

The Solid Scoop

A photograph of three classic convertibles parked in a lot. In the foreground is a light blue 1960s-style convertible. Behind it are two red convertibles, one of which appears to be a 1960s model with white-walled tires. The background shows trees, a clear blue sky, and some distant buildings.

December 2013

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

Vol. 9 Number 4

“Look Us Over at” 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 (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 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.

**Solid Axle Corvette Club
Southern California Chapter Board
2013 Club Officers**

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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>C1 Year</u>
220	Robert Ezra	Los Angeles	62
221	Don Gottfeld	Los Angeles	61

Calendar of Coming So Cal SACC Events:

2014 Planned Events


February 22 Chapter General Mtg. 94th Aero Squadron, Roche

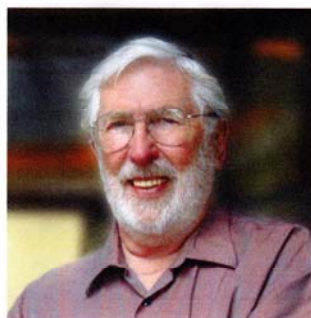
SEE YOUR RENEWAL MEMBERSHIP DUES NOTICE ON PAGE 17, NOW!

Scoop Features:

- ***Chapter Information*** ***p. 2***
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In memory of George "Larry" Wright a
 great friend and Corvette enthusiast.
 Larry died at home on October 12, 2013
 with his wife Diana at his side. A longtime
 NCRS member and SCC board member, he
 participated in NCRS events throughout
 the country and even in Italy. He always
 had a smile on his face and was the first
 to volunteer for any assignment. He and
 Diana received the NCRS Presidents
 Award and the SCC Distinguished Service
 Award. He will be fondly remembered by
 his many friends.


 A color portrait photograph of George "Larry" Wright. He is an older man with white hair and a full white beard. He is wearing glasses and a maroon or dark red button-down shirt. He is smiling at the camera. The background is slightly blurred, showing some greenery and a building.



SCOOP COVER CARS

Front Cover Car:

Member Cars attending the Fall Tech Session at the Toyota Museum in Torrance, CA.

Back Cover Car:

Bruce Fuhrman's '54 at car display at the Reagan Presidential Library. Tourists checking out 707 & '54. See story on p. 5 of this SCOOP.



The So Cal SACC Annual General Membership Meeting

Saturday February 22, 2014

Itinerary:

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

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

94th Aero Squadron Features:

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



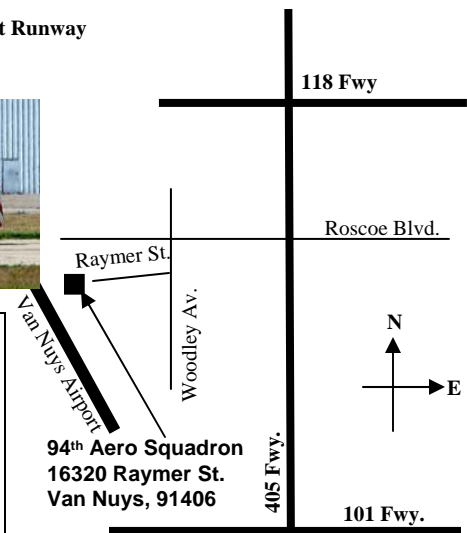
Driving Directions:

North on 405 Fwy. From 101 Fwy:

- Exit on Roscoe Blvd. and turn left (west). Drive to Woodley Av. and turn left and go 1 block to Raymer St. Turn right.

South on 405 Fwy. From 118 Fwy:

- Exit on Roscoe Blvd. and turn right. Drive to Woodley Av. and turn left and go 1 block to Raymer St., Turn right.



Reagan Presidential Library (Simi Valley, CA)

Submitted by Bruce Fuhrman

In May, 2013, I received a newsletter from the Reagan Presidential Library (Simi Valley, CA) which is only about 15 miles from home and where we attend many events. They announced a "Rock & Roll Dinner and Dance, with CLASSIC CARS" coming in June. I called and inquired where they were getting the Classic Cars and was informed none yet but what do you have? I sent them a photo of my '54 and they said "you are in"! To share the wealth, I called my friend Phil Parker ('62 Corvette) about the chance to show his car under AF #1 and he jumped on the opportunity. The attached photos depict the placement of our two cars. We were first to arrive so we got the up close and personal spots. The museum still had tourists and they got an extra treat seeing the cars with the airplane. They had a total of eight classic cars around the 707 and four more outside. The event was well attended and lots of photo ops of the cars.*

** This Boeing 707 Airplane served seven Presidents and flew over one million miles during it's 28 years of service. It is housed in a 90,000 sq. foot Pavilion.*



'62 & '54 under #1 & #2 engines



Bruce guarding his '54



Photo #1- '62 & '54 under left wing.

**A Additional
Picture is on
the Back
Cover of this
SCOOP**

SoCalSACC Member Profile

Chuck & Ramona Gibney, #139



I grew up on Long Island in New York, and moved to California in 1957 at age 12 after my mother passed away following a long illness. While in New York, I lived in a series of foster homes, and did some interesting odd jobs to earn spending money. This included farm work, sorting clams, laying sub-flooring in new homes. Anything that would give me a little money. I bought my first car in 1961, right after I got my driver's license. It was a 1953 Oldsmobile. It cost \$ 35, and it didn't run. I earned some money cleaning up after the elephants at the circus (true) and cleaning houses under construction, to buy used parts. I had learned a bit about auto repair in high school shop, but not enough to know what I didn't know. This was a real learning experience, as I replaced the transmission, and the wiring harness, which I removed from a junked car at the scrap yard. Soon it was great transportation, and lasted a few years. In those days, everyone worked on their cars. You had to, if you wanted to drive them.

Ramona and I were married in 1966. Two sons arrived a few years later, and with that, and a lot of traveling for my job, I had to stop working on cars. I always missed that. I went to work for the phone company while still in high school. I attended some Jr. College, but found I was earning too much money working, and kept delaying completing college. This was a great time in the communications business, and I moved to some of the new competitors, and went into sales. This led to sales management, and later General Manager of a GTE subsidiary.

Fast forward 35 years, following higher priorities (marriage, children, work, travel, etc) and I decided it was time to get back to working on a car, as a hobby. Our sons were out of college and on their own. In 1996, we were living in Vienna, VA on the outskirts of Washington D. C. I bought a 1966 Triumph sports car, rebuilt the engine, and the interior. I thoroughly enjoyed the work, and the result. Then I decided it was to get the car I had always wanted a 1962 Corvette. After a few months search, I found one in Maryland, a few miles away.



As I said in the first article I wrote covering it's restoration:

"It was painted candy apple red, and it had tuck and roll upholstery. I could live with that. The intake manifold, valve covers, carburetor, wheels, and many other parts had all been "upgraded" by previous owners. None of this mattered. IT was a 62' Corvette. And IT WAS MINE.

I drove it home from Maryland to Virginia, in the rain", wipers not working, window fogging from the humidity, and leaking water on my legs. Didn't matter, it was a 62' Corvette, and IT WAS MINE.

Then sobriety set in. I call it a 50 footer. Looks great from a real distance, but up close much work was needed. It needed a lot more repair than I first thought, but.... I found I just didn't have time, or the space, to do much restoration, so I drove it a bit, and enjoyed it, always "planning" to fix it up. Two years later, we moved to Boston, and shipped the Corvette with us. Three years later, in 2001, we shipped it again when we decided we had been away from California long enough".

As I've reported in the past few issues of the Scoop, I have been working on the restoration of this fine automobile with the help of many SACC members and friends. With their continued support, I hope to finish it sometime next year. We've been making slow, but steady progress. Some milestones in the restoration were: 1. Engine out Oct. 2010 (pic2), Body off frame June 2011 (pic 3), Engine assembled Dec 2011) (pic 4), major body work completed (Oct 2013).

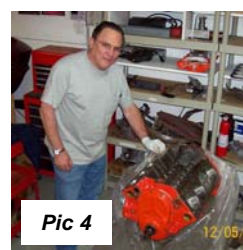


Pic 2

I also own a 1932 Franklin, which I hope to restore if I ever, I mean WHEN, I finish the Corvette. Ramona and I have been married 47 wonderful years, and she also enjoys the Corvette.



Pic 3



Pic 4

One of Your worst Fears!

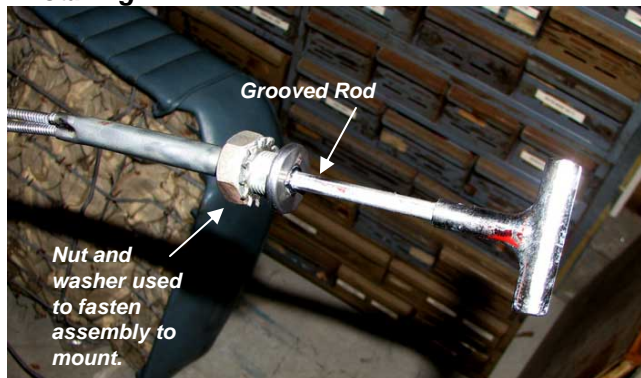
Submitted by Jim Lundal

We finished driving home from a great USS Iowa tour, pulled into the garage and as usual was in the simple process of opening the hood to cool the engine. Pulled on the "Hood Release" and I had a hand full of handle and the hood was still closed. Oops! Now what? Retrieved some vise grips and clamped and pulled on Hood release rod with success. Opened the hood and thought, "I will check this out later".

Later thought! What about an emergency opening of hood and handle comes off, or worse yet a hood latch cable comes loose and can't get hood open? I don't have a fast answer but it is something to worry about.

Next thought! Repair must be simple, just screw the handle on rod and everything is fine. Wrong! Maybe the threads in the handle need tapping or have disappeared. Wrong! Solution is to look up Corvette Central catalog and look for replacement. There are 2 hood release assemblies listed and one is cheaper. The more expensive assembly is "show ready" meaning it is like original.

My 1960 has been worked on and parts replaced. I have the cheaper non show ready hood release assembly. The difference, I am guessing, is my Hood Release handle is fastened to the hood release rod differently. Instead of rushing to order another assembly I had a discussion with member Chuck Gibney (who writes the Restoration Articles) and he had previously purchased the show ready assembly for his car. He presented me with his old assembly to use. After looking over Chuck's original (1962) I decided to use it. Now was the Fun of Installing.



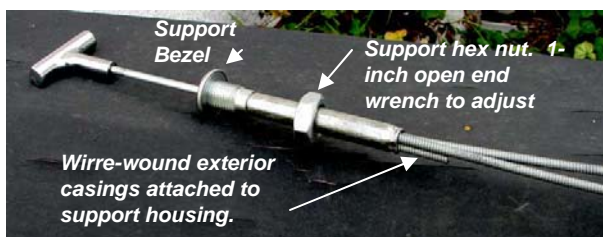
Pictured at Left: This is Chuck Gibney's original '62 hood release cable. One significant difference is that the hood release rod has a groove where the cheaper replacement has no groove. I did not investigate the attaching mechanism technique for the handle but it appeared good. The red paint in the picture is "extra" paint from Chuck's candy apple '62. The functionality of the groove I believe is to keep the handle/rod from rotating while installed. Could be wrong on that also.

Pictured Below: My cheaper model of hood release with the handle separated. What appears as threads on the rod end are not threads. Also there is no groove in the hood release rod. From outward appearance the assemblies appear the same.

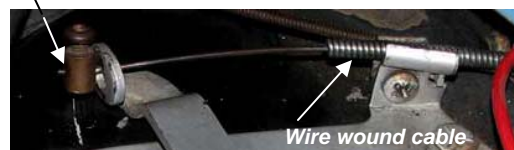


Description, Removal and Installation:

The Hood Release Assembly consist of two cables. Wire cables are internal to two wire-wound exterior casings which are joined to the hood release rod. Each cable travels separately to each (2) hood release latches in the engine compartment. Each wire wound cable is clamped at a latch release while the internal cable is attached to a hood release lever. A wire cable nut mechanism is attached at the end of each wire cable to activate the hood release lever when the Hood Release handle is pulled. If this wire "nut" slips or comes off this will be another mechanism for the Hood Release not to release the hood. If this condition occurs you may need to come from under the car engine compartment and reach up to release the hood.



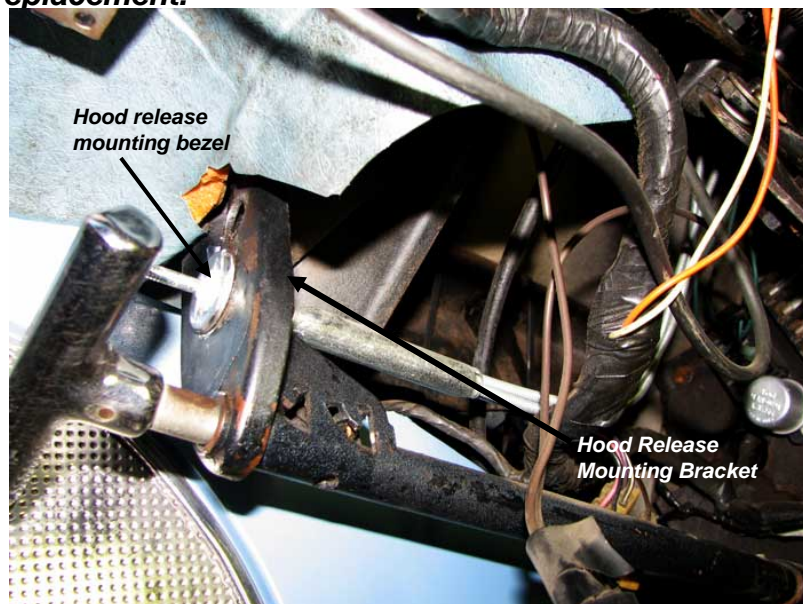
Adjustable Cable Nut attaches to the internal release wire.



Removal of Hood release Assembly

Inside the engine compartment begin by removing the wire cable nuts and loosen (or remove) the wire-wound cable clamps at each hood release assembly.

It is advised that the car battery be disconnected during this Hood release assembly removal and replacement.



Locate the Hood Release handle below the Left side of the Dash inside the passenger compartment. The handle assembly shares a mount with the Emergency Brake. See picture to the left. The mount on my '60 has an additional hole used to mount a button switch to activate a solenoid on my Fuel Injection during starting. I removed this switch.

Loosen the hex nut behind the Hood Release mounting bracket. This requires a 1-inch open-end wrench. Unscrew the nut off the Hood release threads. You cannot remove the nut as the hood assembly and cables go through the nut. (See earlier picture)

Reminder: When extracting the Hood release cables remember that these are metal cables so in order to prevent shorting of the electrical system, disconnect the battery at the terminals.

The entire Hood release assembly can now be removed through the mounting bracket hole. When removed the large nut will come off the end of the wire cables.



Hood Release Installation: Prior to beginning the installation, check that the hood release rod moves freely and does not bind. This is also the best time to lubricate the inside of the wire-wound cables if you desire. Use a spray white grease lubricant and allow the lubricant to flow down inside the wire-wound cables. Holding the assembly vertically allows gravity to assist the lubricant flow.

Begin the installation by inserting the cables through the mounting bracket mounting hole. Once the cables exit the rear of the mounting bracket, REMEMBER to install the mounting washer and nut. Continue to guide the wire-wound cables through the appropriate holes in the engine compartment firewall. Once the cables are extended into the engine compartment screw the large hex nut onto the threads behind the mounting bracket. Take into account the Hood release handle position when tightening the mounting nut.

Push the Hood release handle inside as far as travel limits. Inside the engine compartment insert the wire release cable through the hood release lever holes. Place the wire-wound cable inside their clamps and tighten making sure there is enough of the inner cable extending to the release lever for mounting the adjustable "nut". Lubricate various surfaces of each hood release assembly and install the adjustable nut against one side of the lever. Check the hood release action by pulling on the Hood release handle several times and note that the levers have full motion. Close the Hood and try it!

The Fall Tech Session at the Toyota Museum in Torrance, CA.

SoCalSACC member Chip Werstein organized our Chapters Tech Session on Sat., November 8th. This Tech Session featured 6 speakers talking about different topics relative to the C1. The speakers were:

Randy Solle	Care and Feeding the C1 Cooling System
Dwight McDonald	YOM License Plates
Bruce Papp	Adams Car Care Products
Bret Botzong	Self Adjusting Brakes for C1
Little John	Interior Insulation
Mike McCloskey	Side window Assy & Adjust

With the exception of Bruce Papp, all speakers are members of the SoCal SACC Chapter.

As in previous years this Fall Session was held at the Toyota National Museum in Torrance, CA. Through the efforts of SoCalSACC member Rick Dufresne, who organized the facilities and catered lunch, the day was enjoyed by 50 members and friends. Others participating during the day was Jim Lundal and wife Judy along with Lundal's daughter Rebecca Overstreet. Judy and Rebecca assisted with the morning snacks, coffee and the lunch during the noon break.

One SoCalSACC member didn't drive his '57 C1 but showed with his 2014 Corvette. Bob Crane brought his new car and it is spectacular. Bob is our Chapters wardrobe sales guy.



The Toyota Museum features a large meeting room adjacent to the Museum (which was open to visitors) and contains audio & visual additions for the speakers.

The Tech meeting will be presented as the speakers appeared. The details of some topics was quite complex and may not be presented in this issue. The presentations will be in the order listed above.

First Speaker: Randy Solle; Feeding and servicing the C1 Coolant System"

Fact #1 – straight Water is a better coolant than antifreeze. It has better heat capacity, and it conducts heat away from your block and heads better than antifreeze, and conducts it out through the radiator better as well.

Fact #2 – straight Water is the most expensive coolant you will consider using. It promotes corrosion and freezes at higher temperatures and boils at lower temperatures than other substances you would choose as a coolant. Therefore, do not use plain water.

Most of the antifreeze products on the market currently are ethylene glycol base material with additives to prevent corrosion, lubricate seals and water pumps and aid in heat transfer to the coolant from the metal of the engine. Antifreeze should be mixed with distilled water at the ratio of one part antifreeze to one part water (tap water contains high amounts of minerals such as calcium and iron that can precipitate and coat internal parts). Never use pure antifreeze in a cooling system without using at least 30 percent water in the mixture. Most antifreeze products sold for the past several years have been the traditional "green" coolant. This type is good for two to three years and up to 30,000 miles. The green antifreeze contains silicates, phosphates and / or borates as corrosion inhibitors to keep the solution alkaline. As long as the solution remains alkaline, corrosion is controlled and the system is protected. Over time, the corrosion inhibitors will be depleted and the corrosion protection is lost. It is for this reason that green antifreeze should be changed every two years or so. Aluminum is especially vulnerable to corrosion and many vehicles have heads, radiators and other aluminum components in the cooling system. If the coolant in an engine cooling system is changed before corrosion inhibitors reach dangerously low levels, corrosion damage is prevented.



An alternative to traditional green antifreeze is a product currently used by many engine manufacturers. "Orange" antifreeze is a long life or extended life type of antifreeze used to increase the useful life of engine coolant. It is ethylene glycol base as is the green antifreeze. The difference between the two colors is that orange antifreeze contains a different type of corrosion inhibitor that has a much longer service life than silicates, phosphates and borates. Orange antifreeze contains organic acids that protect engine parts from corrosion. Silicate (green) type antifreeze does not mix with orange type antifreeze. Never mix the two colors in a cooling system. The organic acids in orange types will cause precipitation of silicates in the green type and corrosion protection is greatly reduced. They can be used in many older vehicles if all of the green mixture is flushed from the system and is replaced with the orange mixture (ask your vehicle dealer if it is safe to use orange antifreeze). Useful life is about four years or 60,000 miles in older cars.

Cummings diesel engines have silicone seals in the engine and do not recommend use of orange antifreeze because the organic acids will cause degradation of the seals after 80,000 to 100,000 miles of use. Coolant can leak past damaged seals into the engine lubrication oil system and plug oil filters with resulting damage to the engine.

The freeze protection level of a coolant mix has little relevance to the corrosion protection afforded by the coolant mix. The freeze level of the mixture may test to a satisfactory protection level, but corrosion protection may be depleted from time of use. Change your coolant mix on a schedule based on the color of the antifreeze you are using. Severe corrosion to engine and cooling system components can occur with resulting expensive repairs.

I use about 25% ratio, burps safer to environment.

To drain coolant, petcock, block drains (heat if needed), loosen radiator cap, heater valve (right temp knob) to drain heater core. If rusty or scaly, flush and replace

Adding coolant, jack up, remove thermostat housing, open heater valve

How do you know when its full ?

16-17 quarts

Radiators – I have a DeWitt Aluminum radiator. I have asked stock Copper radiators.

To check radiator flow

Petcock, drain tube, overflow tube.

Radiator caps – 7# - 13# how to check. 10# if all new and good. Pressure check any radiator cap you are using as many on the market do not meet their rating pressure.

Thermostats – 178-182 with 283 about 4 degrees hotter with 350. 180 is my ideal temp

170 Truck shop in Orange CA. GM 170 P/N – 10220957

Drill 1/8" dia hole, inside of gasket area of Thermostat.

Temp Gages- Electric Sender vs Mechanical (autometer)

Water pumps and bolts.- pipe dope, motor mount, Moroso

Fans – 4 blade, 5 blade flex, clutch fan

Timing – advance

H.Balancer timing mark to keyway, 2 deg – 10 deg 1969

Constricted Mufflers can add to back pressure and result in running hotter temperatures.

Additives – Red Line Water Wetter.

Editor Note: In addition to the previous speakers and their topics an additional two speakers also presented two very interesting topics. The speakers were Little John Engelhardt on installing thermal and sound insulation in your C1 and the recommended items. Mike McCloskey and Walden Dahl talked about rebuilding the C1 doors. They covered stripping the door interior completely and many do's and problems when reassembling.

Both of these missed topics are important and time permitting I will get more information from these speakers and publish the information.



Converting your standard C1 Brakes to a Self-Adjusting System.....Bret Botzong #40C

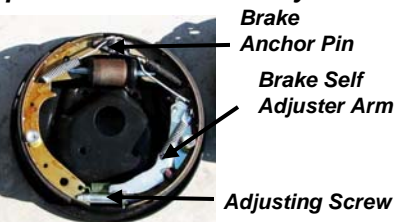
Chevrolet began introducing self-adjusting drum brakes in 1963 (front and rears). Prior to this time brakes had to be periodically manually adjusted to prevent pulling and unequal stopping. The basic design of the new self-adjusting brake system is based on the previous brake design with some new parts making it quite simple to convert our manual adjusted C1 brakes to self-adjusting.

The following lists the kits required to perform the installation.

O'Reilly Auto: Driver Side H2508, Passenger Side: H2509, Hardware Kit: H7018

The self-adjusting brake mechanism operates only when the brakes are applied while the car is moving rearward and only when the secondary shoe moves a predetermined distance toward the brake drum.

As the car moves rearward and the brakes are applied friction between the primary shoe and the drum forces the primary shoe against the anchor pin. Hydraulic pressure in the wheel cylinder forces the upper end of the secondary shoe away from the anchor pin. As the secondary shoe moves away from the anchor pin, the upper end of the adjuster lever is prevented from moving by the actuating link. This causes the adjuster lever to pivot on the secondary shoe forcing the adjusting lever against the adjusting screw sprocket. If the brake



linings are worn enough to allow the secondary shoe to move the pre-determined distance, the adjuster lever will turn the adjusting screw sprocket one or two teeth, depending on lining, wear. If the secondary shoe does not move the pre-determined distance, movement of the adjuster lever will not be great enough to rotate the adjusting screw sprocket. When the brakes are released, the adjusting lever return spring will move the adjuster lever into the adjusting position on the sprocket.

Dwight McDonald's comments on the brake mod..

Well, I picked up the parts kits (had the hand tools already), and had some time yesterday to install the self-adjusters on the front brakes. I got all the kits at Pep Boys, and discovered there's a difference in the of parts between the kits Pep Boys sells. The Pep Boys brand (Pro Stop) is good, and I'm sure works great, but the Raybestos brand is a better quality. Because of time (I had other things to do), and the fact that I am going to be changing my emergency brake cables, I only did the fronts. It took approximately 30 minutes a wheel. Most of the time was spent cleaning and being detail orientated (a nice way of saying picky). It was not difficult, and the picture of how the finished set looks was a great help. The Grease on the three contact points of the backing plates makes a BIG difference in the functioning of the shoes. Additionally, I lightly coated the Start Wheel Adjuster screws (and I mean lightly). Getting a close adjustment of the brakes is very important to getting the adjuster to work properly. Spinning the drum and hearing/feeling slight friction is all you need. I backed the car up, pulled forward to apply the brakes, and after three times of doing this, the brakes were adjusted. The car stops straight and true. An hour of time (fronts only) and \$50.00 dollars later (for all six kits), I'm a happy camper. The rears will take me more time because of the other work I will be doing, but I'm sure the addition of the self-adjuster will make a big difference. I used the Raybestos kits on the fronts because of the quality, and perceived durability, and will be using the Pro Stop kits on the rears. I'm sure both brands are good, but I would go for the Raybestos if there's a choice. Ironically, the date of manufacture stamped on the two Raybestos kits was May 95. The boxes looked like they had been around for a while, but the packet with the parts inside the box was sealed. The Pro Stop manufacture date was September 06. Maybe I got the last two Raybestos sets. If so, I'm a lucky guy.

One side note; the Raybestos and Pro Stop kits are both MADE IN USA!

Dwight

P.s. I attached pictures of the two brands, but I used the Raybestos H2509 on the front. Even number is drivers side, and Odd number is passengers side.

Dwight P. McDonald

Final Information (SCOOP Editor)

Not to remove the "Thunder" from Bret's Self-adjusting Brake Report but this topic was covered in the September 2010 issue of the SCOOP. This issue is posted on our SoCalSACC Web Site under Past Newsletters. SoCalSACC member Tom Parsons, #183 of Mustang, OK, originated the article. I will copy and reprint the article for completion and detail. Tom had more pictures of the detail and these might help motivate more to perform the change.

CONVERTING 62-EARLIER CHEVYS TO SELF ADJUSTING BRAKES

Tom Parsons #183

OK, I can for a fact confirm that self adjusting brakes CAN be retro fitted to 51-62 cars with manual adjusting brakes. I just got through doing it on the 56 Vette. This conversion is just TOOOOOO EASY for you guys who do your own work!!!! I should have done this years ago. The 51 Chevy will get self-adjusting next.

For MANUALLY adjustable brakes the star wheel adjusters have right hand threads. But for SELF-ADJUSTING brakes the star wheel adjusters are RIGHT and LEFT hand threaded. The self adjusting star wheel for the LEFT side does not line up with the slot in the backing plate and a slot can be easily added if desired. I chose not to cut the slot on my stock 56 Vette backing plates.

To start with, I bought TWO different types of kits from my local O'Reilly store (I got kits for 63-64 Pass car REAR brakes). One kit (left and right side, each kit only does ONE wheel) was the self-adjusting kit. The other kit was the hardware kit (each kit does TWO wheels) which MAINLY contains the different springs which are required for self adjusting brakes. Pictures of both kits are below.



I first laid out the parts on an old pair of shoes for familiarization. Also, I pulled out the shop manual (64 supplement to the 61 Shop Manual) which is an EXCELLENT guide for almost all of your Chevy repairs and maintenance!! Reprints are available for ALL shop manuals, and if you don't have one for your particular Chevy-----WHY NOT????



(Right) This is the front wheel brake setup BEFORE converting to self-adjusting, but the rear is virtually identical except for the addition of the emergency brake parts.



One modification that I did have to do was to grind down the thickness of the upper retainer plate for the brake shoes (see previous page). This plate for self-adjusting brakes is thinner than the plate for manually adjustable brakes. I did not have any of the thin plates in my box of misc brake parts, but I had a bunch of the thick plates, so I just ground down 4 of them on the ole bench grinder. The thin plates (as can be seen below) are needed for the link and spring which is much thicker than the 2 springs of manual adjustable brakes.



Here's the finished left and right rear of the 56 Vette converted to self adjusting brakes. This will be virtually identical for the front and rear of all 51-58 cars, 53-62 Vettes, REAR of all 59-61 cars, and VERY similar to the FRONT of 59-61 cars (they got the wider 3 in brakes up front).



Tom Parsons
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tparsons6@cox.net



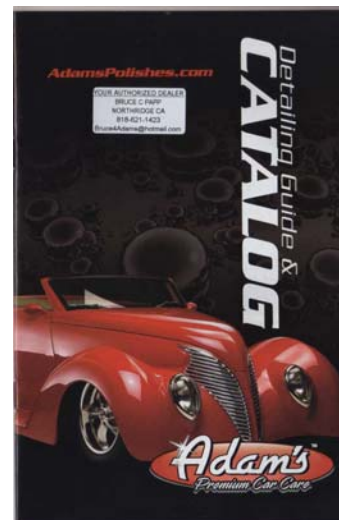
Bruce and Tracy Papp set up display of Adam's Premium Car Care Products at the Tech Session.

Paint Detailing with Adams' Products.

Presented by Bruce Papp

Bruce's presentation was a very complete explanation of his Adams Products and the application to our cars. After Bruce's presentation it was lunch time and many members were send in the parking lot discussing detailing technology and purchasing products which were available.

Bruce Papp....818-621-1423 or Bruce4Adams@hotmail.com





1956 & Legacy CA License Plates

Dwight McDonald, SoCal SACC member and retired CHP made a presentation on the 1956 and new Legacy CA License Plates for our period cars. The Legacy License plate program is ongoing by the state in CA.

Dwight also covered the 1956 license plate and many of Dwight's charts are available on our Web Site, www.socalacc.com under C1 Technical/Technical Topics. You can review those charts on the site and primarily only the Legacy Plate information will be presented at this time. The YOM (Year of Manufacture) Program still exists, i.e., you can still register your car when you locate old original plates. Refer to Web Site for more information. The following are the charts presented by Dwight for the Legacy License Plates.

Legacy Plates can be ordered for any year model

- Automobile
- Commercial vehicle
- Motorcycle
- Trailer

Three Legacy styles permitted



California

JANUARY 1, 2013

LEGACY LICENSE PLATE PROGRAM ADDED

Three Legacy styles permitted

- **1956 Style**
Yellow Background with Black Letters
- **1963 Style**
Black Background with Yellow Letters
- **1970 Style**
Blue Background with Yellow Letters

The Difference

Year of Manufacturer	Legacy Plate
Raised "California"	Painted "California"

The Difference

Year of Manufacturer	Legacy Plate
Tabs NOT on plate	Tabs ON plate

LEGACY PLATES ARE PENDING

Only authorized only if **7500** are ordered for any one of the three styles of Legacy plates.

If 7500 are not ordered by **January 1, 2015**, then all applications will be canceled, and funds returned to owners.

This only if 7500 in any one of the styles are not ordered by January 1, 2015. Once 7500 is reached, plates will be issued, and the program implemented.

Legacy Plates Cost / Fees

Example: 2013 Corvette

- Regular yearly registration fee: \$ 596.00
- Original Issuance of Plates: \$ 50.00
- License Plate Vehicle Transfer: \$ 15.00
- **TOTAL CHARGES: \$ 661.00**
- **Yearly Renewal:**
Registration Fee Plus \$40.00

Legacy Plates & Law Enforcement

- How will an officer know if the plate you have is the correct plate on the vehicle?
- How will the office know if the vehicle is registered with a :
 - Regular License Plate
 - Year Of Manufacturer License Plate
 - Legacy License Plate

Legacy Plates & Law Enforcement

- An officer will know by looking at the license plate if it's YOM or Legacy.
- The officer can run the license plate via patrol vehicle computer and find out the type of plate issued to the vehicle.
- The officer can tell by looking at the registration card, after pulling you over.

Legacy Plates & Law Enforcement

- The registration card will have a "Type Code" for the license plate assigned to the vehicle.
- **Type Code: 11 / 69**
- Regular License Plate / Personalized Plate
- **Type Code: MO (MO3 Starting mid 2013)**
Year of Manufacturer License Plate
- **Type Code: MO5 Starting January 2013**
Legacy License Plate

Vehicle Code Violations

- **Vehicle Code Section 5201.1**

Effective January 1, 2013

(\$250.00 fine)
Per violation

Vehicle Code Violations

- **Vehicle Code Section 5201.1**

Effective January 1, 2013.

- **Obscuring Readability of License Plates: Prohibition**

5201.1. (a) A person shall not obscure, the reading or recognition of a license plate by visual means, or by an electronic device.

(b) A person shall not operate a vehicle with a product or device that violates subdivision (a)

Vehicle Code Violations

- **Vehicle Code Section 5201.1**

Effective January 1, 2013

- (c) A person shall not erase the reflective coating of, paint over the reflective coating of, or alter a license plate to avoid visual or electronic capture of the license plate or its characters by state or local law enforcement.

- (d) A conviction for a violation of this section is punishable by a fine of



*Merry Christmas
and
A Happy New
Year*

C1 Restoration Part 7

.....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 have completed the Frame restoration stage. 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, 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).

I was very naive when I bought my 62 Corvette in 1996. I was not familiar with the car design, nor was I aware of the potential damage that could be hidden away by paint and grime. Externally it looked very good. Only later did I realize how much work would be needed to restore it to something I would be proud to drive. In previous issues of the Scoop, we reviewed the frame damage and necessary repairs. In the last article I reviewed a major repair we made to the body metal support structure. These repairs were needed to repair the rust and deterioration caused by many East Coast winters. In this article I will discuss some of the other body issues we found and their repairs.



Chuck Gibney, So Cal member #139

At my first or second SACC meeting, a "friend" pointed out that the rear fenders on my car had been "flared". With my body placed next to another members 62 the difference is apparent. (picture 11) Obviously, my powers of observation are highly suspect, as I had never noticed this in the first 12 years of ownership. Naturally, these now had to be repaired or replaced. Once the body was off the frame, we found there had been extensive damage to the fenders above the areas where they had been flared. We also found damage to the interior of the right rear fender, the trunk, and the front end. All of these had been beautifully repaired so the body looked very good on the outside. But, none of the repairs were done to factory specs. They had been done by piecing and patching fiberglass parts together. The entire underside of the car had been liberally covered in undercoating years ago, which did an excellent job in covering up many of the patches and repairs. Many of these patches only became visible as I was removing undercoating with a heat gun and putty knife. (picture 12) Here in picture 13 the bonding strip had been cut away and the fiberglass had been patched at the joint. (picture 13) Here in picture 14, a patch had been placed over the fiberglass.



I consulted with a number of paint and body shops and with other SACC members, and decided it did not make economic sense to me to try to replace all the repaired fiberglass with "factory type fiberglass". There were too many areas to be replaced, and I could not justify the probable expense for a car that I had planned to be a "driver". I also felt that I personally could not restore the fenders, and do the necessary repairs, as I had never worked with fiberglass.

Dan Dempsey, www.glassmandan.com, in Burbank, was recommended to me as someone who performed great fiberglass repair work, and that had replaced another members flared fenders. Dan was quite busy, but agreed to come to my garage on every other Saturday to do the work. We decided to replace the flared fenders, and repair other "mistakes" as needed to improve the external looks and the integrity of the body.

At Dan's direction I had removed the flares by cutting away the fiberglass that had been added. (Picture 15) Some years before, Dan had made some molds of a 62 Corvette rear fenders. He took these to J & D Corvettes in Bellflower to have new partial fenders fabricated that would replace the fender areas that were missing. (picture 16)

Dan cut away more of the fenders that had been damaged and replaced. When he got to good "factory" glass, he cut the molded fenders to



Picture 15



Picture 16

fit, and attached them to the original fenders.(picture 17 and 18). Then he added fiberglass over the joint, from the outside and inside, (picture 18-1) sanding in between layers, until the original fender and the new pieces were joined properly. (pictures 19 and 20). Cracks in the trunk floor, and the inner fender were repaired by sanding off the undercoating and paint, and patching with multiple layers of fiberglass and resin. (Picture 21 trunk floor, picture 22 inner fender) Final sanding, smoothing, etc will be left to the painter.



Picture 17



Picture 18



Picture 18-1



Picture 19



Picture 20



Picture 21



Picture 22

YOUR MEMBERSHIP DUES ARE NOW DUE!

Please send in your 2014 SACC dues! Dues are late after Jan 1st.

If you want to be included in the early January compiled, published and mailed 2014 SoCal roster your dues need to be received as soon as possible

\$20 is for our chapter dues ... \$35 is for national dues ... total: \$55

Just send a check for \$55, payable to SoCal SACC ... your info is in the data base ...

if you have changes just note them.

***John Costales
SoCal SACC Membership
7026 Sonora Ct.
Ventura, CA 93003
805-642-3662***

Member Classified Ads

For Sale total rebuilt Rochester F.I. #4250, 283HP, all original parts ,including air cleaner and 905 distributor.... everything gone thro...very pristine condition....turn-key...Magic performed by Doug Prince..\$12,000.00. Also a total rebuilt Rochester #4800..no distributor or air cleaner...ready to go..\$6000.00 FIRM...MEMBER #161 Steven Karlock @805-642-0897...

For Sale: I have the third arm of my 1960 if anyone is interested. It needs the bearing or bushing replaced I didn't have access to a press so I just replaced the whole thing. \$125.00 obo should be same

for 1953 to 62 I think. Thomas Clayton #148, thomas_clayton@sbcglobal.net (661)254-8379

Wanted: 1963 early FI unit with manifold and needs rebuild for \$4,500.00. Darold M. Shirwo 310 278-2000, dshirwo@aol.com.

For Sale: 1964 convertible Duntov Mark of Excellence Award winner. 365 hp, 4speed, pw, pb, 3.36:1 posi rear end, am-fm radio, GM off road exhaust system. Both tops. Riverside Red lacquer paint, black vinyl interior. This award winning Corvette has 1100 miles since its body off restoration and is still winning awards. \$68,000. Contact Carlos Vivas at 805-929-0838 or my1963vet@aol.com

For Sale 1953-55 Reproduction exhaust extensions, both short and long styles available. Windshield post tab repair, \$65 ea. Plus shipping. 6-piece Horn ring insulator kit, \$20. Gary 909-437-9288 or arunner@frontiernet.net # 26

For Sale 57 Rear Springs P/N 3711550 dated 67E7. Has a 5th leaf inserted, need to be rebuilt? \$250/pair. Can be used on any Solid Axle car. John Costales, 805-642-3662 costales@west net

FOR SALE:

'58-'61 used dual quad intake (3739653) \$375.

'56-'62 new steering wheel \$300.

'58-'62 used heater/defroster control switch w/knob, spacer, nut & mount kit \$100.

'56-'60 new rear soft top latch on top \$70/pair

'62 new front nose emblem \$65.

'56-'60 new door locks w/keys \$43/pair

'53-'57 new grille mount bracket (set of 5) \$40/set

'60-'62 new radio speaker bezel \$30.

'62-'63 new side fender flag emblems \$48/pair

'57-'62 new ignition shield RH Vertical \$64.

'53-'62 new tach face bezel \$34.

'58-'62 new male deck lid latch assembly \$36.

'60 new kick panel inserts \$70/pair

Many other parts available.

Call Joe LaGreca @ 909-499-5873

Email: joe.lagreca@att.net

So Cal SACC Apparel



Emblem - \$20

Denim Shirts - \$35

Polo Shirts - \$30

Tee Shirts - \$15

Hats - \$15

Emblem - \$20

We have an ample supply of all merchandise. It can be purchased at events or we will mail it for an additional cost of \$5 an item.


Please send requests or questions to Bob Crane at robertcrane@icloud.com

Or call 714-458-6395

SoCal SACC FREE COMMERCIAL VENDOR LIST

C-1 Services by SoCalSACC Chapter Members. Support those in our Chapter.

NOTE: Only those active SoCal SACC Chapter members with a C1 related business/products are eligible to be listed for FREE!

Product or Service	Name & Member #	Contact Information	Details
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.
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06-20-2013