

# *The Solid Scoop*

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



***December 2012***

Vol. 8 Number 4

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



**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 in this Newsletter or 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  
2012 Club Officers**

**CHAPTER VOTING BOARD OFFICES**

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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 Member!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C1 Year</u>
212	George Barnard		

## Calendar of Coming So Cal SACC Events:

### 2013 Planned Events (\*indicates a Flyer has/will be issued)

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Coordinator</u>
February 9	*General Membership Meeting	94 <sup>th</sup> Aero Squadron Rest.	Roche
March 1&2	*60 <sup>th</sup> Corvette Anniversary-Petersen Museum	Los Angeles	Davidian
April 27	*Spring Tech Session	Kent Browning Facility	Werstein
May 17 – 19	*Sonoma Historic Motorsports Festival	Sonoma	Roche
August	*Paradise Cove	Malibu	Costales
November 9	*Fall Tech Session	Toyota Museum	Werstein

### Scoop Features:

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**ORDER YOUR SO  
CAL SACC  
CHAPTER THROW  
NOW!**

**SEE PAGE 17 OF  
THIS SCOOP FOR  
INFORMATION AND  
COST.**

**MADE IN USA!**

**SCOOP COVER:** Bob Crane's (#151) 1957 Corvette. Bob has owned his 1957 Corvette for three and one half years. It has a 270 hp engine, 4-speed transmission, and off road exhausts. The car was partially restored years ago. Most of the numbers match those for a 1957 Corvette.

**BACK COVER CAR:** Dwight McDonald's '61 Vette. I purchased the car in October 2002 from the second owner, living in New York. Original purchase from Felix Chevrolet in Los Angeles on May 28, 1961. Driven to New York in 1963, original owner job reassignment. Second owner purchased in July of 1964. Driven till late October (the engine blew the #5 cylinder, and spun the #7 bearing). Placed in a climate controlled garage. Owner planned to repair during summer, but never happen. The car sat as the owner gained too much weight, and was unable to get into the car. Car remained parked in the garage covered with a canvas tarp (34 years), until it was sold to me. I had it transported to California, put in in my garage, and started the restoration. A complete restoration of chassis, wiring, all parts restored, and countless hours of labor were spent. I rediscovered much of my military vocabulary while the car being restored. The car was NCRS judged for the first time in March of 2005, attaining a "Top Flight".

Upon meeting Jeff Reade (fortunately, or unfortunately – depending on your perspective), I found all the areas of incorrectness, not to mention my checkbook, fixed them and took on the NCRS judges. I started the process to attain a National Level NCRS Top Flight. On my attempt to obtain at Performance Verification (PV), I passed it the first time, and in the rain no less. This past July 4th, 2012, I got my NCRS National Level Top Flight. Jeff Reade, Mike McClosky, Chip Werstien, and Doug Prince were great helps in doing the job right.

# 2013 MEMBERSHIP DUES ARE NOW DUE!

**Read-on For all the Information You Need!**

1. **Do Not Pay your Due's to the National SACC!**
2. **Send Both Your National & Chapter Due's to John Costales (Chapter Membership Chairman), and he will forward your National Due's to the National SACC.**  
Reason: You are required to belong to the National SACC as a prerequisite to belonging to our So Cal Chapter. It is easier for John to "know" who belongs to the National.
3. **National SACC Due's + Chapter Due's = \$55.00 Make your check out to So Cal SACC and send it to John Costales, 7026 Sonora Ct., Ventura, CA 93003**
4. **IF, You Have NO Changes (Address, email, phone numbers, etc.) Just Send a Check for the \$55 and reference your name.**
5. **IF, You Have A Change, Send John a Note with the Change or Fill out the Form on Page 19 of This Newsletter.**
6. **IF you have any questions: Phone John at (805) 642-3662 or email at [costales@west.net](mailto:costales@west.net)**

**To the So Cal SACC Membership, Thank You!**

**From Jim Lundal, SCOOP Editor**

**Wrapping up 8 years of putting together "The Solid SCOOP" quarterly, I want to Thank all the members for their patience and contributions over this time. Sometimes it seems very daunting to sit down and face a series of Blank Pages and wonder if you can fill them.**

**This SCOOP features another Member Profile and it is always comforting when a member commits to doing his personal bio and submitting pictures. Featured this issue is member #48C and each issue I attempt to get a commitment out of the next consecutive member number early to provide that person time to "wrap" their head around the task. Be forewarned #49! It is very rewarding when text is sent and a bunch of old faded pictures. Thanks to all of you that contribute.**

**Articles, technical or whatever, are gladly received and those who take the time to submit add considerable to the SCOOP. I appreciate receiving their write-ups and try to make the article interesting to our readers. In particular have been Eric Hershkowitz, Chuck Gibney, Dwight McDonald, myself and others who sit down and spend time writing and collating the information. Lately, Chuck's 3 write-up's about his Corvette Restoration have been very informative, or at least I find them that way. Much of Chuck's information is compiled from a person who has not performed such an endeavor prior and he writes from that point of view. There are many members who have performed such a restoration but it becomes easier to write and photograph as you are doing the work. Now that Chuck is on a so called "roll" it is always in the back of his mind "that Lundal is going to call soon".**

**Tech Sessions is almost the heartbeat of this club. Chip Werstein deserves huge Credit for this endeavor over the years. My only problem is listening, noting and recalling all this information in the SCOOP.**

**Again, to all members, Thank You for responding to all my incidental emails asking questions, proof-reading flyers, submitting articles, enduring writing Profiles and expressing "you enjoy the SCOOP". It all makes the job somewhat easier. Save the Wave!!!**

**Jim Lundal, Editor**



# *The So Cal SACC Annual General Membership Meeting*

**Saturday February 9, 2013**

**Itinerary:**

**Good C-1 Parking! Arrival & Tire  
Kicking begins at 9:00 AM**

•Lunch will begin at Noon.

• A Minimal Business Program (per National Rules)  
will be held.

•Guest Speaker



**Buffet Lunch Cost is \$35 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
- Larger Dining Room than 2012
- Good Buffett Food



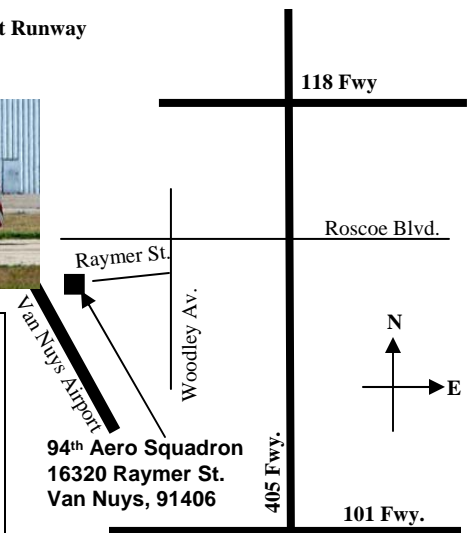
**Driving Directions:**

**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.



# 60<sup>th</sup> CORVETTE Anniversary 2013

PETERSEN AUTOMOTIVE MUSEUM



Sponsor



MID AMERICA  
MOTORWORKS  
[www.mamotorworks.com](http://www.mamotorworks.com)

**Celebrate sixty years of  
America's favorite sports car at the  
Petersen Automotive Museum  
March 1 & 2, 2013**

Friday

March 1

**Corvette Values Seminar-** What's your Corvette worth in Today's market, and how will it perform as an investment in the future? Find out at this seminar from 10:30 a.m. to 12:00 p.m. Ticket price: \$25.

**Corvette Racing Panel Discussion-** Several iconic figures from Corvette racing history will talk about the car's illustrious racing heritage. 2:00 p.m. to 3:30 p.m. Ticket price: \$25.

**Corvette 60th Anniversary Gala-** Festivities begin at 6:00 p.m. with cocktails, dinner, memorabilia auction, and a panel discussion with some of the biggest names in Corvette history. Only 350 tickets to this special event are available. Ticket price: \$125. This event will sell out!

Saturday

March 2

**Corvette Day Car Show-** in the Petersen Parking Structure from 9:00 a.m. to 4:00 p.m. Space is limited to 500 Corvettes. Register early to guarantee a spot! Spectator admission to Corvette Day is included with Petersen Automotive Museum admission.

**Corvette Restoration Seminar-** Learn restoration tips and techniques from the pros. 10:30 a.m. to 12:00 p.m. Ticket price: \$25.

**Corvette Exhibit-** Twenty historic Corvettes will be on display in the museum. This not-to-be-missed Corvette exhibit runs February 27 through March 31, 2013.

These events have limited tickets available and will sell out! Buy your tickets early. All Corvette Day proceeds benefit the educational programming at the Petersen Automotive Museum Foundation, a 501 (c)(3) nonprofit educational institution. Event tickets and car show registration are available online or by filling out the back of this form.

[www.CorvetteDay.org](http://www.CorvetteDay.org)

Participation of SoCalSACC in this Event is being planned by Greg Davidian & Barry Charles. When Details are available the membership will be notified by Email.



# SO. CAL. SACC SPRING TECH SESSION

**Saturday, April 27, 2013**

***Cerritos, Calif.***

So. Cal. SACC member Kent Browning #118 will host our Tech Session at his NEW FACILITY in Cerritos, Calif.. See the map below. Only C-1 parking in the lot, please! The address is 16625 Norwalk Boulevard Cerritos, CA 90703

Kent has acquired a new building north of the previous location but on the same side of Norwalk Blvd. The Tech Session will be held in this new building.

***Tire Kicking begins around 9:30 AM,***

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

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

***RSVP by Check (payable to So Cal SACC) before April 23,***

**Send to Jenni Werstein at 23317 Schoenborn St., West Hills, CA 91304**

**Questions: Call Chip at (818) 883-5766 or email [chipsgarage@aol.com](mailto:chipsgarage@aol.com).**

## **C-1 Tech Session Topics:**

**"Basic maintenance and care for the vintage Corvette"**

**Doug Prince.....Fuel, oil and other lube issues**

**Chip Werstein.....body lubrication points**

**Larry Pearson.....Wheel bearing, brake adjustment**

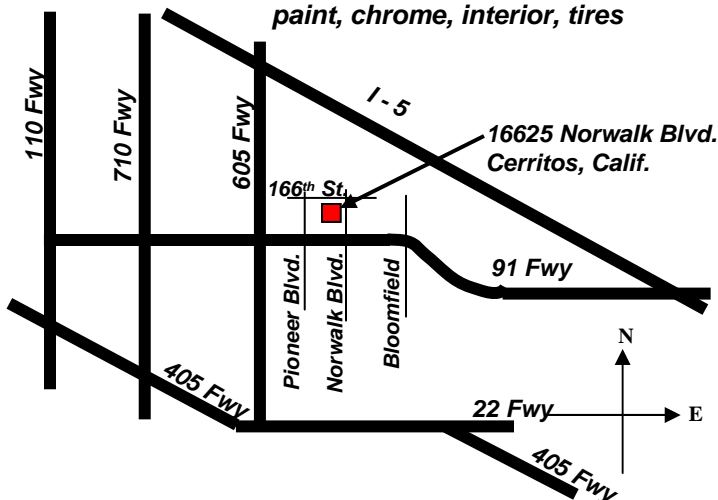
**Joe Fekete.....radio and electrical troubleshooting**

**Evan Williams.....fire extinguishers**

**Greg Davidian.....classic car insurance**

**Bruce Papp.....Guest. Care and maintenance of  
paint, chrome, interior, tires**

***Meal Cost, \$20,  
Payable In Advance.  
Cut-Off Date is April 23***



### **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.

# Fleet Week Tour to San Diego



**Randy & Diane Solle organized and hosted a Great Weekend of Tours, Vintage Car Racing and Good Food during September. The Weekend was the culminating event was held at the North Island Naval Air Station on Coronado Island in San Diego. This event was known as Fleet Week and has been held each year for many years. Also, assisting Randy with coordination was ex-Navy man Bob Brown who is a member of So Cal SACC. Bob arranged the tickets and parking at the Navy Base.**

**Randy was extremely satisfied that this event was complete with no mess-ups as only a week before he dry-ran the course and checked on the scheduled facilities. Several incidents along the route occurred but the major incident was stopping for lunch at the scheduled Saturday Night eatery. Well, since the time he had previously scheduled dinner the eatery had sold and the new owner wasn't open on the weekends. Crisis Mode! The new owner was very accommodating and said he would open to our group if he had preordered meals off the menu for each person. To complete the story, Randy sent out menu's to all attendee's and each person could pick their selection and email the Restaurant Owner personally. All of this was accomplished in a week.**

**Saturday Night after being at the Race Track all day, we met at the Beach Grass Café and waiting for us were each persons ticket with their meal printed out and the food was fabulous. Service was fast and complete. The new owner even accommodated a couple drop-ins who we met at the racetrack.**

**Another famous Solle Tour and the over 15 C1's with participants enjoyed everything.**

**Our accommodations for the Hotel were in Encinitas at the Best Western. Each unit was a suite with balcony and before departing Saturday morning (& Sunday) there was a very complete breakfast at the hotel included in the room payment.**



Fleet Week, The "Pits"**1955 CORVETTE  
VE55S001196**

Owners: Diana and Noel Park, San Pedro, CA  
Restored by: J&D Corvette, Bellflower, CA

***The Parking Lot Below and the Air Above*****Solar's 1946 Midget Racer**

Built 1945-46 in San Diego, California  
Builder: Solar Aircraft Company  
(now Solar Turbines Incorporated, a Caterpillar Company)

**Ever Have Your Trunk Lid Open on the Freeway at 70mph?**

During the drive from Encinitas to the Coronado races our entourage was traveling about 70mph and most had hardtops or soft-tops up, including Jim & Judy Lundal. While driving down the I-5, member Bret Botzong passed Lundal and yelled your trunk lid came up. Jim verified it in the rear view mirror but soon discovered there was no rear visibility to move over in lanes. Wife, Judy, got the solution to remove a make-up mirror and see if traffic was in the next lane and they slowly made their way to the side and stopped. Very scary when the top is up and you can't see anything behind you on the right side.



# **SoCalSACC Member Profile**

## **Darold Shirwo, #48C**

*It was a cold, blustery day in the middle of the Korean war when my father bundled this 12 year old into his 1950 Chrysler Windsor to go to the G.M. Autorama in Chicago. I had been working at Olsen's Shell station for about a year as a gopher (e.g. shoveling snow, gassing cars, etc.) and was hooked on cars.*

*When we got to the show we wandered and I was awed by the show cars (Buick Wildcat, Pontiac Strato-Cruiser, Cadillac Eldorado and Olds F-88) but in an instant I became star-struck when we reached the Chevrolet display and in bold lights and stunning white was the new Corvette (I didn't even notice the dynamite Brunette that was standing next to the Vette). From that day on it was dreamland for me - when could I get a Vette.*

*It wasn't until 4+ years later that I had my chance; I had graduated from gopher to mechanic at Olsen's and I used to go to Mancuso Chevrolet to get parts, one day it appeared in the showroom - red/red 2 tops, fuel injection, etc.*

*I spent almost every waking minute thinking about "my new car" but a trade-in on my 1950 Buick special would not amount to much. Mancuso could not sell the Vette because their mechanics were not FI smart and the Vette would not idle properly so when they took potential buyers out for a ride the car kept stalling and they became desperate to get rid of it - the big Vette dealers in Chicago then were Nickey and Z-Frank, not Mancuso a local Skokie dealer.*

*In March of 1957 I couldn't take the anxiety any more and took all my Bar Mitzvah money and convinced my dad to co-sign for me. The two of us rushed to Mancuso with \$600.00 and a 1950 Buick Special - we bought the Vette for \$3,412.12 with \$650.00 down and financed the rest through the Bank of Lincolnwood at \$56.90 per month including insurance.*

*I had read every piece of paper on FI and had no problem getting it to run the way they should run - it had the 360 unit with a 905 distributor.*

*I then headed down to the University of Illinois and as a mechanical/electrical engineering student I always had someone that wanted to go for a ride and drool.*

*Unfortunately, after a year and a half I could not keep making "mortgage" payments on the Vette and paying my tuition/room and board and had to ask my uncle Louie Baer to see how much he could get for my dreamcar; he actually sold the Vette for \$100.00 more than I paid because Nickey and Z-Frank had trouble getting red cars and the new "58" 4 headlight cars were not as desirable as mine and I then replaced my Vette with a '54 Olds '98 coupe. I did not get back into Vettes until I moved out here and went to work at Mattel on the Hot Wheels project.*

*I became acquainted with Frank Milne at Harry Mann and bought a big block '65 and then had many, many midyears and sharks.*

*In 1971 I saw an ad, in what some of remember as the Valley Green Sheet, for a 1957 Vette (in Sylmar) and went out to look at it - it was a 2 top green car that had at least 7 paint jobs and the interior had been painted black, but it had the original FI engine and parts but no FI (2 fours).*

*I bought the car for \$150.00 and then made the mistake of taking it to Bruno's.*

*Notwithstanding my disastrous encounter with Bruno I then began advertising in the old Vette Super Shopper and Blue Flame Special (Ed Thibeau's old venture) for FI cars.*

*At the time I had a stock brokerage firm and one of my salesmen wanted to get an "old Vette" and we saw an ad in the L.A. Times for a 1961 in Long Beach so we went down to look at it.*

*The Vette was in the back yard and under trees. tarps, etc. and my friend told me to forget about the car, but I was curious and went over and cleaned some of the debris away and saw "Jewel Blue" and it was love at first sight (original owner and 39K miles, 2 fours, power windows, etc.).*

*Shortly thereafter I received a call from a bird-dog in Canton, Ohio who had located a '57 FI car with 44M miles and original owner.*

*I flew to Canton and found the car in a basement covered with a tarp and when we removed the tarp we found the car was protecto-coated with cosmoline - for those of you that do not know about cosmoline, it is used to encase you M1 rifle and you need to clean, clean, clean. Jim Cable and I spent 4 hours cleaning and prepping the Vette so I could get it to the trucker.*



*I then continued to look for and buy more cars and each and every one has an interesting story, but there are not enough pages in the Solid Scoop to recount them all.*

*The photo is of my 1961 and 1957 both of which have received NCRS top flight, founders, Bowtie and sportsman awards and VCCA (Vintage Chevrolet Club of America) HPOCF awards.*

*The next photo is of the 1957 that was originally green and because of my divorce, the ground up restoration was stopped and the red one is a 1956 numbered 11; I have plans to put both cars back on the road, but not until a few of my other cars are done.*

*I was bitten by the Vette Bug many, many years ago and my only regret is that from 1958 to 1965 I didn't keep up the enthusiasm.*



# C1 Restoration Part 3.....Chuck Gibney & others

**Editor note:** Two 1962 C1's in-process restorations began during 2011. Both C1's are being worked on somewhat concurrently. I (Editor) thought it would be of some interest to follow the restoration process over several 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 both are currently in the Frame restoration stage. As expected, when you view the frame on any C1, there are going to be surprises.

The SoCalSACC member owner's of the '62's being reported are Chuck Gibney, #189, and George Iverson, #62. Assisting the owners are Steve Clifford, #58, myself and a couple additional non-members. The June 2012 SCOOP was the kick-off article and all copy's from previous SCOOP's are posted on the Chapter Web Site ([www.socalsacc.com](http://www.socalsacc.com)).



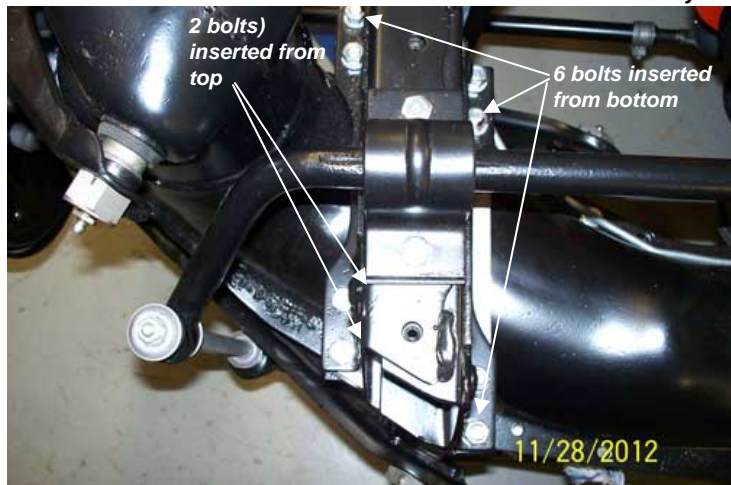
Chuck Gibney

Last September, in Part 2 of our restoration project, George Iverson and I had completed the restoration of our C1 frames and had installed the front cross members. I did forget to mention that two of the bolts holding each end of the cross member are inserted from the top, and the other six are inserted from the bottom. Refer to adjacent picture. Now it is time for us to install the front and rear suspension components.

We found that the Corvette Servicing Guide (ST-12 pictured at left) provides a step by step process for rebuilding the front end. Reprints of this book are available from most Corvette parts houses, and is a must if you have a rebuilding project.



A lot of the terminology was new to us, so we spent some time learning the correct names for the suspension



parts. The ST-12 Guide, and the detailed drawings in the Corvette Central and Paragon parts catalogs were very helpful. I encourage you to get these publications.

I won't attempt to recreate the very detailed instructions for assembling the front end suspension that are in the ST-12, but would like to mention some of our key thoughts.

1. Clean all the old parts very well. We blasted all the parts in a blast cabinet with Aluminum Oxide, and then had many of them powder coated at Newport Mesa Powder Coating in Newport Beach. This is not factory correct, but we liked the more durable finish.

2. Replace worn parts. This will probably include the Kingpins, the control arm shafts, and some of the bushings. If these parts are loose and don't fit together properly you will probably have a car that doesn't steer well. We rebuilt the kingpins, using a rebuild kit we purchased from Corvette Central. The kit included new kingpins and bearings. The instructions in the ST-12 were complete and easy to follow.

3. The inner end of the upper and lower control arms ("A" frames) have steel bushings that secure them to the control arm shafts on the front cross member. The outer end of the upper control arm also has similar bushings. These steel bushings have threads on the outside and inside, so each bushing must be "indexed" properly and threaded onto the shaft and into the control arm at the same time. It is very important that these bushings are installed so the shafts are centered in the control arms. It may take some trial and error, but they will go together properly. The relationship can be seen in these figures from the ST-12. Remember to install new grease seals as you assemble the bushings. See the Illustrations of the Upper and Lower Control arms on the following page.

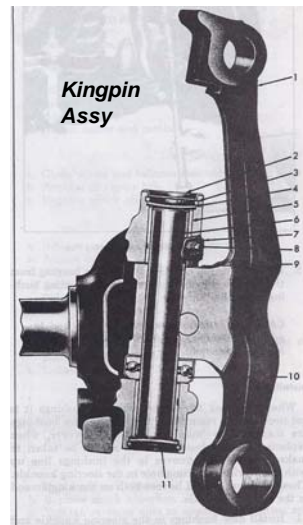
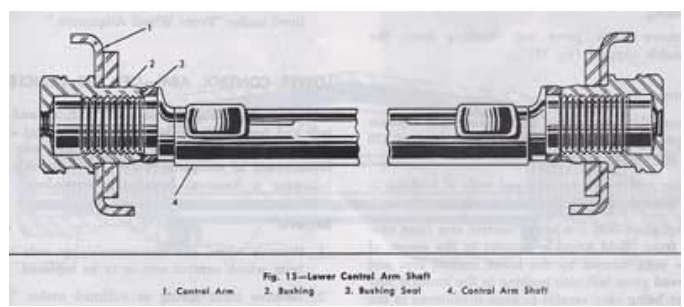
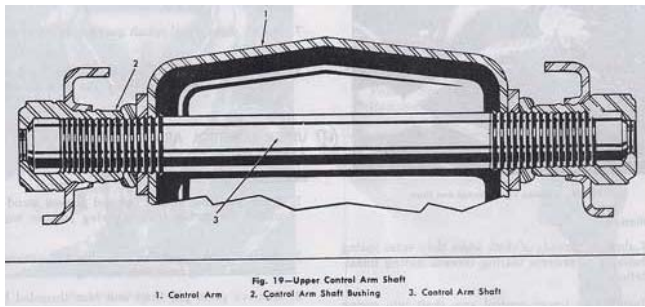
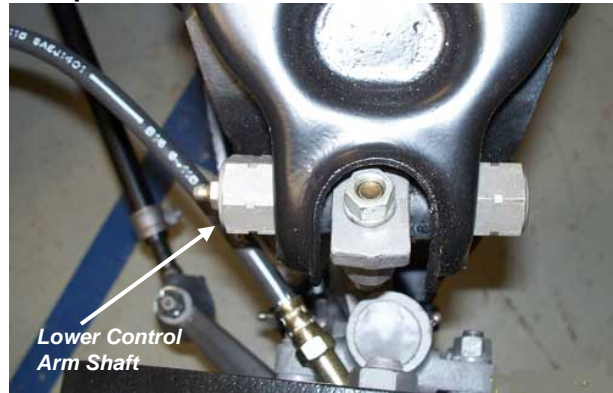


Fig. 25—Kingpin and Bushings—Cross-Section

- |                             |                     |
|-----------------------------|---------------------|
| 1. Steering Knuckle Support | 7. Steering Knuckle |
| 2. Upper Bearing Cover      | 8. Grease Fitting   |
| 3. Lock Ring                | 9. Shim             |
| 4. Wash Plug                | 10. Thrust Bearing  |
| 5. Kingpin Bushing          | 11. Lower Wash Plug |
| 6. Kingpin                  |                     |

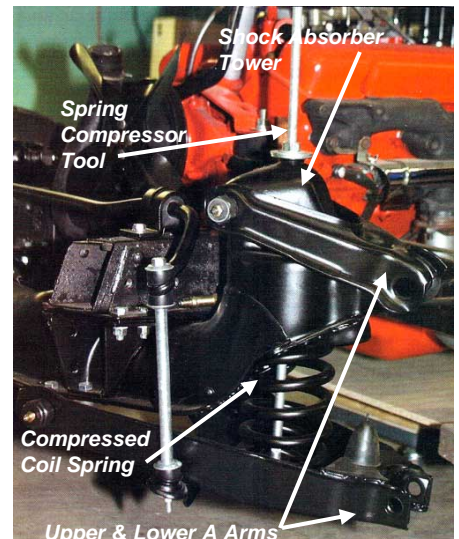


4. We purchased new grease seals that fit between the control arms and the control arm shafts to hold grease in the bushings. We found that the seals for the upper outer control arms were not wide enough, and wouldn't hold grease. So we replaced them with wider seals we made from a piece of heater hose.



5. In the last article, I mentioned that my front springs were thicker (coil diameter) than the originals, which made the car ride like a truck. I purchased new springs from Corvette Central, blasted off the paint, and then had them powder coated to match the frame and the other steering components. Removing and installing the front springs is a scary job. A friend made a tool to compress, and to slowly decompress the springs, allowing them to be removed, and reinstalled in relative safety. It is similar to the one shown here, in an article (partially reprinted here, with permission), from Rob Musquetier in the Summer, 2008 Corvette Restorer Magazine.

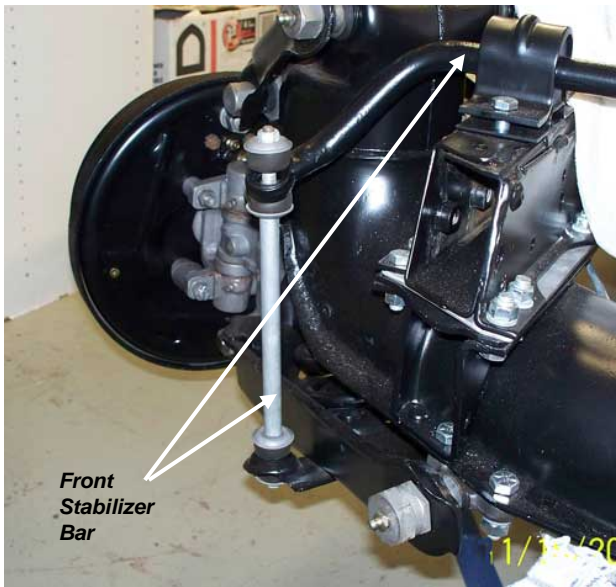
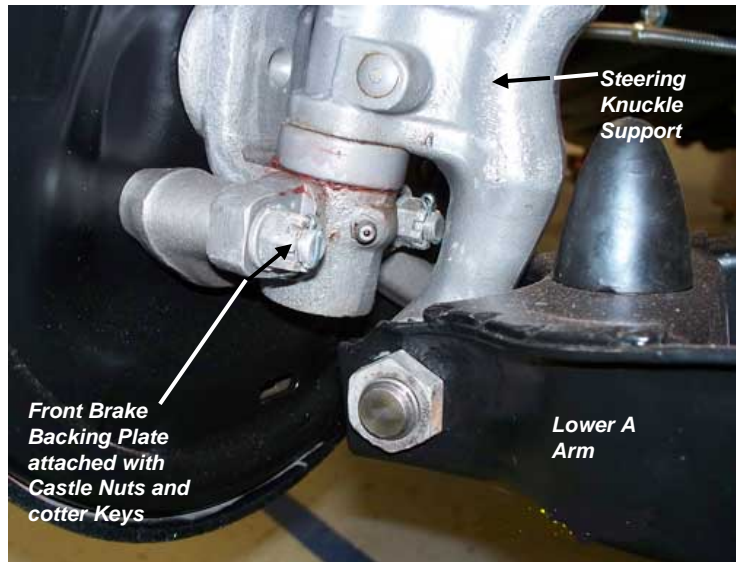
As Rob describes the process: buy a 30-inch long 1/2-diameter threaded rod, two 1/10" thick 1 1/4 inch outside diameter washers and three 1/2 inch nuts (same thread as rod). Remove the front shocks from the suspension and reattach the bottom shock access plate. Now guide the rod through the holes for the shock and attach the washer and two nuts at the bottom side of the rod. Ensure that the two nuts are tightened so they lock well. Put the other flat washer and the remaining nut at the top end of the rod. Tighten the top nut using a wrench, while ensuring that the lower nuts do not turn by keeping them in place with another wrench. This allows the spring to be compressed or loosened in a controlled manner. Once the spring is tightened sufficiently, remove the outer pivot bolt so the spindle support is loose. Loosen the upper nut on the compression tool all the way until there is no pressure on the spring. The tool can now be removed, and the spring taken out. The spring can be reinstalled using the reverse procedure. As you install the new spring into the shock absorber tower, be certain it is centered properly in the tower, and in the lower control arm. The end of the spring fits into a depression in the lower control arm.



The lower end of the steering knuckle support is attached to the lower control arm ("A" frame), with a bushing, a bolt and a nut. The detailed installation process must be followed carefully to keep everything centered and moving easily. Take your time, and it will work well.

Now you can install the upper end of the steering knuckle, and pivot bolt, using the spring compressor tool to keep everything lined up. Finally, you can remove the tool, and install the shock absorbers.

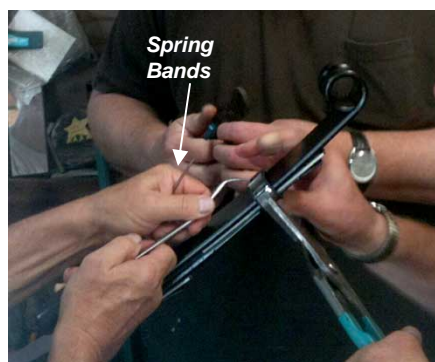
The steel bushings, pivot bolts, and nuts in the front suspension have torque specifications ranging from 30 to 170 ft. lbs., so it is important to follow the Servicing Guide carefully. Once the drive train and body are installed we will take the cars to an alignment shop to have a proper front end alignment done before we put the cars on the road.



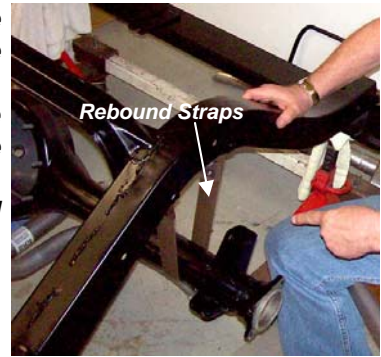
We installed the front stabilizer bar using new rubber bushings, spacers, and bolts. This proved to be more difficult than if we had waited until the engine was in the car and the wheels were attached primarily since there was no weight on the springs, the control arms were pointed down, and the angle of the stabilizer made it difficult to install the bushings. By using a small jack to push up on the bolt, and someone sitting on the cross member, we were able to get everything together. We left all the stabilizer bar components loose, so they can settle into the correct position when the engine, wheels and body are on the car. The servicing guide recommends not tightening all the bolts for the stabilizing bar for both the front and rear stabilizer bars until the frame is "loaded" with the engine and on its wheels. Then we will tighten everything.

## Rear Springs

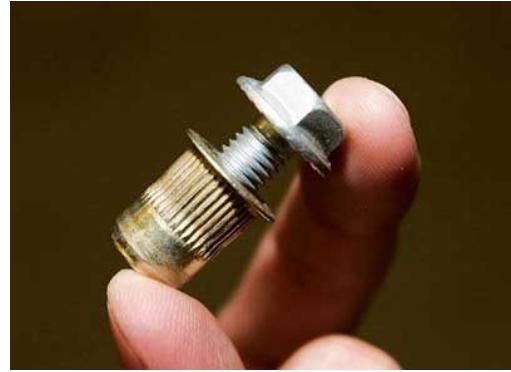
The rear springs on my car had two extra leaves. I assume somebody used my Corvette as a tow vehicle at some time in the past. We disassembled the springs, then sandblasted and powder coated them. We rebuilt them with new spacers between the leaves, new center bolts, and new clamps. The clamps are made of rubber channels, and thin steel sheets that must be held together with a clip, which requires a special banding tool to do it right. George bought a banding tool, which worked well, but it is at least a two person job using a vise to hold the spring together. Corvette Central now rents the tool. Here is the completed job.



The rebound straps on both our cars had rotted through a long time ago. We replaced them with new ones. They are held onto the frame with rivets. The Servicing Guide suggests using bolts and nuts to hold the new straps on, but, since the rivets were available, we decided to restore them as original. We purchased a special tool which allowed us to install the straps and crush the rivets properly. Call me if you want to borrow this. This is also a two person job. The result is shown here. The rear axle housing is put in place after the rebound straps are installed.



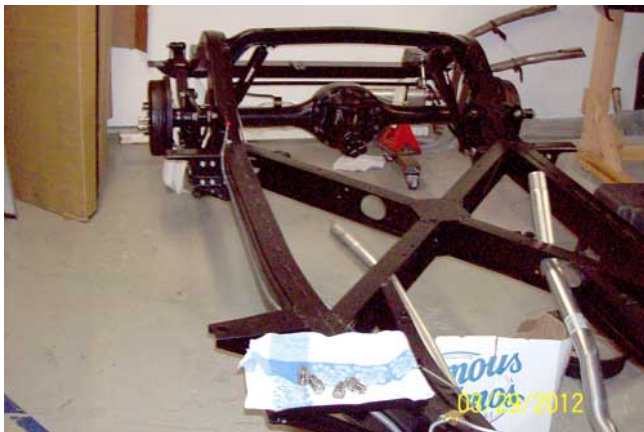
The Corvette Servicing Guide provides very good directions on rear spring installation, as well as the radius rods and rear stabilizer bar. I failed to take any pictures of these activities, but they were not difficult. We used new bushings and lubricated them before they were installed. Because the springs and radius rods work together to keep the axles in the correct line, we installed all of these parts before we tightened and torqued anything down. We decided to install the hangers for the tailpipes while we were working in that area of the frame, and found that two of the bolt holes in the frame were stripped out. These were 5/16 bolts, with threads tapped right into the frame. The frame metal is very thin, and it doesn't take much to strip the threads. We could have drilled the holes out and tapped them to hold 3/8 bolts, but realized the same thing might reoccur. So, we chose to repair the holes using Nutserts, purchased from McFadden-Dale Hardware in Santa Ana. You drill out the hole to accept the nutsert, insert a bolt and tighten it down. This expands the nutsert and it creates a very strong nut inside the frame.



Here two of my SACC members team are installing one of the Nutserts in my frame. A great invention.

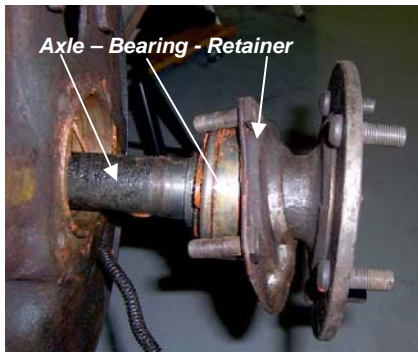
## More General Frame Assembly

Now is definitely the time to install new brake and fuel lines. I've read some stories about how difficult this is when the body is on the frame. With the body off, it is very easy. We replaced all of the brake and fuel lines, as shown in these pictures.



## Rear Axle Gears & Differential

When I had disassembled the rear axles, I found grease had leaked onto the right side backing plate and that someone had liberally coated the area around the rear bearing with gasket cement. I also found that the metal ring which holds the rear bearing onto the axle was badly mangled. After inspection and discussion with some club members, the axle housing appeared to be straight, and we came to the conclusion that the bearing had been improperly installed, causing leakage onto the backing plate and brakes. The 1961 Passenger Car Shop Manual describes how to remove and replace the bearings, but without a press, I chose not to attempt this. This is another great publication, and is definitely needed. Also order the 1962 Supplement. I took the axles to "The Gear Man" in Garden Grove (714) 537-9495 to make sure the axles were straight (which they were), and to install new bearings. The Gear Man also rebuilt my Positraction unit, as it had been whining. The Servicing Guide and the 1961 Passenger Car Shop Manual provide installation instructions of the differential and rear axles. Here is George Iverson placing my Positraction unit into place in the axle housing.



We had cleaned and blasted the brake backing plates, and the nuts and bolts that hold them to the spindle support in front, and the axle housing in the rear. We also powder coated the backing plates. We

reinstalled them, using Threadlocker Blue on the nuts and bolts where appropriate, as we had on most of the fasteners on the suspension, to prevent them from coming loose. Two of the nuts holding the front backing plate on are castle nuts, requiring cotter pins. Then we installed the axles, and filled the differential with Positraction lube.

### Next Issue!

**Now we are going to move on to the engine and transmission rebuild.**

### MY GARAGE – Jim Lundal (this is called filler in Newsletter terminology)

All So Cal Members have garage-space high on their wish list. Recently, I had my garage add-on signed off by the City Inspector after several months of construction (slow since I do all electrical and Judy had health issues). About a year ago Judy & I downsized our home and moved to a old home with a non-functional detached 2-car garage (built in 1941, the same year as the house). All this planning was done with the idea of expanding the garage to house our stuff. The purchased property is situated on a corner in north Long Beach (Lakewood Village) near our kids homes. Initially I found that there is a sq. ft. limit to garage space (3-cars) but you can add a 300 sq ft. office. Below are pictures of the results. It houses my car lift, '60 Vette, '56 Bel Air and our '32 Coupe.



'60 Vette sits on 4-post lift. Lift will go all the way up with car.



Back office with entrance. Will house my computer area, Judy's sewing area along with bookcases.

## So Cal SACC Apparel

We still have an ample supply of polo shirts (see picture) and hats.

Polo shirts are \$30 and hats are \$15.

We have tee shirts at \$15 and long sleeve denim shirts \$35.

What would you like us to stock next, a light weight jacket or sweatshirt?

Email or call Bob Crane at

bobcrane@cloud.com, 714-458-6395



### ORDER YOUR CHAPTER THROW, NOW!

Want a Chapter Throw?

MADE IN USA

This throw is 50 x 60 inches and are \$35 total. Contact Bruce Fuhrman at [bruce4info@aol.com](mailto:bruce4info@aol.com) and send him your name and email to order one, or several.

Bruce needs 7 more orders to meet the quota for an order.

## **C-1 Member Classified Ads**

**FOR SALE:** 1956 Corvette, VIN # E56S004124, California car with only 58,300 miles.



Originally Cascade Green, repainted to Chevy tan with Beige coves in 1975 by the 2nd owner. Vinyl top was added by the 1st Owner. Both tops, dual quads, auto, power windows & top, original engine, never rebuilt, numbers matching, have owned since 1976 with previous 2 owner history from new.



Original soft top & spare tire. Drive it anywhere. Asking \$53,000. Contact: Bill (805) 497-2120 or email [whk59bjk@verizon.net](mailto:whk59bjk@verizon.net) Member #195.

**FOR SALE** 1953-55 Reproduction exhaust extensions, both short and long styles available. Windshield post tab repair. Horn ring insulator kit. Gary 530-259-5997 or [arunner@frontiernet.net](mailto:arunner@frontiernet.net) # 26

**FOR SALE:** 1-pair of used Original '61-'62 headlight rings. \$75. \$ 1-pair of used Original '57-E59 aluminum valve covers GM #3726086 \$110. 1-pair of used 3748770 '58 heads (no cracks) dated I 19 7 & I 20 7 \$750. Contact Joe LaGreca @ 909-499-5873

**FOR SALE:** '58-'60 left front bumper. Never hit, re-polished and triple chrome plated. Better than GM original condition. \$300. Can deliver to local SACC event. Mike McCloskey, 661-257-4330 or [clutchmccloskey@yahoo.com](mailto:clutchmccloskey@yahoo.com)

**WANTED:** 62 starter 1107233 dated prior to 10/15/61. Will trade 57 starter 1107664 dated 12/12/56. Pair of rebuildable 62 horns # 441 and 442. 62 Borg Warner T-10 aluminum main case and tail housing dated April, May, June, July or early August 1961. Have lots of C-1 stuff to trade or will buy outright. Chip Werstein 818-554-6560 or [chipsgarage@aol.com](mailto:chipsgarage@aol.com)

**FOR SALE:** Early 1963 FI Unit with distributor and manifold - \$5,000. Darold M. Shirwo, [dshirwo@aol.com](mailto:dshirwo@aol.com) 310 278-2000


**WANTED:** A 1962 Vette owner to pick up 2 Black Original Door Panels if you want them. No metal attached but carpet OK, FREE! Call Lee (#100) at (714) 436-0315

**WANTED:** 1956 Corvette. Call Bruce at 805-482-4396. He is searching for VIN # E56SOO2033 .

## 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 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 <b>New Repro Radios</b>	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	(760) 983-5944 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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Welcome to another year of SoCal SACC (Solid Axle Corvette Club)

# SoCal SACC Chapter & National Dues Renewal Notice Year **2013**

## Dues are due by January 1, 2013

For liability insurance reasons, SoCal SACC Chapter Membership requires current membership in the National SACC organization. To make record keeping easier, SoCal SACC collects both National and chapter dues and sends your membership dues onto the National SACC.

**Never pay any dues to Natl. SACC-Pay both chapter and Natl dues to SoCal SACC!** *(please)*

Yearly Dues are payable starting in November and due by the 1<sup>st</sup> of January each year.

SoCal SACC annual dues are \$20 and National SACC dues are \$35 (\$55 total)

SoCal chapter publishes "The Solid Scoop" & SACC publishes "On Solid Ground"

Check the boxes below that apply: If not checked you will not be on the Natl. "Road Assistance List" and you will be put on the Natl. published roster!

☐

I would like to volunteer for the Natl. "Road Assistance" list for members traveling

☐

I do not wish to be included in the Natl. SACC published roster (otherwise you will be included on it). Info published has an \*

**Fill out only the information that has changed from last year. If you have no changes ... please just enclose a check!**

If for any reason you have paid your National dues directly, please send \$20 Chapter dues and note your National membership # here \_\_\_\_\_

Our Chapter website: [www.SoCalSACC.com](http://www.SoCalSACC.com)

Make checks for **\$55** payable to: "SoCal SACC" and mail to:

**John Costales / SoCal SACC Membership**

**7026 Sonora Ct.**

**Ventura, CA 93003**

**(805) 642-3662**

[costales@west.net](mailto:costales@west.net)

\* Member Name: \_\_\_\_\_

\* Co-member Name: \_\_\_\_\_

Address: \_\_\_\_\_ \* City: \_\_\_\_\_

\* State: \_\_\_\_\_ Zip: \_\_\_\_\_

\* Home phone: \_\_\_\_\_ Work phone: \_\_\_\_\_ \* Cell phone: \_\_\_\_\_

**E-Mail: (Important!)** \_\_\_\_\_

Corvettes presently owned and please include VIN #'s for all C1's: (C1 ownership not reqd.)

Liability insurance policy # \_\_\_\_\_

*Merry Christmas  
&  
Happy New Year*

