

# *The Solid Scoop*



## *December 2015*

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

Vol. 11 No. 4

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

Vol. 11 Number 4

## ***The SoCal SACC Chapter Welcomes our Newest Members!***

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C1 Year</u>
• 238	Steve & Bev Nuccio	Pacific Palisades	1961
• 239	Douglas & Patricia Marion	Simi Valley	1962
• 240	Tom DeSalvo	Arcadia	1962
• 241	Marc Klasna	Oak Hills	1962
• 242	Dominic Smith	Oceanside	No Car

## **2016 SoCal Planned Events**

<u>Date</u>	<u>Event Name</u>	<u>Location</u>	<u>Coordinator</u>
Feb 20	General Meeting	Aero Squadron, Van Nuys	Roche
April	Spring Tech Session		Werstein

***If you haven't sent in your Club Dues,  
it NEEDS to be done NOW!***

***You dues for the National SACC and Local Chapter can be paid with a single \$55 check to "SoCalSACC" and mailed to Greg Davidian (Chapter Treasurer).***

***Greg's address: 1686 Mesa Ridge Ave, Westlake Village, CA 91362***

***Greg will pay your National Dues so don't send them to the National.***

### **Front Cover Photo:**

***This scene features our parking with the Rose Bowl Stadium in the background. This was a Tour coordinated by our Tour Chairman, Barry Charles. We had a good turnout with C1's and an enjoyable walking tour with an assigned docent. The tour culminated in the Press Box with lunch sandwiches being served.***

## **Scoop Features Inside:**

- ***New Members, Chapter Events, Cover Details..... P. 2***
- ***Chapter Information ..... p. 3***
- ***SoCalSACC Chapter General Meeting Flyer ..... p. 4***
- ***Tours: Rose Bowl and Corvettes..... p. 5***
- ***Spring Tech Session..... p. 6 – 8***
- ***Miscellaneous Chapter Items..... p. 8***
- ***Did You Miss This One?..... p. 9***
- ***C1 Restoration, Part 13..... p. 10 - 13***
- ***Member Profile – Stan Boone..... p. 14 - 17***
- ***Classified Ads ..... p. 18***
- ***Commercial Ads..... p. 19***

**SPECIAL NEWSLETTER REMINDER:** ***If you have Email and are not receiving notices please contact Jim Lundal (Editor) [jlundal@verizon.net](mailto:jlundal@verizon.net) or Greg Davidian (Membership) [GDDavidian@gmail.com](mailto:GDDavidian@gmail.com) to make sure we have the correct address. Also, let any changes to home address, telephone, email, etc. be sent to the above individuals.***





**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 on 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  
2016 Club Officers**

**CHAPTER VOTING BOARD OFFICES**

President	Phil Roche	pdr44@aol.com
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Secretary	Larry Pearson	lpears1941@att.net
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Events Manager	Barry Charles	barry@cbk-cpa.com

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SACC Western Reg. Rep.	Greg Medico	AZ Chapter

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1958 – 1960	Mike McCloskey	661-257-4330	clutchmccloskey@yahoo.com
1961 – 1962	Larry Pearson	818-848-2653	lpears1941@att.net
Fuel Injection	Doug Prince	818-348-6998	spankey496@socal.rr.com
Body & Paint			
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net





# *The So Cal SACC Annual General Membership Meeting*

**Saturday February 20, 2016**

**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



*94th Aero Squadron Restaurant at Van Nuys Airport.*

**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



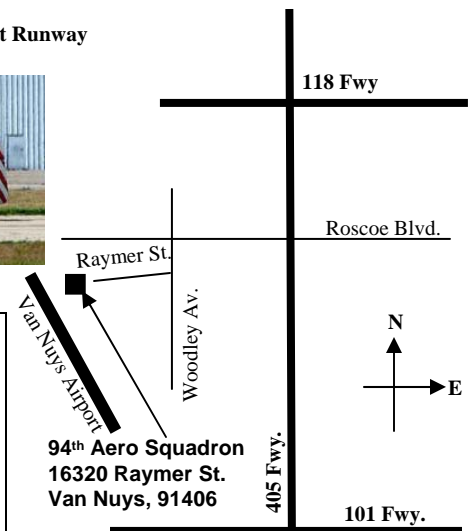
**Driving Directions:**

**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.





# Rose Bowl & Corvettes

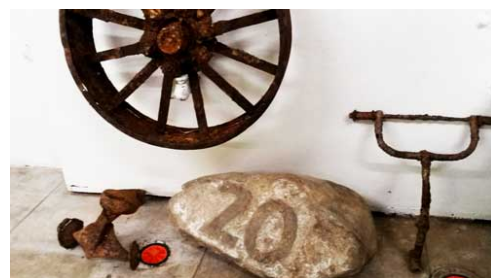
Saturday, October 17<sup>th</sup>, a group of Corvettes met at a local Landmark, The Rose Bowl in Pasadena. Barry Charles (SoCalSACC Tour Director) organized a walking tour of this local icon. The following members and guests attended.



- Barry Charles with Holly
- Chip & Jenni Werstein
- Phil Roche
- Ron & Donna Nolan
- Joe & Megan Lemay
- Paul & Sue Silvas
- Fred Collins
- Larry Pearson
- Stan Boone & daughter Bonnie
- Nyma Ardalan & Wife
- Bill & Robin Swanson
- Jim Lundal & son in law John Dworzak



After a few days of threatening rain and humidity, our tour day was quite comfortable. The tournament of Roses began in 1902 but the Rose Bowl did not open for operation until 1922. The original site of the Bowl was a Dump site and much excavation preceded construction. Even to the current date any excavation down into the ground can unearth "lost treasures" which were buried/dumped years ago. Some relics were seen on the tour in one of the original team locker rooms.



View looking west from outside stadium of houses along the arroyo. The house on the highest peak belongs to Oriel Hershiser (ex-Dodger pitcher).



## Historical Factoid:

One of our attending Chapter members, Stan Boone (pictured left above), related that his father played in the first Bowl game in 1916 for Washington and made the first touchdown. At that time there was no Bowl and our tour guide said the game was played nearby, possibly at the Cal Tech field.

Lunch was served on the top floor of the stadium in the Press Box. Quite a View!!

**Thank You Barry Charles for Coordinating this Tour.**



# SoCalSACC Fall Tech Session

Once again, since the start of our Chapters 10+ year history, our Technical Director Chip Werstein coordinated a Fall Tech Session. Similarly, Chip also coordinates a Spring Tech Session. These sessions are key and denote the basic philosophy of our Chapter, "To learn more and maintain our C1's for driving". Various sessions include members providing information on technical aspects, maintenance, care and inspections of these vehicles. Topics covered include Transmission rebuilds, Fuel Injection Topics, exterior care, insurance, brake system rebuilds, and on and on. Several sessions have now been held on inspecting member cars and discussing with the owners areas of concern for future repairs from checking fluid levels, worn bearings, bent springs and electrical issues. No repairs are done but the information is provided to the owners.

This Fall Tech Session was another inspection of 4 volunteer member cars. The session site is member Kent Brownings Facility housing some of his automobile collection. Kent's facility has two car lifts allowing 2 cars to be inspected in the morning and 2 in the afternoon. In-between is a sit-down lunch provided for the attendee's. 50+ attendee's participated. Several 2-man teams were organized to inspect specific areas of each car. Members of these teams are club members and volunteered. Some members own and work on C1's as a business.

## Inspection Directions & Teams

### The following are inspection Teams:

Ron Lefler/Joe Fekete.....Electrical, engine compartment and under dash

John Englehardt/Mike Klasna.....Clutch linkage, exhaust, tires

Greg Davidian/Tim Dinger.....operations and engine fluids, belts etc.

Phil Roche/Chuck Gibney.....chassis and suspension, brakes, trans and differential fluids, leaks

\*Each owner will have his inspection sheets for your team

We have plenty of time. There is no need to rush thru your inspections. I expect you to spend 20-30 minutes on each car. Introduce yourself to the owner and interact with him during the inspection. Explain what you are doing and what you find. Review your results/findings with the owner when finished and give him the sheets.

\*Come prepared. Bring all tools and supplies you will need for your inspection.....gloves, rags, flashlight, extra batteries, wrenches, pen, pencil, clipboard etc. THERE WILL BE NO TOOLS OR SUPPLIES AVAILABLE AT THE TECH SESSION.

\*NOTE.....this is a courtesy inspection only. We can not and will not make any repairs. We can only check for problems, potential problems and condition issues.

Tech Session day (Saturday, Nov 14<sup>th</sup>) was beautiful and a great drive in your C1. We had two rows of C1's from all directions of So Cal. Tire Kicking and renewed encounters with members always accompany the mornings events. Coffee and snacks assist this time. The Browning building has great protective parking and free browsing inside provides a great time to view Kent's fantastic collection of Oldsmobile's, Corvette's and other cars. Kent Browning's family interest in auto sales began in the 50's with his dad's Olds Dealership. Kent now has dealership's in many areas of So Cal. selling several Brand of cars







Jim Plowdon's '56 up on one of the rack's.



(Above) Al Ceiller's car was up on the rack during the morning. This '58 is a Concourse winner at local events and Al did the restoration himself. Al's story was written up in the Dec 2010 SCOOP issue and can be reviewed on our Web Site, [www.socalsacc.com/Past Newsletters](http://www.socalsacc.com/Past%20Newsletters).



(above) The inspectors even found one of Al's masking tape ID marks from restoration time, not removed.



(above) Freshly restored 1954 belonging to Bob Valeski being inspected. Inspection results were supplied to owner.



Bob Crane's '57 gets the once and twice over. Bob had some interesting find's pictured on the next page.



### **Inspection Notes Provided by various inspection Teams:**

#### **Phil Roche and Chuck Gibney** **Suspension and brakes.**

1. Worn kingpins on 3 of 4 cars. People probably need to lube the cars more often.
  2. Loose front wheel bearings.
  3. Small crack in frame, had been welded previously.
  4. Broken cotter pin on clutch linkage.
  5. Collapsed front spring.
  6. On 2 of 4 cars, Rear wheel bearing seal leaking. Could affect braking if not fixed.
  7. Solenoid wiring too close to block, a fire hazard. May be the wrong starter.
- We found no evidence of wheel brake cylinders leaking. Maybe people are having the brakes checked more often.

#### **Ron Lefler and Joe Fekete** **Electrical**

1. Wires chaffing on wiper cables.
2. Lose and/or disconnected wire terminals.
3. Corrosion on junction blocks.
4. Main wire loom needs to be replaced.
5. Bare wires chaffing on fiberglass-drivers side headlight and directional light loom.
6. Positive battery cable connection at starter solenoid extremely close to lower spark plug wire cover.

#### **Greg Davidian and Tim Dinger** **Operations and engine fluids, belts etc.** **First thing that sticks out was the easy stuff.**

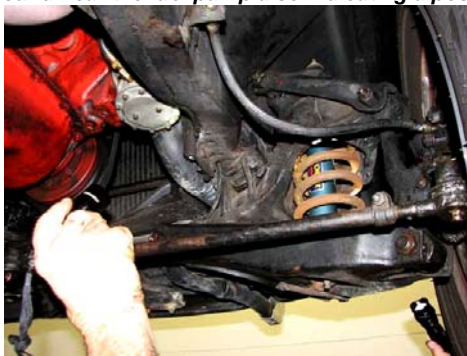
1. Low oil level 2 quarts low
2. Simple things like burnt bulbs (tail and rear brake)
3. Light switch broken
4. Every car checked had Good Overall cooling systems and all but one had a good cap.
5. Dash lights not bright in day making it hard to check when outside
6. Fan belts, no one carried a spare.
7. We checked hinges but maybe we should add door locks

## Inspection Notes from Clutch Linkage, Exhaust and Tires ...Mike Klasna & John Engelhardt

John and I inspected seemed fairly problem free. One members tires were about 12 or so years old I think another car may have also had the same issue. As you can imagine since most of our cars are not driven daily the tires will usually crack and age before wear ever has a chance to become an issue. The manufacturer usually states replace tires after 8 years I believe, even though some of the tires were past that point John and I concluded that of all the cars inspected none were deemed to be unsafe in our categories. On a side note we did find an issue with one car that could have lead to a bigger issue although it was not technically in our inspection category. On one of the 4 speed cars one of the shifter rod pins was hanging on by a thread and it's a wonder that the car made it to the show without it falling out. The clip popped off and if it had fallen out the car would have not been able to shift and the owner would likely be left stranded somewhere.

An interesting find was uncovered during the inspection of Bob Crane's '57 while on the rack. The pictures below illustrate the front coil springs on Bob's car. Initially the driver's side spring appeared collapsed (which it is) but then when viewing the passenger side spring the question becomes "which spring is correct". Also while reviewing the passenger side repair to the car frame a weld from some previous damage was inspected and indicated a crack might be evident. The recommendation was for Bob to purchase two correct springs and have the frame inspected further.

Two pictures of front coil springs (right and left) and the difference in size is evident. The left picture illustrates collapsed coils while the right coil is extended. No conclusion on if either spring is correct, just a recommendation to obtain 2 new coils and replace. A frame repair was found near the fuel pump also indicating a possible crack.




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## A new concept, instead of hood ornaments, trunk ornaments ..by Jim Plowden

I am a Docent at the Automobile Driving Museum (ADM) and recently we had a visitor experience which I wanted noted.

While a mother and brother were visiting the ADM, I learned that Sarah Chidester (age 15) is an aspiring circus performer. She is in LA to train with Olga Pikhienko, one of the current star performers with Cirque de Sol.

Upon discovering her talent, I challenged Sara to do a handstand on the rear deck of my 1956 Corvette. To everyone's amazement, she quickly and smoothly popped up into a handstand alternating positions for almost five minutes while everyone took photographs.





## A close-up photograph of the front of a white sports car. The top portion of the image shows the engine compartment with various mechanical components like hoses and belts. Below the engine, on the front fender, is a badge featuring a red and black checkered flag design above the words 'FUEL INJECTION' in a stylized font. The car's body is white and has a sleek, aerodynamic shape.

# C1 Restoration, Article 13 .....

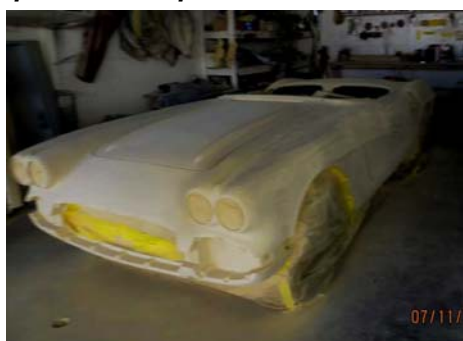
Chuck Gibney

**Editor note:** Two 1962 C1's in-process of restorations began during 2011. Both C1's are being completed somewhat concurrently. I (Editor) thought it would be of some interest to follow the restoration on-going process 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 currently have completed the Frame restoration stage. The SoCalSACC member owner's of the '62's being reported are Chuck Gibney, #139, and George Iverson, #62. Assisting both owners are Steve Clifford, #58, and a couple additional non-members. 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)).

The two cars undergoing restoration in this article series have somewhat digressed from each other due to George Iverson's car completing painting and Chuck Gibney's car still in primer. The latter car needed additional body work (described in previous SCOOP articles) allowing George's car to be painted and entering final assembly. In the following restoration article written by Chuck Gibney, much of the description will be on George's car'

## Final Paint Process

I found the entire process to be very interesting, and I'll take you through it. After final sanding, the car is ready for painting. The car has been moved into the paint booth, grey primer has been applied, the body panels were removed, and the interior portions of the body that were to be painted body color have been painted. The parts of the car that have been painted have been masked off.



Car readied for paint.



Car moved to body booth, gray primer applied and body panels removed



Parts of the car painted are now masked off.

The painter wears a protective suit and glasses, and a breathing mask. Four+ coats of Roman Red paint are applied, and the car is left to dry. I still don't understand how painter Randy can do this and get almost no paint on the floor. The body panels and other parts are painted separately while they are off the car.. After drying for a few weeks, the body and body panels are sanded completely to remove any imperfections and "orange peel", and then the car is buffed to a high shine. The floor and firewall in the passenger compartment have been painted black.



Masked marvel, not a terrorist!



After red paint applied the car takes on a totally different appearance.



Detached miscellaneous body parts painted separately.



Painter intimidation during polishing by owner "Big George Iverson"



After masking removed, painted floor becomes visible.



**Restoration Continued.....**

(Left) The car is on the trailer ready to go home. And, we are ready to put everything back on the car.

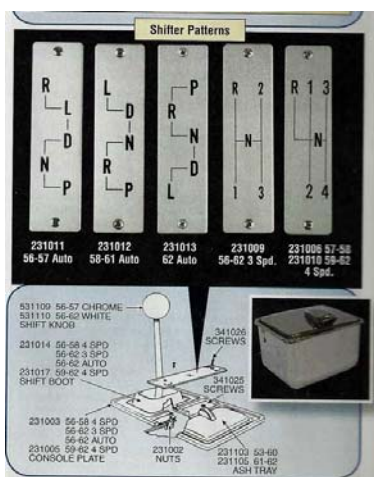


(Left) The body panels are assembled back on the car (very nice fit). New weather stripping is installed to all the body panels.

(Right) We placed the car on Jacks to get some room to work under it. It looks like we will need to reattach the tie rods.

**Parts Assemblies**

I realized that I had restored many parts, and had purchased many replacement parts and fasteners, but was not sure I had everything needed to place the various assemblies back into the car. So, I began a process of identifying all the parts and fasteners needed to install each unit or assembly into the car. Using pictures that I took during the disassembly, and the great pictures that companies like Corvette Central and Paragon Corvette supply in their catalogs, I have placed all the parts together into a bag or box to ease reassembly of the car. This process has helped me to identify parts I still need to find or buy. I have listed all the assemblies I've put together, and will make a sequence to follow for reassembly to help ensure we don't forget something.



Catalog pictures describe assembly.

**Reassembly**

We reviewed the notes that I had taken when my car was disassembled, to write up a reassembly sequence list in an attempt to eliminate the need to remove something after we installed it because we missed a step. This helped, but the best help we received was in a discussion with Chip Werstein and others at the SACC tech session. Chip provided some excellent advice about the sequence of under-dash work, which is the area that concerned us the most. We installed the windshield wiper motor, the washer nozzles, the accelerator pedal mechanism, the cowl vent and vent operating mechanism first. (picture on next page). Then we installed the firewall insulation. This comes in 3 pieces, and includes the rubber fasteners that push through the firewall using a flat ended punch (Picture on next page) Once the insulation was in place we partially installed the main wiring harness, allowing us to do the under hood wiring. The harness can't be installed completely until the gauge cluster is installed.



## Windshield Wipers

Cowl Vent Alignment and Firewall insulation hardware

The wipers had always operated very slowly, when they operated at all. The system felt worn out. So, we sent the motor assembly to Corvette Central for rebuilding. And, we sent the transmissions to Mary Jo Rohner's Corvette Parts in Poway, CA (858-451-1933) to be rebuilt. Both vendors did outstanding jobs. They look and operate like new.

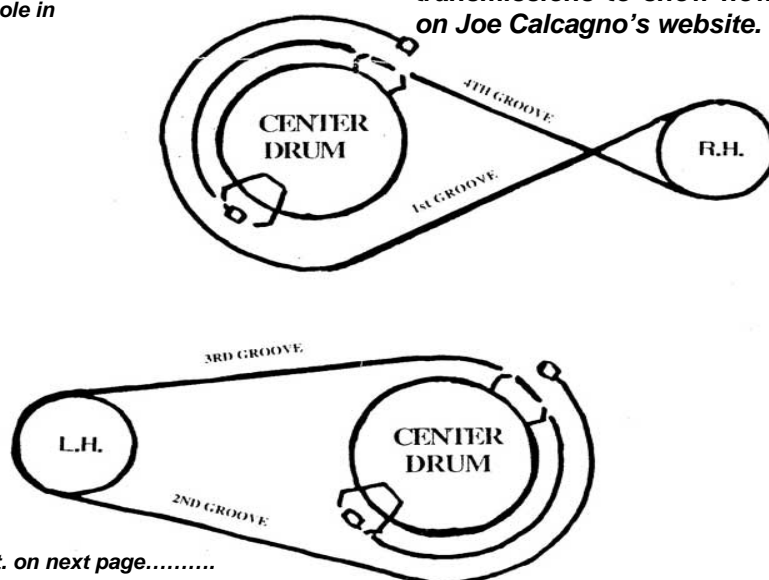
The windshield wiper motor is mounted on the firewall in the engine compartment. (see top picture above) The shaft goes through the firewall into the area under the dash. The shaft has a drum on the end designed to hold 4 cables which operate the wipers. (See picture above and right) The windshield wiper arms mount onto 2 transmissions that are mounted under the dash, and extend outside the body below the windshield. I have been told the wiper transmissions and cables are a nightmare to install. It wasn't quite that bad, because we had plenty of room in which to work.

We are very lucky that many people have taken time to write down detailed instructions, including pictures, describing the process for overhauling, or installing Corvette parts. In this instance, Joe Calcagno of RARECORVETTES.com has more than a dozen "how-to" papers on his website. GO THERE. We followed Joe's instructions, and it all worked. I would offer a few hints to help. There is a lot of new paint on our cars, and it was necessary to make the holes in the cowl larger with a file to allow the transmissions to fit properly.



Enlarged hole for wiper base hole in cowl.

Each transmission has two cables that need to be pulled out of the transmission as far as possible, while someone is pressing down on the shaft, to allow them to be placed around the motor drum. The cables won't fit unless they are pulled out to the maximum. I suggest you do this in a vise before mounting, and it will require two people. Here is a diagram that Mary Jo sent with the rebuilt transmissions to show how the cables fit. It is also on Joe Calcagno's website. (Illustration below)



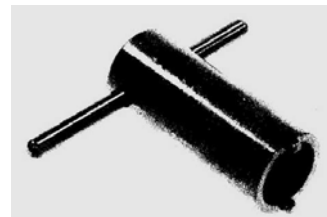
Windshield Wipers cont. on next page.....





Cable wrap around center control drum.

The cables are wrapped around the drum, and tightened by depressing the shafts. A grommet is placed on the shaft (picture below). A chrome spacer and special nut are used to secure them. This nut requires a special tool to tighten it. It is available from Corvette Central. Don't try to use a screwdriver, or needle-nose pliers, or you will probably damage the paint. This was easier than it appears.



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# SoCalSACC & National SACC Renewal Dues Were due on December 1<sup>st</sup>!!!

## How to Pay Your Renewal Dues

Send one check (made out to SoCalSACC) to Greg Davidian for \$55 to pay BOTH your Chapter & National Dues in one easy step.

Greg Davidian  
1686 Mesa Ridge Av.  
Westlake Village, CA 91362

# SoCalSACC Member Profile

**Stanley Boone, #88**

## *A Man and his Memories: Life, Family and his 1958 Corvette*

.....by Stan & daughter Bonnie Boone

This member profile was started a couple months ago when Stan & daughter Bonnie agreed to compile it. At the time I didn't think it was significantly poignant as it is now since Stan passed away on Monday, November 30<sup>th</sup>, a couple of weeks before this SCOOP's publication. In fact Bonnie completed editing the text and converting slide pictures to prints the day Stan passed.....Jim Lundal, SCOOP Editor

While in the Navy during the Korean War (1951-1954), I was only 20 years old, and was looking at the cars in the magazines that my dad was sending me. I couldn't wait until they came in the ships mail - they had pictures, ads and articles of cars and they were exciting to read. I was planning to buy a car when I got out of the service, and at the time, I was interested in a convertible mercury hard top. That was until I saw the photo of the first Corvette ....and I was fascinated.



When I got out of the service in '54, I started looking at cars, and drove to the local dealership and looked at the Corvette. I wasn't impressed and didn't care for the 6 cylinder with power glide. I ended up with a 1953 Oldsmobile Convertible from Modern Motors in Glendale, CA and drove that for 3 years or so. It was a beautiful white car with black & white leather interior and a V8. With this car, I began going to sporting events at Pomona Raceway, Riverside Raceway, and Goleta Airport in Santa Barbara. While at the races, I started noticing the 1956 and 1957 Corvettes again... and they were fast (or seemed that way).

At that time, the Corvettes were mostly racing Porsches. Then at the Santa Barbara races, I saw the Corvettes up there also. I started really liking those vettes and started reading up on them again. I saw them out on the streets and I just couldn't keep my eyes off of them. By 1957 I was determined to have one and started visiting showrooms. The magazine articles kept my interest each month. By the end of the year, I started checking into my finances to see if I could afford a car like that. I had invested in stock and was doing pretty well. I drove around to dealers and talked to a lot of salesmen, picked up brochures, and kept reading the magazines. The magazines were noting that there were problems with the Fuel Injection in the 57 model. Soon thereafter, it was announced that those problems were fixed. I graduated from UCLA in June 1958, and that summer I was serious about buying a car and drove to dealerships (Harry Mann, etc.). They had warehouses full of these cars because they were not selling well due to the poor ratings on them from the 57 model.

I kept looking and was finally set on the 4 speed, hydraulic lifters, 250hp fuel injected Regal Turquoise combination. They had a large selection, but I couldn't find exactly what I was looking for. They had lots of the 290 car, but my experience with high powered vehicles was their reliability was questionable. I had worked on many cars with my dad since my early teens, I was tired of that and wanted a really nice car that was reliable. I found nothing in Los Angeles so drove to Pasadena to the C.S. Meade Chevy dealership on East Colorado Street and hit the jackpot. I finally found the car I wanted with the specifications I was interested in. I wanted both tops, and so they had to install the convertible top in the car I wanted. It was July 1958 when I bought the car and I paid \$4,034 cash out the door. I was working as a Contracts Manager for Elgin Micronics Company in Los Angeles back then, and picked the car up after work one night. By the time I was done with the paperwork at the dealership, it was dark by then. I climbed in my new car and drove over a bridge that was about. 4-5 miles away. At that point I laid down the accelerator and opened her up. Well, within a few minutes, the ol GM quality (Ha!) showed itself early on because at that moment, the torque of the car caused one of the battery cables to short out on the ignition shield. The entire car went dark and shut off. I had to push the car off the side of the road by myself... I was not happy - this was my brand new car.



First Picture after purchase

1958 Chevrolet Corvette  
Fuel Injection  
283 ci  
Close ratio 4 speed  
Hydraulic Lifters  
250 hp  
370 rear axle gear ratio  
Heater  
AM Wonderbar Radio



Original Sales Slip



Boone continued.....

*I had to hitch a ride back to Eagle Rock to make a phone call. My dad owned Daniel Boone Motors on San Fernando Road (Hwy 99) in Glendale, so I called him when I got to a phone. He towed (pulled) me back to the dealership and I left the car there with a not-so-nice note on it. They found the problem and fixed it - the ignition shielding (which was sharp) had sliced a hole through the insulation of the battery cable. They apologized profusely to me, and off I went - I was finally on the road again with my new car. But alas, not for long. I had ordered a 370 gear ratio, but realized that was not what was put in the car. It had a 411 ratio so the car was roaring! So another trip back to the dealership. I learned that dealing with salesman is not the best way to go - they hassled me and tried to convince me that I didn't know what I was talking about. They ended up fixing it after questioning me how I could possibly know the ratio was wrong. I was upset at this point, and insisted that they change it ...and pulled out the contract on what was agreed upon (a 370). What I didn't know at the time was there was a tag on the rear end of the transmission and all they had to do was lift the car up to know I wasn't BS'ing them.*

*Once back on the road with the car, I really loved it. I drove it daily to Chatsworth for work to Elgin. A month after I bought it, they had the yearly opening race out at Riverside Raceway, and I drove my car out there. There was no pavement to park on, so we had to all park in a plowed field. I foolishly left the top down (idiot!), and went to the event. When I came back out after the race was over, I learned that I was a convertible newbie. When I found my car in the field, I was practically in tears.... my entire car was filled with dirt... everywhere. My new car!! Dirt on the carpet, dashboard, seats.... I was distraught and was kicking myself for doing that (leaving the top down). And the worst part was my girlfriend and I had to get in the car like that with all that dirt and drive home. I spent months getting all that dust out of there. I learned my lesson about convertibles the hard way. I would never, ever do that again and leave the top down while parked anywhere near dirt.*



Santa Barbara Raceway.

*By 1961, I moved to Encino and was still driving to Chatsworth for work. I had fun getting on the 101 Fwy everyday going to work. At some point, my car started running bad, and turns out I had burned a valve. The mechanic at the local gas station offered to fix it. He did a compression check and found the valve issue and said he could fix it. The mechanic took off the original fuel injection and heads, and did some other things, and was done for the day. He left the car in the shop for the night. I called the next day to check on my car, and he informed me that those parts he left on his work bench, were ALLEGEDLY were stolen that night by parties unknown. I made a police report, but nothing happened in recovering my parts. Again, I was frustrated over my bad luck. I filed with my insurance company and they paid me to replace those parts. Great? Uh no. I went to the Chevy agency in Encino and ordered new parts. But when the parts came in, they were not what my car had originally. They were parts for a 1962 fuel injection unit. So I had to take them back to the dealership, and explain why these are not the right parts. They then told me they couldn't get the parts for my '58 (which made no sense to me), and I was forced to keep those parts. So at that point, the originality of the car digressed. The positive side was the '62 fuel injection unit turned out to work just fine. I was advised by a fuel injection guy not too long ago, that the '62 parts had components that were better and more reliable than the '58 parts. That has proved to be true.*

*The only other thing I changed on the car was the fan clutch which quieted the car substantially. Now that was a good investment. I intend on putting heat/sound shields in the car as well to make it quieter.*

*One time I was driving home after dark through Burbank and learned that these cars cannot drive over a pipe ring in the road unscathed. I got some chips in my fiberglass and needed to get it fixed. I took it to Bruno's on Ventura Blvd in Sherman Oaks for minor repairs. The insurance company did not want to pay for any of this, and offered me \$300 for the car. Needless to say, I was not happy and probably mumbled a "oh hell no" to that offer. More frustration over my bad luck.*

*I enjoyed driving the car to Mammoth and was glad I ordered the optional heater in the car. That car taught me so much. I learned that water/ice would freeze on the windshield overnight and the wipers would end up sticking to the windshield. So when I turned on the wipers, the steel holders tore away from the rubber and scraped my windshield. So now I had no wipers and a scratched windshield. Again, I was frustrated with my bad luck and lack of knowledge.*

*There were plenty of good times in that car. No matter where I drove it, people would come up to me and ask me about the car. Decade after decade – it didn't matter how old it was. Usually, they would ask me to see the engine. At some point during its' life, I added heavy duty shock absorbers in the rear. I felt I didn't need a traction bar and thereby didn't need to modify that. The car came with a 3 speed transmission but I put a 4 speed transmission in it because the 3 speed did not hold up to my harsh driving. It was a non-synchronized transmission. I replaced the transmission at a transmission shop in LA around late 60's. I asked to see the transmission before it was installed. He drove it out to me and just what I was worried about: it looked used. I asked for a refund. I then took it to a guy that rebuilds transmissions and he gave me a nice 4 speed.*

*I put on radial tires on the car for the first time, but I can't remember exactly when. What a difference in the ride! One of my favorite roads to drive was Angeles Crest Hwy.*

*In 1977, the head gasket blew, and I took the car in to get fixed. Someone at my work recommended someone they knew to work on my car. The mechanic convinced me to "upgrade" the engine and put in something more high performance. Against my better judgment, I reluctantly agreed. Of course I wanted more power, but had always been wary about changing out original parts. But I conceded to the change. Big mistake. The engine I got from the guy was absolute junk, and I believe it was worn out when I got it. He told me I needed to put in oversized piston rings. The car never ran right after he put this engine in. It was blowing out oil out the tail pipe and blowing head gaskets. I was actually considering selling the car since it wasn't worth much, and I was not enjoying all of its problems. I think that guy at the shop took my nice good engine and put it in his boat, and I got his left overs. I got scammed. The car was cutting out a lot, and just did not run right, so I parked the car in the garage, and started tearing out this engine. Within that year though, I had a heart attack, and subsequent 5 bypass operation. Almost losing my life changed my priorities. I wanted to live so I took up running, body surfing, and motorcycling. Anyway, that car frustrated me, so I never looked at it again and time ticked away, for the next 25 years.*



*My wife died in 2002 and my daughter Bonnie moved in. She was renewing my interest in the car and I started ordering parts. Unfortunately, I realized pretty quickly that my body couldn't maneuver so well any more to actually work on the car. But that didn't stop me. I was looking into crate engines at the time and almost bought an L1. But the costs for those were climbing as each year went by, and I just never committed to the investment. I decided to keep the car closer to original and find a matching numbers engine. I found one and bought it from Charlie Bacon of Running Springs around 2007. As of 2011, I have had it ready to go to drop in. All I need to do is get the rest of the old one out. And clear out a space in the garage and around the car to work on it again. I need to replace the seats and headliner, and the engine and it will be ready to roll again. I look forward to that day.*



*Stan joined our club in 2000, and has been a participant in most tech sessions we offered. While he did not have his car running, that did not stop him from attending several outings the club had over the years. One of his favorite were the lunches at the 94th Aero Squadron Restaurant in Van Nuys. Unfortunately, at the time of this print, we are sad to report that Mr. Boone passed away at his home on Nov. 30th. He was 84 years old. His daughter Bonnie will need our help in the future getting that car back on the road. It is a goal of hers to do that - in the memory of her father. Our sincerest condolences to her.*

## **At Home in the Garage since 1978**



*Stan's beloved '58 still sits in his garage in Glendale awaiting some further action.*

## **Celebration of Life & Reception for SACC Member #88**

**Stan D. Boone Jan. 9, 1931 - Nov. 30, 2015**  
**Saturday, March 26, 2016 at 1:30 p.m.**  
**Descanso Gardens-Van de Kamp Hall**  
**1418 Descanso Drive**  
**La Canada Flintridge, CA 91011**

**Come join his daughter Bonnie in honoring her fathers life. Special parking has been set aside for any Vette in the SACC group. Come sip a free cold Margarita (Stan's favorite) in his honor. Chips, Salsa and other appetizers will be served. All the flowers in the gardens will be in full bloom - come early! Anyone that attends the service, gets into the Gardens for FREE. All are welcome.**

**Maps & directions are here:**  
<https://www.descansogardens.org/plan-your-visit/hours-admission-directions/>

**Please RSVP full names and number of people to Bonnie Boone one of 3 ways:**

**Phone 714-838-8821**  
**Email BonnieDoll99@aol.com or**  
**StanleyDBoone@aol.com**  
**Text to (951) 764-0437**

# Miscellaneous Club Information

## Another Browning Toy!



Earlier this year Kent Browning acquired this Dodge Hellcat. This version is rated at over 700 HP. Two keys were laying on the dashboard, a white and red one. The white key will start car and exhibit 400 HP while the red one, over 700 HP. Kent relates, "You had better be ready to handle the red key on city streets".

## Classified Ads...

### For Sale:

1962 #1110985 dual point distributor. Rebuilt and Restored with dual-point Delco cap;  
 1957-61 Restored Dual Quad Intake #3739653;  
 1958-62 Orig. male and female Deck Lid Latch Assy. With rod + clips;  
 1961-62 NOS Delco fuel tank sending Unit #5642125 in orig. box;  
 1958-59E and 59L-62 male and female hood lock assemblies, complete and restored, just button;  
 1961-62 speedo and gauge dash pads, both top and bottom, (no holes drilled) excellent condition;  
 1957-59E small "022" and 59L-62 large "022" brake master cylinders rebuilt w/stainless steel sleeves and restored;  
 1958-60 #351 and #352 and 1961-62 #441 and #442 orig. horns rebuilt and restored;  
 Many other C1 parts available. Len Marino (626) 358-1466

**For Sale:** 1953-55 Reproduction exhaust extensions, both short (1953-E54) & long (L54-55) available. Email, arunner@frontiernet.net for photos and prices. Gary Member #26C.

### FOR SALE:

'58-'60 original front bumpers (rechromed) \$750/pair  
 '58-'62 used heater/defroster control switch w/spacer, nut & mount kit \$100.  
 '56-'60 new rear soft top latch on top \$70/pair  
 '61-'62 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 \$20.  
 '62-'63 new side fender flag emblems \$48/pair  
 '53-'62 new tach face bezel \$34.  
 '58-'62 new male deck lid latch assembly \$36.  
 '58-'62 used (very good) rear view mirror support \$25  
 '58-'62 new red dashpad \$250  
 '60 new kick panel inserts \$40/pair  
 '58-'62 front bumper bracket set of 8 New set \$195.  
 Used set \$125.  
 '56-'57 generator pulley 3 5/8" \$90.  
 '62 rebuilt Carter WCFB 250hp 3191S \$350.  
 '62-'65 rebuilt Carter AFB 300/340hp 3721SB (Sept. '71) \$350.  
 '58-'62 new upper center console molding \$40.  
 '59-'66 used valve covers GM #3767493 \$135/pair  
 \*\*Many other parts available...C1, C2, C3  
 Call Joe LaGreca @ 909-499-5873 Email: joe.lagreca@att.net

**FOR SALE:** 4.11 posi rear end from a 1962 Corvette. Cast date F 18 2. Stamping CE 7 03. Good running condition. Came out of my 62 409 Impala. Chip Werstein. chipsgarage@aol.com


**WANTED:** Wanted for 1962 Corvette. 2 hubcaps and passenger side sill plate. chipsgarage@aol.com



## SoCal SACC FREE COMMERCIAL VENDOR LIST

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

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

Product or Service	Name & Member #	Contact Information	Details
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 '56 – '57 \$625 + Ship '58 – '62 \$590 + Ship
CALIFORNIA DREAM CARS APPRAISAL SERVICE  •Pre-Purchase Inspections •Agreed Value Insurance Appraisals •Resolve Insurance Disputes •Diminished Value Appraisals	Robert Petricca #80	(888) 314-3366 Toll Free, (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
C-1 Corvette Convertible Top and Interior Installation	Adam Parker #215	(480) 251-6352 vettoguy@gmail.com	Providing mobile services. Now scheduling appointments for Nov. 1 <sup>st</sup> . 1953-55 Conv. Top Kits John Kennedy Patterns
<u>Product or service:</u> Adam's Polishes, Bruce 4 Adam's, 10% discount to SACC members	Bruce Papp #222	818.621.1423 Bruce4Adams@hotmail.com	<u>Adam's Polishes,</u> official car care products of Corvette and Camaro

***From the Entire  
SCOOP Staff and those  
who contribute:***

***Merry Christmas***



**&**



**Happy  
New Year!**