chino, CA	Roche
August	*Paradise Cove	Malibu	Costales
November	*Fall Tech Session	TBD	Werstein

Scoop Features:

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Volunteer Wanted for SACC Western Regional Representative

Larry Wright's term for this position is completed and a new Rep needs to be nominated. The basic job description is as follows;

1. Act as liaison between the 3 western Chapters, AZ, NW, & SO CAL and the SACC Board.
2. Assist in developing new Chapters in the west. Lucy Badenhoop is already attempting to establish a NO CAL Chapter.
3. Promote SACC membership at local events.
4. The term is 2 years and SACC annual dues are free as a Board member.

Contact Bruce Fuhrman (Bruce4info@AOL.com) if interested.

BACK COVER CAR: Dick Whitford, Member #68, and his 1961 Vette



2012 SACC National Convention

January 15-17 Fountain Hills, AZ

The 2012 SACC National Convention will be held on January 15 – 17 in Fountain Hills, AZ.

The following Two Caravans are planned to travel to the 2012 SACC National Convention from Southern California.

Caravan #1 is being coordinated by So Cal member Randy Solle and will follow a northern Rt. 66 Route through northern AZ before dropping south into the Phoenix area (Fountain Hills) and the Convention. Randy has laid out a route and decided on overnight locations. IF you want to travel with Randy, YOU MUST MAKE YOUR OWN RESERVATIONS!

Caravan #2 is being coordinated by So Cal member Bruce Furhman and takes a more direct route on Interstate 10 route toward the convention.

Caravan #1- Randy Solle is putting together a pre convention road tour which looks very interesting. He plans on leaving Barstow, CA (I-15 & I-40) at 10 AM on Friday the 13th of January! Heading out 40 and parts of Route 66 to Oatman and stay Fri PM in Kingman (See Room Info below). On Saturday leaving Kingman we visit Hackberry and Seligman and then on to Williams. We then travel North to the Grand Canyon. Returning from the canyon we stop overnight in Flagstaff. On Sunday AM, head south to Sedona to check out the rocks then south towards Phoenix and Fountain Hills.

Caravan #2- This would be the more direct route. The convention starts at 6 PM on Sunday, January 15. For those wishing to drive there on Sunday, 15 January, I figure it is about 7.5 hr's from the SF Valley (about 425 miles). The route would be I-10 to Phoenix, then take 202 Fwy. towards Fountain Hills which is about 20 miles to the NE. Those wishing to caravan would meet at Topanga Canyon off ramp from 101 across from the Vet Clinic about 8AM. Remember, AZ does not go on DST, so they will be one hour ahead of us! If anyone wishes to do the trip on Saturday, the same schedule would apply.

So, if you wish to join Randy on Option #1, contact him at rsolle@adnc.com 760-742-2405

If Option #2 suits your fancy, contact Bruce Fuhrman at bruce4info@aol.com 805-482-4396

Caravan #1 Tour

There are no rooms blocked, do not use Solid Axle Corvette Club.

Friday night the 13th, we will stay over in Kingman. We will be staying at:

Best Western Plus Kings Inn & Suites

2930 E. Andy Devine Ave

Kingman

928 - 753 - 6101

AAA Rate \$82.39 Including Breakfast

Cancellation : By 6:00 P.M. day of arrival

There are 2 Best Westerns in Kingman, so make sure you get the correct one.

Saturday Night the 14th, we will be in Flagstaff at:

Hampton Inn Flagstaff East

3501 East Lockett Rd.

Flagstaff

800 - 317 - 9542

AAA Rate \$88.10 Including Breakfast

Cancellation : 24 Hours

So Cal SACC Bakersfield/Kernville Run-----TENTATIVE ITINERARY

Coordinators: Eric & Fran Hershkowitz

April 27 – 29, 2012

1) Room reservations can be made at any time so, if we run out of rooms, I can reserve a couple more.
 2) Anyone coming on Friday (in time for dinner) can e-mail me with their choice of the three Friday night options, otherwise I will make the decision.
 3) The Giant Sequoia tour will probably not be confirmed until very late due to unpredictable weather conditions. Those curious can check the status of the two giant trees that fell about two months ago and are blocking the walking path. All interested parties are having debates as what to do with these dead trees. The intense environmentalists don't want a "slot" cut in the trees to allow access to the path, arguing that they should be left in their natural (dead) state to decay undisturbed. I suppose even a dead, decaying tree might be upset if someone cut a slot in it!!!
 Eric.

Friday April 27

Hotel check-in...a recommendation will be made for you.

Dinner options depending upon interested response. Reservations will be made for you.

1) Buck Owens' Crystal Palace (\$\$). The late local legend's famous dinner house and country- western museum. Steaks, burgers, Pizzas, and other "large" food. Usually a house band.

2) Uricchio's Trattoria (\$\$). In my opinion, the best Italian food in town...or in any town. A local favorite. (www.uricchios-trattoria.co m)

3) Basque (\$). Several restaurants serve this popular, family style dinner.

Saturday, April 28

Breakfast on your own.

10:00 AM - Depart via the local foothills for a scenic drive over the Greenhorn Mountains to Kernville.

1:00 PM – Snacks provided and Hotel check-in at:

KERNVILLE INN (www.kernvilleinn.com)

11042 Kernville Road

Kernville, CA 93238

Phone: Toll Free 877-393-7900 or 760-376-2206

Ask for group: Solid Axle Corvettes, rooms #151 thru #160 (2012)

Group rate is \$107.00 + tax

2:00 PM - Depart, following the Kern River upstream to the Giant Sequoias (Trail of 100 Giants). This activity will depend upon weather conditions, as the road may still be snowbound at this date.

6:00 PM - Drive back, stopping at Fairview for dinner at McNally's on the Kern River. (mcnallysonthekern.com). Don't ask for their largest steak (40 oz!), unless you're very brave.

8:30 PM - Return to Kernville. If you're not full yet, enjoy a microbrew at Kern River Brewing Company. (kernriverbrewing.com)

Sunday, April 29

9:00 AM - Breakfast at the quaint Kernville Airport.

11:00 AM - Drive back to Bakersfield via the "adventurous" Kern Canyon River Road or the "Lion's Trail"...(depending upon current road conditions).

2:00 PM - You're released.

Corvettes and PlanesFrom Oklahoma with Tom Parsons.



Tom Parsons is a So Cal SACC member, #183, and lives in Mustang, OK. Tom has contributed several past Tech articles and when he viewed the September 2011 SCOOP and saw we had visited the Commemorative Air Force Museum in Camarillo. Tom then decided to let us know about his participation with the Comm. Air force in OK. Tom's '56 is seen sitting near the A-26 WWII aircraft that he is assisting in restoration.

The A-26 Invader was a WWII 2-engine bomber built by Douglas. It was a late entry into the war effort, thus, it was significantly more "high tech" than other 2-engine bombers, such as the now famous Martin B-25 (of Doolittle raid fame). It had a very large Bombay and could carry bombs or Torpedos for anti-shipping. Martin built the B-26 Maurader, similar to the A-26. After WWII, the B-26 was removed from service and the A-26 was re-designated B-26 through Korea. For Viet Nam, the B-26 (Invader) was re-re-designated back to A-26-- AS IT SHOULD HAVE BEEN! The Douglas A-26 Invader was the ONLY plane in the USAF inventory to serve in three wars: WWII, Korea, Nam.

Our A-26 was delivered in 1944 for combat. It also saw some service in early Viet Nam with the French (under some kind of a "loan"). The information with the French service is VERY sketchy. It was returned to the USAF in 1956 and sold as surplus. This was prior to the introduction of the corporate jets such as Sabre Liner, Lear, etc, etc. The A-26 was a fast, economical airframe and was an EXCELLENT platform for conversion into a corporate/executive plane. Ours was converted to a corporate plane by Monarch. All military equipment was removed, the bomb doors were closed and sealed and insulation and flooring installed over the bomb doors. The gunner's door on the right side was enlarged and hinged at the bottom with steps incorporated into the door for passenger entry.



After the popularity of the faster corporate jets, our A-26 was acquired by the Confederate Air Force (now Commemorative AF) and painted in military colors with emblems. It was assigned to a CAF group in Arkansas and flown for several years. About 20 yrs ago, somehow, someway (we'll never know the truth) a wing spar was broken (NOT cracked, broken) which permanently grounded the plane until the wing could be repaired. The Ark group had no method of repair, nor was a replacement wing spar available. Soooo, it sat, neglected and abandoned on an airfield for about 7yrs.

Our group learned about the plane (I'm trying to keep this short), went over to Ark, hired a crane and semi trucks, disassembled the plane and brought it to OKC about 13yrs ago and began what has become a TOTAL (air) frame off restoration. As funding permits, and as we locate parts (nearly impossible to locate original military parts), we are returning it to as close as WWII military as possible. Our NUMBER ONE first priority is to get it airworthy. When we're done, it will essentially be a brand new plane. Part of my aircraft background is

sheet metal and structural repairs to B52's at Tinker AFB (where I work now until I retire Dec 31, 11).



One of our engines being overhauled to new condition (Pratt & Whitney R2800, 18cylinder, 2000hp).



Funding is TOTALLY by donations and contributions. ALL labor is volunteer. With the shape out economy is in, we are struggling SEVERELY to just be able to pay hangar rent-----much less buy parts!!!

Hope to see some of the So Cal SACC members at the 2012 National Convention in January...Tom

2011 Fall So Cal SACC Tech Session -

The So Cal SACC Fall Tech Session was held Saturday, November 11th at the Toyota Museum located in Torrance, CA. So Cal Technical Manager Chip Werstein coordinated the Event. The Tech Sessions feature four speakers who discuss topics pertaining to the C1 Corvette. Chip assigns the selected topics to various individuals prior to the session. The topics selected and speakers for 2011 Fall Session were:

C1 Disc Brake Conversion.....by Jim Lundal

Speedometer and Tachometer Diagnosis.....by Larry Pearson

C1 Seat Modification/Replacement.....John Engelhardt

Exhaust System Design Basics.....David Borla

Our Chapter Tech Sessions are held at various locations with the purpose of picking a central location to our Chapter area. This Tech Session was held (as several times in past years) at the Toyota Center in Torrance, CA. So Cal member Rick Dufresne is an employee of Toyota and has arranged for various facilities at this large location. This year Rick scheduled the new Toyota Museum which features a large collection of Toyota cars from years past and including many of the specialty Toyota race cars. The museum was recently opened and is available for activities to the general public. This meeting room was comfortable and featured presentation screens and a public address system. During the day, the Chapter ordered a catered lunch and members were provided a sit-down meal. Considerable thanks is extended to Rick for his work, Toyota for the facilities, Rick's wife Lindsay and Jim Lundal's daughter Rebecca for their work during the day.



C1 cars were held to a minimum for this session because of predicted rain for the entire day. The rain did hold off but most of the day was dark, cool and gloomy. Even with the weather threat, 58 fair-weather Californians came out for the event.



(right) One of the many cars displayed at the museum is this 1958 Toyopet Crown. It was the first passenger car sold by Toyota in the U.S. This car was registered in the U.S. after modifications were made to the head lights, tail lights, turn signals, and mirrors to comply with California law. Sales totaled 287. After the Toyopet, Toyota set about developing the U.S. market auto's which resulted in the production of the highly successful 1965 Corona.



C1 Disc Brake Conversion...Jim Lundal

So Cal member Jim Lundal, #19C, was first speaker talking about aspects of performing a Disc Brake conversion on a C1. Jim basically pointed out reasons to do a conversion, the installation kits available, the difficulties involved, the various components for the conversion and a final discussion on hydraulic fluid installation. Jim has performed this conversion on his personal '56 Chev Bel Air and a SACC member/friends '62 Corvette. Visual Charts were presented to cover the topic

Jim indicated the reasons for considering converting a C1 conventional braking system to Disc Brakes:

- Faster brake action in the current freeway conditions of faster driving.
- Less brake fade when constant long driving distances and brake usage (mountain driving).
- Simpler brake configuration over C1 conventional brakes. No adjustment needed.
- These are the speakers opinions and features found after driving longer distances with his '56 Bel Air.

Jim also stated that when a C1 conventional brake system operates properly, the car does stop adequately but the conventional system mechanical complexities require checking and maintenance.

All braking systems (including the original C1 configuration) consist of 3 components: Master Cylinder, Hydraulic Lines and Wheel Braking Hardware. The original C1 braking system is a single reservoir Master Cylinder. When the brake is actuated (pressing pedal) pressurized hydraulic fluid flows equally to each wheel. Installing disc brakes on the front wheels and retaining conventional brakes on the rear wheels require the brake system to be separated into two systems using a single 2 reservoir Master Cylinder. The reason for 2 reservoirs is the front and rear brakes require different hydraulic pressure. Pressure reducers are used to separate the two systems. The rear brakes need to begin braking prior to the front to maintain a straight line for stopping the car. This is true even if a 4-wheel disc brake system is installed.

Installing the Disc Brake system can be performed by anyone familiar with simple automotive experience. No "special" capabilities are needed. Advantages were discussed on purchasing a Conversion Kit, Pre-bent hydraulic lines and using silicon brake fluid versus Dot 3 fluid. Jim considered the single most difficulty (time consuming) is installing the pre-bent hydraulic brake lines in a C1 with the engine installed. The C1 Corvette has several sharp bends in the hydraulic lines and it is difficult (not impossible) to install the several lines required in place of the single hydraulic line of the original. A separate set of brake lines are required for the front brakes and back brakes. Each set of lines must connect to a separate reservoir at the 2-reservoir Master Cylinder. Not using pre-bent brake lines would make the task even more difficult.

A final assessment for the Conversion task: If you are a frequent driver on freeways and put many miles on your car, all the reports from owners who have done this installation report the "comfort factor" from knowing you have quick stopping capabilities makes the task worth the effort.

Again, the complete set of charts are available on this topic at www.socalsacc.com, C1 Technical.

Speedometer & Tachometer Diagnosis....Larry Pearson

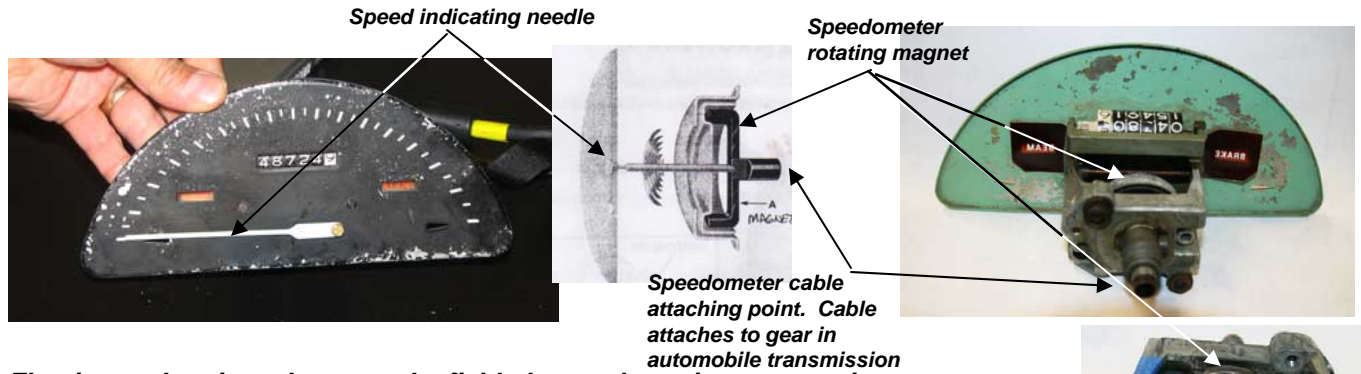
Larry Pearson covered several issues that occur with our C1 Speedometer and Tachometers. It is a common understanding with individuals who have worked on the these C1 dash instruments, the area is confining and the work involved to remove these instruments and reinstall all the components, you don't want to have to repeat the effort again. The beginning of the removal of either one of these instruments require removing the entire dash "bubble" containing all of the instruments. Start with disconnecting the battery and removing all the dash lights from the rear of the panel. Then carefully remove the fastening nuts and lifting the dash from the car.



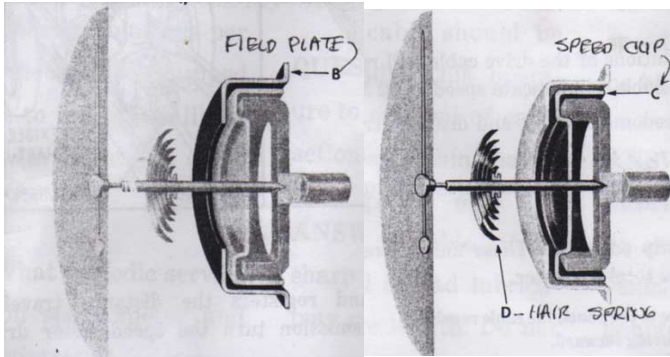
The speedometer pictured front and rear indicate the instrument configuration. Many of the holes in the rear house the instrument lamps.



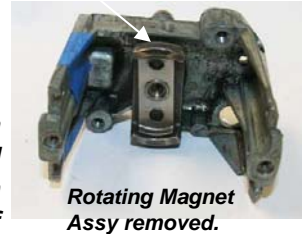
The speed indicating portion of the speedometer operates on the magnetic principle. In the speedometer head, the drive cable attaches to a permanent magnet. The magnet rotates the same speed as the cable.



Floating on bearings, between the field plate and rotating magnet, is a non-magnetic precision-balanced speed cup. The "Eddy Currents" produced by the



rotating magnet exert a definite pull on the speed cup, causing it to move in direct ratio to the speed of the revolving magnet and the car itself. A pointer (needle) is attached to the speed cup spindle and this pointer indicates the speed on the speedometer dial.



The magnetic pull is designed to the finely calibrated hair spring also part of the speed cup assembly – so that the pointer indicates the true speed. This hair spring also serves to pull the speed cup and pointer to "zero" when the car stops.

Trouble Diagnosis:

Point Waiver: Check for the "kinked" cable from the transmission. Check the head for tightness or binding. The needle should not be binding through its range of motion.

Indicates No Speed or Mileage. Check for broken cable.

Speedometer Checks: Check for any binding between cable and into attaching head. Cable must rotate freely and could possibly need cleaning or lubrication due to hardened grease, etc. Normally speedometer assemblies are not lubricated or cleaned until one of the above indications are observed.

Tachometers

Tachometers operate on a similar concept as speedometers. Internally the "magnetic" calibration set-up depends upon the specific tachometer-engine drive arrangement in your C1. Tachometers used on the C1's are cable driven from either the rear drive on your generator or on a connection from the distributor shaft. The drive ratio is different for the two drive sources. If a tachometer is separate from the car the specific type of tachometer is usually stamped on the exterior of the tachometer housing.

Troubles: Again, as in speedometers, lubrication is one of the primary source of erratic behavior or no movement. Greases used on these instruments usually harden over the years to such an extent that the magnetic forces are not sufficient to rotate mechanism, or, freely move the needle over its operating range.

Fixes: Larry Pearson pointed that a method he used was to drill a very small hole through the location indicated in the associated pictures to properly lube the rotating shaft.

Summary: Both Speedometers and Tachometers can exhibit erratic, sluggish or non operation after 50+ years of non attention. Even if only one of these instruments if giving problems the work involved in removing an instrument, both instruments should be checked for proper operation. Checking cables is usually a easy check, with the instruments removed check for lubrication and binding operation by spinning a cable inserted at the cable connection. Use a broken cable inserted into a variable speed drill if necessary. Finally, give the instruments to a recommended shop for checkout if there are any doubts.



Tachometer Front Surface



Rear housing of Tachometer with instrument light hole.



(left) Drilled lubrication hole at cable shaft attachment location.



Stamped usage lettering on Tachometer Case.

C1 Seat Cushions & Modifications.. John Engelhardt (Little John)



Little John holding a original-type spring assembly used in the lower seat cushion.

Little John knows C1 Interiors, Fabrics, What's Right, What's Wrong, and "How" to make things better! To those C1 owners who do much driving in these cars, without a good riding seat the car can get very tiring quickly.

Much of this "driving annoyance" is due to poorly constructed seats and the associated cushions. The amount of money invested into

Interior Concepts and Design
Little John, Engelhardt, #50C
17391 Mt. Cliffwood Cir.
Fountain Valley, CA
(714) 435-9448 Shop
(714) 267-9996 Cell
littlejohns@sbcglobal.net
Interiors & Convertible Tops

what appears as 2 simple appearing seats can be considerable and if the reconstruction and upholstery associated is not done correctly, the last thing the owner might want to do when "driving his beauty" around is be uncomfortable.

John began his topic with what is involved in restoring a C1 seat (including frame and cushion).

The picture above shows John holding a seat cushion spring framework. Depending on the C1 history the spring structure needs to be rebuilt, and depending on the condition (rust, broken, missing springs, etc.) the cost can be considerable.



Upholstered seat assembly.



A properly rebuilt seat cushion with restrung springs.

Seat replacement support parts are available and "in the proper hands" can be used to restore your seat cushion. The comfort of that restored item however still depends on the hands that restored the item.

Little John has offered a new concept for this restoration which can be designed/tailored to specific "needs" of the driver.



Basic seat frame on a '60 C1.

Using a foam/fiberglass form fitted cast, John has developed a upper and lower seat cushion design incorporating a more solid supporting assembly. These designs incorporate a stiffer foam, better side support for the body when seated, and a seat which uses available upholstery kits, if desired. John also has developed a upholstery incorporating the original patterns but providing a better feel on the seat.



Molded seat back cushion on frame.



John's fiberglass molded seat cushion with more stronger side support and foam base. Assembly sits into original frame.



Newly fabricated foam supported back and bottom seat cushion. Also ribbed material for added comfort.

Completed assembly ready for upholstery.



For more information, contact John at the phone numbers displayed at the beginning of this article.



Exhaust System Basics.....David Borla



The final Tech Session Topic for this Saturday was conducted by David Borla from Borla Exhaust, "The World's Most Winning Exhaust". David was an invited guest to present this topic and he is a Operations Manager for the Borla exhaust company. Alex Borla, David's father, is the founder and owner of Borla Exhaust and is one of the newest member of So Cal SACC. Alex owns a NEW '54 Vette with updated running gear.

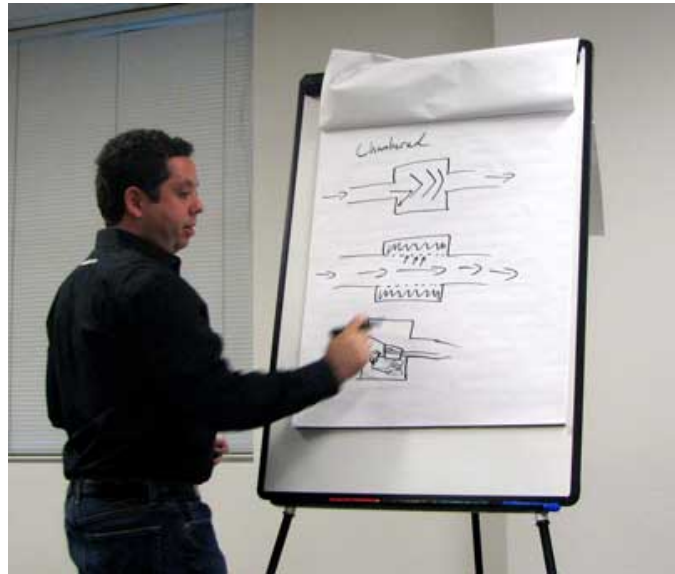
David's presentation showed the extensive engineering, components, component fabrication, materials, theory and technology involved in designing a exhaust system to meet various operational requirements. Whether you are just traveling ¼ mile or a million miles, there is an exhaust system for you. David's discussion presented thermal-dynamic theory, sound resonance theory, air flow theory, heat exchange aspects, and on and on.

David provided sketches of muffler design theory including baffle designs, standing wave cancellation aspects and concepts his father Alex has patented.



So Cal SACC Tech Manager, Chip Werstein, kicks of the Exhaust discussion by asking "why" exhaust header pipe neck-down soon after exiting the exhaust manifold. The discussion also went further into exhaust header theory.

Right) David Borla illustrates to better convey the message of muffler design with examples of benefits, usefulness and performance aspects to our visual audience.



So Cal SACC Apparel

The following apparel will be available for purchase at SACC events. They can be also mailed to your house for \$5.00 extra per shirt.

Denim and Polo Shirts with Logo - New Dealer, Same Quality

Denim Shirts (M, L, XL) \$35

Polo Shirts, stone color (M, L, XL) \$30

Questions - please contact Bob Crane at 714-458-6395

bcrane@socal.rr.com



Profile	
Job	• Engineer – 32 yrs @ Hughes / Boeing
Family	• Wife - Julie • 3 daughters – 2 in college, 1 in HS
Year / Color	• 1960 E (#0870) • White / Silver w/ red upholstery
Options / Mods	• ZZ4 crate motor w/ dual quads • Tremec 5 speed • Posi – 3:55

SoCalSACC Member Profile

Bret & Julie Botzong, #40C

I bought my corvette in 1979 with the \$4000 I got for my 21st birthday. The intention was to buy my cousins 1971 big block corvette with my dad volunteering to drive it back from Louisiana. After test driving it, he was convinced that, given my propensity for speed, I would probably not make it to 22 with that car. Looking for alternatives, he came across a 1960 located in a small bayou town newsletter that fit the bill (i.e. slower). Needless to say, when my parents drove up to our family home in Westminster, California– my first reaction was huh?? – quickly changing to love at first sight.



"Born on the Bayou"

Still in college with time and \$\$ scarce, I enjoyed the car "as is" for the time being, updating parts as I could afford even though it was really a mess. The drive train was a tired 350 with a two speed power glide. Sixty series wheels with American Mags were all around with the leaf springs turned upside down to "jack-up" the rear end. The interior was red "tuck and roll" with orange shag carpet adoring the floor. Most of the trim chrome was missing and the white lacquer cracking under the "groovy 60's" pin stripping. The undercarriage was coated with "red bayou mud" making wrenching dusty. A bit of forensics revealed an original dual-quad, manual transmission car originally Tasco Turquoise.

Fast forward a few years (circa 1982) to a single engineer, working second shift (i.e. lots of time and \$\$) – what better to spend it on than the corvette?? The goal - a period correct restoration with parts coming primarily from junk yards and the Pomona swap meet (when it really was a corvette swap meet!). We disassembled the car down to the frame and built it back up doing all the work ourselves (except top coat paint). The frame / metal parts were sandblasted and painted with a hardened enamel (before powder coating!). The body was chemically stripped to the glass discovering the original Tasco Turquoise color. We did all the mechanical work ourselves using the local Air Force base hobby shop tools to grind valves, hone cylinders etc. Keeping with the period correct plan, a 283 went back in the car with a T10 4 speed. It took three years to get the car running - just in time to drive away from my wedding with the top down and my brides veil blowing in the wind!

Fast forward a few more years – a growing family makes for busy times. The corvette sat on her side of the garage with the cover on, getting driven occasionally (200 miles / year) and really no \$\$ or time for upgrades. On the bright side - the kids loved riding to the beach with the top down and Dick Dale blaring on the radio yelling "go faster dad"!



"Veil blowing in the wind"



"Frame Off"

Botzong continues.....

Up comes the new millennium and my wife Julie, bless her heart, suggests that maybe I would like to spend a few \$\$ on the vette – don't need to ask me twice! Decision time – numbers matching (did not match #'s first time around) or driver. Two critical events mark this period. First, the 2002 Monterey NCRS Nationals - the C1 room– heaven– absolutely gorgeous cars –eavesdropping on a judge and car owner debating the correct coating on a hose clamp – hmmm – maybe a bit much to me. Second, the 2002 El Segundo car show - a 1960 C1 with a modern engine but period correct air cleaner / ignition shield etc. – nice! In the end, my goal to drive the car, keep the original look / feel and obtain modern dependability made the decision– no numbers matching for me. This brings it to the current configuration – a modern ZZ4 crate motor with dual quad Edelbrock carburetors (a nod to her heritage) and a TREMEC 5 speed. Cruises all day long at 75 mph getting 20 mpg AND can frighten you at any time with WOT! Really fun! We now average 3000 miles per year, enjoying every minute while planning for the next restoration – you know – that hybrid technology is pretty slick, hmmm...

"Go faster Dad!"



"A Family affair"



C-1 Member Classified Ads

FOR SALE - These were removed from, or purchased for but not used on, my 1958 Corvette: Make offer! motor mount crossbracket; original from 58 Vette, good condition but notched (OK, not NCRS!) water pump with plug requiring notch in bracket (used, OK, not NCRS!) carburetor - Rochester 4bbl, 12128, w/ accel link, return spring, choke fresh air tube, stud & wingnut; (orig 58 230hp TurboFire Chevy), used (rebuilt years ago) fuel pump - rear input, front output like #4445/4663 but no AC logo on top (used, OK, not NCRS!) (fits 55-58e Vette) thermostat - 180 degree, new air filter elements - A350C, qty 3, new (think can fit 59-62 Vette 230 hp) ignition coil 202 distributor cap - tall, window - ACDelco D308R, GR2.367, CC1236081, boxed, new distributor cap - tall, window - Standard DR429 - CC271011, new distributor cap - tall, window - DelcoRemy Pat.#xxx047, DR script inside, barely used distributor tune-up set - ACDelco 101-2, 12338695, CC271009, new emblem inserts - front/rear, silver not gold, disk only not mount ring, qty 2, appear like new

Alfred Cellier, Rancho Palos Verdes CA, 90275, 310 833-6278, n6ac@arrl.net ...Al '58 245hp

FOR SALE: 53-55 Reproduction exhaust extensions, both short 53-L54 and long L54-55 available. Windshield post tab repair. Gary 530-259-5997 or arunner@frontiernet.net

WANTED: Dual Quad set, for a 1961, complete or partial OK, Tac-drive Generator, High RPM Tach, email: Nyma@ardalan.org Cell: 310 279 6398

FOR SALE: 1958-1962 CORVETTE "Original" used Steering Wheel, needs restoration, has a few small cracks asking \$100.00, used C1 Gas Tank, please contact me if you need pictures or more information. email: Nyma@ardalan.org Cell: 310 279 6398

WANTED: WCFB carburetors and parts, whole or not. Eric May (805)208-9342 or ericmay@roadrunner.com

WANTED: HARDTOP FOR 1958 CORVETTE IN GOOD CONDITION. PREFER ONE IN THE SOUTHERN CALIFORNIA AREA BUT AM OPEN TO ANY AVAILABLE. CONTACT; RON ROOT 805-218-1651 EMAIL; ronjulroot@yahoo.com

FOR SALE: 1957 convertible top, very nice, fits other years. 1958 trunk irons, original and nice. Restored 56-62 seat frames, 57-62 used but still very nice off road mufflers. Stainless sleeved master cylinders 53-62, all types. Pair of 58-62 inner fenders. Need something else? Call me, Jeff @310-570-5554


FOR SALE: 1958 light blue steering wheel with hub (hub painted black). Covered for last 37 years. \$250 Richard Block 818-716-1585

FOR SALE: Original, professionally repaired '62 grille. Looks perfect! Asking \$200. Rear original license plate frame (re-chromed) for '61-'62, ready to install. Asking \$175. 1-pair of used original '61-'62 headlight rings. \$90. Contact Joe LaGreca 909-499-5873

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NOTE: Only those active SoCal SACC Chapter members with a C-1 related business/products are eligible to be listed for FREE!

Product or Service	Name & Member #	Contact Information	Details
AM/FM Stereo Radio, 1958-62 Corvette Radio w/Wonderbar New Repro Radios	Len Marino #39	(626) 358-1466	Made in USA 1 year guarantee \$590 + shipping
<u>Car Appraisal Service</u> Per-Purchase Inspections Stated Value Insurance Appraisals Resolve Insurance Disputes Diminished Value Appraisals	Robert Petricca #80	(888) 314-3366, (818) 992-7219, rpetricca@socal.rr.com www.caldreamcars.net	20% discount for all SoCal SACC members. Credit Cards accepted. Recognized by Ins. Co., Lending Co., IRS.
American Motoring Memories C-1 Corvette Repairs	Jeff Reade #33C	11375 Playa St., Culver City, (310) 397-3800 FAX (310) 397-6969	All type repairs, Total & Partial Restoration, Engine Overhaul, Consulting, Sales & Service
Corvette Frame Straightening Corvette Restoration 1953 – 1962 Specialist	Walden Dahl #116	(760) 949-6653 Victorville	Chassis straightening for C1's. We have the attachments to correct any frame problems.
Corvette Mike 	Mike Vietro #60	1133 N. Tustin Av, Anaheim, (714) 630-0700 www.Corvettemike.com	We sell the best..... And service the rest!
Vette Garage 53 thru 67 Restorations From Drivers to Concourse	Ron Lefler #91	(909) 945-3111 Cell (909) 519-7977 rdlef@aol.com	C-1 Hardtop Restoration
Interior Concepts & Design	Little John, Engelhardt #50C	17391 Mt. Cliffwood Cir. Fountain Valley, CA (714) 435-9448 Shop (714) 267-9996 Cell littlejohns@sbcglobal.net	Complete Interior Restoration Convertible Tops



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