



# *The Solid Scoop*



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

## **December 2008**

Vol. 4 Number 4

### **Future SoCalSACC Events to Plan For!**

**July 17 – 21, 2009: National SACC Convention in Ventura, Ca. (hosted by the SoCalSACC Chapter)**



### **INTRODUCING OUR 2009 CHAPTER OFFICERS!**

**(left to right) Bruce Fuhrman (outgoing 2008 President), Chip Werstein (Tech Session Coordinator), John Costales (Treasurer & Membership), Mike Gibbons (Vice President), Phil Roche (Incoming 2009 President) and Larry Pearson (Secretary).**

**C1 Racing People & Cars!**  
**The General Membership Meeting**  
**for 2008 was a HIT!**

(see Page 4)

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**Renew Your Chapter &  
National Membership,  
NOW!!**

(Details on Page 2)



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

# Calendar of Coming Events in our Area:

(Listed \*SoCalSACC Asterisked Events will have flyers and membership notification prior to the Event, Other events have contact email and/or phone numbers)

NOTE: All listed \*SoCalSACC Events are covered by National SACC 3<sup>rd</sup> party insurance, Events not listed as SoCalSACC are area events that Chapter members may participate but are not covered by National SACC 3<sup>rd</sup> party insurance.

## 2009

July 17 – 21, 2009:

**\*SACC National Convention in Ventura, Ca.  
Hosted by SoCalSACC Chapter**

### Suggested Flyer Tours: Stay Tuned for Details

- Justice Brothers Museum – Monrovia
- Automobile Driving Museum – El Segundo
- VIP Tour of Universal City
- Tiger Racing – Covina
- Rim of the World Hwy. Tour

## Annual National and Chapter Dues!

This notice is to alert all members that your dues are now renewable. You CAN pay your National and Chapter dues with one check to John Costales (SoCalSACC Membership/Treasurer) for \$55. (Chapter dues: \$20, National dues: \$35) John will then inform and forward your National dues to retain your National membership. It is a requirement that to be a Chapter member, you must belong to the National SACC organization for insurance/liability reasons.

Please send a check payable to SoCalSACC and send to:

**John Costales  
7026 Sonora Ct.  
Ventura, Ca. 93003**

Special Membership Information NOTE: A National SACC Roster is being planned for distribution in the Spring and will contain your information. 1) Your Name, 2) Your State, 3) and a Telephone Number. If you want any of the above information OFF the National Roster, so indicate on an application form (included in this newsletter) when returning your membership renewal to John Costales.

## Welcome New SoCalSACC 2008 Members!

*The following List have joined our Chapter since September 2008.*

#	<u>NAME</u>	<u>LOCATION</u>	<u>CAR YEAR</u>
150	Bob Hurst	San Diego	1962
151	Bob Crane	Orange	-----
152	Bill Babb	Ventura	1961
153	Pete Pestal	San Clemente	1959
154	Ron Richardson	Riverside	1961



# General Membership Meeting, 2008

With the exception of the rain threat, the meeting went well and I think was enjoyed by all in attendance. There were only about 12 C-1's in the line up and we all know why. Thanks to those who risked getting their feet wet for bringing their C-1's. Included in the line up were 3 race cars (see photos). Bob Drennen's white '56 race car, Wayne Foss's '58 Turquoise big brake, fuelie and Kent Brownings red big brake, fuelie from his collection.

Fifty three Corvette enthusiasts enjoyed a great "Picnic Lunch" served by the Claim Jumper with excellent service. Unfortunately Bruce Fuhrman did not participate in much "tire kicking" since it took 45 minutes to get his lap top to talk to the digital projector! Problem finally solved as a bad cable connector! Sound familiar? After the tire kicking, Jim Gessner, a real Corvette guy, gave us a brief introduction to his movie "**California Screaming**" which was a one hour summary of the early days of Corvette racing history including some great footage of the cars and drivers. Jim had been exposed to all the great names in Corvette racing including three drivers of Corvette fame who joined us for the day; Dick Gulstrand, Joe Freitas & Davey Jordan. Over the last 35 years, Jim has owned and restored over 60 corvettes. Check him out on [www.vettefinderjim.com](http://www.vettefinderjim.com)



Dick Gulstrand listens as Guest Speaker, Jim Gessner, talks about "California Screaming".

After the lunch, Bruce Fuhrman conducted the "official" annual membership meeting which included thanks to all those supporting the chapter (see minutes), plus a summary of 2008 events and what is planned for 2009. The "really big" event being the 2009 SACC National convention in Ventura on July 17-21. The 2008 slate of officers was re-elected with the exception of President, Bruce Fuhrman. Bruce has accepted a position on the SACC National board as Secretary which was held by Lucy Badenhop since SACC was founded. Since the by-laws prohibit serving on a National and Chapter board at the same time, Bruce needed to step down from the Chapter Board. Phil Roche was kind enough to accept Larry Wright's nomination and will be the new Chapter President effective 1 January 2009. Phil comes with great credentials. He is past President of the SO CAL Vintage Corvette Club, worked for Dick Gulstrand for many years and is very knowledgeable on Corvettes. He also owns a '54 so Bruce felt comfortable with him taking over the reigns!

Date: Dec. 8, 1957  
Track: Paramount Ranch  
Driver: Bob Dickson  
Crew Chief: Bill Thomas  
Owner: C.S. Mead Chevrolet  
Position: 5th, Class:C



Thanks to all those who  
contributed to a great day.  
Bruce Fuhrman



Bill Drennen's has a very rich history of Corvette Racing!



Member Kent Browning's brought his 1962 Big Brake, Big Tank, Fuelie Race car.







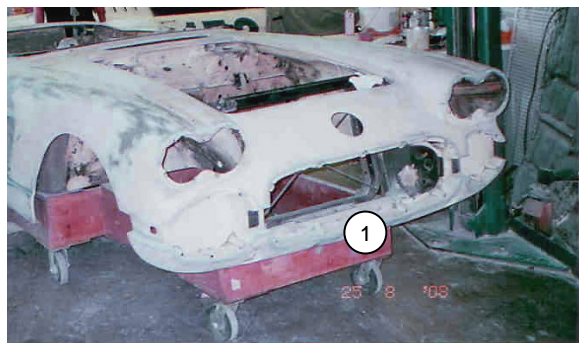
## 2008 General Membership Meeting



Wayne Foss's  
1958 Turquoise  
Big Brake.

### Jenni's Car ....Update!

Jenni Werstein provided a few in-process pictures, and dates, on the status of her 1960 Vette. This update follows the last report showing the complete dismantling of the car in an earlier SCOOP when it was sitting in the driveway at their home. Currently, beginning 1. with what appears to be something akin to an Intensive Care Unit the car was getting the body "straight" (8/25/08), 2. wheeling it into the paint booth. (8/29/08), 3. final block sanding the entire body (9/5/08), and finally 4. a painted body on 11/15/08





## Eric & Fran Hershkowitz, #15

**My story starts at the beginning. Unlike many vintage Corvette aficionados, I didn't grow up around the cars and I was completely unaware of their existence while I had my nose stuffed in textbooks for the first twenty-five years of my life, or at least, that portion of which I was no longer in diapers. I'm sure that my parents owned what would now be considered classic automobiles, especially if you consider a 1969 Dodge Coronet 500 station wagon, with imitation wood-grain contact paper on the fuselage, a member of that class. That muscle car out-classed our '59 wagon because it was so large that it occupied two zip codes and earned me my driver's license after executing the perfect 16-point turn. But I digress.**

**After conquering the textbooks that I mentioned, I graduated from USC Dental School where I earned the opportunity to attempt a career and, more importantly, met my future wife, Fran, who I would marry five years later. Fran is my enabler. It's actually her fault that I got the old-car obsession in the first place and the fact that she provides all of life's functions that I need to exist, allows me the time I so desperately need to work on cars, play in two bands and generally goof off.**

**It was (sort of) her idea that we venture into our first classic car around 1992. Now, if I haven't lost you yet at this point, here is where you may want to bail out. That car was a 1957 Ford Thunderbird. I know, I said the "F" word! Ford, Ford, Ford, Ford, Ford.....there, I feel better now. I cut my shade-tree mechanic incisors on that car and learned a lot. The most important thing I learned was not to buy a car that was rear-ended at 50 miles an hour while it was parked. Enough said**



**I had gotten the bug, and knew I wouldn't be satisfied until I had completed a frame-off-every-nut-and-bolt restoration. So, with Fran's reluctant permission, we sold her driver T-bird that she so enjoyed because you could never hurt it more than it had already been hurt. I promised her that if I did a frame-off, we would never put the car in a trailer and would continue to enjoy and drive it. We purchased a good restoration candidate in Grass Valley and began tearing it down in 1995. The powder-coated frame and suspension components, by 1997, had developed into a beautiful, Colonial White Thunderbird with a black canvas top and two-tone (black/white) interior.**

**I never did put it on a trailer, but I didn't say I wouldn't show it. That car won best of show at the world's largest Thunderbird show, the Thunderbird Classic, in 1997. I'm sure that all of you attend it faithfully. There were many other awards (and more bragging about to ensue), including three Gold Medallion awards in full concours at CTCI (Classic Thunderbird Club International) events. Competing against trailered cars, we drove to the show, detailed the 'Bird, and won "Gold Medallions" each time. ( For our more sophisticated readers, that's like a "Top Flight"). This has not been done since, with a driven car. We now show that car in touring division because bolt dents on my expansive head and parking lot rash on my expansive backside have taken their toll.....and the fun out of concours.**

**If you're still here, hold on, the Corvette part is coming soon. The guy (my employee) who found me the '57 F\*\*\* began his quest for his favorite car, a 1962 Corvette. We eventually found and purchased a Roman Red, '62 fuel injected, but driver quality car from Joe Calcagno in 2000. After servicing and detailing the 'Vette, I delivered it to the owner. While driving that car across town something happened in my brain; or maybe it was the exhaust fumes. This little devil on my shoulder said, "You need to get one of these!". So I replied, "You go tell that to my wife!". He must have done just that, because our Christmas present to ourselves in December of 2000, was a 1959 Corvette, previously owned by a six-foot, five-inch, long-legged, never-could-fit-in-a-Vette contractor who got tired of buying a battery every year just to drive the Corvette around town and get bugs in his eyebrows. With the exception of these short excursions, the Corvette provided affordable housing to a multitude of spiders as it laid under a tarp for eighteen years.**



I tampered with the 'Vette and made some safety improvements, particularly after realizing that I was driving it around with three of the four wheel cylinders frozen solid with crystallized brake fluid. It's a wonder that I didn't turn any of the neighborhood kids into C-1 road-kill. By 2004, still owning the copyrights to Obsessive-Compulsive disorder, I just couldn't be satisfied until I did a complete (although frame-on.....I'm feeling better now) restoration of the '59. While restoration work was going a little too smoothly, I decided to add a 1959 Rochester fuel injection unit just to make it more challenging. It was during those trying (crying) days of 2005 that I met Doug Prince and Chip Werstein, who were instrumental in helping me finally keep the car on the road.



(left) Vette #1 upon arrival, Christmas 2000. (below) In-Process Restoration. (below left) Nearing completion, with no hood.



I worked on the FI for so long that I left the hood off the car for quite awhile!



One more little Corvette vignette to make up for the Ford stories. It seems that you always find what your looking for when you're not looking for it. Two Christmases after the purchase of the 1959 Corvette, what should show up in the local ads? Ditto and that same trouble-maker who owns the '62 had to point it out to me. I went to just look, honey, just curious you know, honey, I have no intention of buying anything, have one already honey, don't need another! This was a car on which the restoration was nearly finished and the owner lost interest. He wanted to buy a motorcycle. Well, at least he wasn't trading it for a F\*\*\*! Another guy was looking at the car and gave the owner a very insulting low-ball offer. With nothing to lose except my savings account and my wife, I gave the guy a slightly less insulting low-ball offer. I guess he really wanted the motorcycle, because he gave me a call that evening and I had to dig up the cash on a Saturday at the last minute. I, literally, cleaned out Fran's purse and even looked under the sofa cushions and the ash tray in the car for coins. That '59 Vette still adorns our car-theme patio, leaving little room for guests, serving a useful purpose after all and awaiting completion. Fran has to sometimes remind me that it's there. Thank you, honey, just remember that you got me started.

Having now restored two (and a half) Thunderbirds and one (and a half) Corvettes I find the difference in engineering, design and performance of these "sports cars" very interesting if not remarkable. We all know the Corvette provides superior performance and is more fun to drive. I won't push my luck and say which one I believe was assembled and engineered better, I might want to stay in the Club after all.



The '59 Vette I wasn't looking for!



(left) Eric and his band (Eric is in the middle) playing the Dobro which he has done for 30+ years. Maybe we could get him cheap for the 2009 Ventura Convention entertainment at?

(right) editor: I promised Eric a visual representation of one of his F-Car's. Limited Edition '57! Amazing what you have to do to get someone to write their profile.





## *Surf's Up, and get ready for a "Fun, Fun, Fun" Fine Time in 2009!*

**The Solid-Axle Corvette Club, Southern California Chapter (SoCalSACC), is going to Host the National SACC Convention in 2009. The location will be Ventura, California.**

**The dates are July 17 – 21, 2009.**

**The city of Ventura is located on Highway 101, north of Los Angeles. Larger airports in the So. Calif. area are LA International (about 70 miles south), Bob Hope Airport in Burbank (about 50 miles south), and local airports in Santa Barbara and Oxnard (about 30 minutes away). More details on traveling to the Convention will be published, but we encourage as many as can drive their C1's.**

**The selected Convention headquarters is the Four Points by Sheraton sitting on 17-acres of prime coastal land, overlooking Ventura Harbor, on California's Gold Coast. Summer temperatures average with a high of 75 degrees, moderating at night to the low 60's. "Ocean Breeze's prevail."**

**SoCalSACC is one of the largest SACC Chapters and is looking forward to hosting this event. Agenda of the Events (tentative) being planned:**

- **July 17 – Registration & Welcome by So. Cal. Members C1 vendors.  
Reception with hors d' oeuvre's and displaying many Raffle Items.**
- **July 18 Tech Sessions and Business Meetings most of day.  
(Optional) Transportation to nearby Historic downtown Ventura. Evening Harbor Dinner Cruise between several restaurants.**
- **July 19 Touring to coast line and back roads  
Evening Dinner, Guest Speaker and Raffle winners announced.**
- **July 20 Farewell's and Car Display in parking lot.**

**Convention Chairman, Larry Pearson, wants to welcome any questions and encourage all interested parties to contact the members listed below for further information. Also, review the convention section on our Web Site for the latest planned details.**

**Phil Roche: pdr44@aol.com**

**John Costales: costales@west.net**

**Larry Pearson: lpears1941@att.net**

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





# C1 Mechanics, in Training!!

## Fall SoCalSACC Tech Session

Southern California  
Solid Axle Corvette  
Club  
Tech Session



*It was truly a day to remember the Johnny Cash song, "Ring of Fire" with brush fire's occurring in several area's of So. Cal.! However, our Fall 2008 Tech Session went off with the only problem being several members could not make it due to the freeway closures. Some members that did attend, left early when they got calls that one fire was nearing their city.*



Chip Werstein welcomes the attendee's at the Toyota Training Center.

**Chip Werstein #3F, SoCalSACC Tech Session Coordinator, tried something new at this session, talking about several topics, "under the C1". It worked and additional sessions of this type will be held in the future. One major factor assisting Chip in this seminar where member's Rick Dufresne & Stan Kiyen's facility coordination of a perfect venue for the event. Both of these latter individual's are employed at Toyota and asked and received permission to use a grand style meeting room and a "high-bay" room with multiple car lifts. Rick & Stan had to jump through several hoops at work to get this facility, all the way up the management ladder. Another thank you is for Rick & Stan's wives, Lindsey & Sharon respectively, for their assistance in organizing and cleaning up after the BBQ lunch.**



**Two Chapter-member cars were selected for display and the attendee's were divided in half while the 4 topics were covered about aspects under our C1's. The speaker's and subject's covered:**

- **Jeff Reade** on rebuilding the C1 Steering Gearbox,
- **Steve Clifford** on lubrication and checks under the C1,
- **Larry Pearson** on C1 parking brake details and adjustment,
- **Doug Prince** on C1 clutch components and lubrication
- **Phil Roche** discussed types of lubricants used on C1's.



*The session began with Chip Werstein welcoming everyone in the meeting room and explaining about the day's planned activities. Then each attendee picked up their chair and walked into the next room in the High-Bay to their pre-assigned display car. As each speaker discussed a topic, attendee's were allowed to walk under their C1 and see what was being discussed.*



**All speakers at the session indicated that the book pictured at the right is a good source for C1 maintenance. Although this book covers all C1 years, many repairs remain the same with all years. The book is still available from Corvette Central and many other sources. It is called the "Corvette Servicing Guide" having a reference number ST-12.**

**Please Note! The following are brief Topic summaries presented at the Tech Session. A much more in-depth discussion and illustrated pictures are presented on our Chapter Web Site. [www.socalacc.com](http://www.socalacc.com). Click C1 Technical, Tech Sessions and Fall 08. Previous Tech Session's can also be found on the Web Site under appropriate dates.**

## Rebuilding Your C1 Steering Gearbox.....with Jeff Reade, #33

**Jeff Reade operates his own Corvette repair shop at 11375 Playa St. in Culver City, Calif., just east of the San Diego Fwy. Jeff brought all the props for explaining the rebuild process on the C1 Steering Gearbox. The Servicing Guide ST-12, mentioned above, contains all this information. Corvette Central sells a Steering Column Overhaul Kit (CC #561026 '53-'57, or 561031, '58-'62) for this task. Another kit was available in the past from Corvette Steering (which Jeff prefers) but it is no longer available. Some members may have this kit and you may be lucky and locate one. Some rebuild parts are available only as a kit, and it is always best to replace the steering Worm & Sector gear as a pair.**

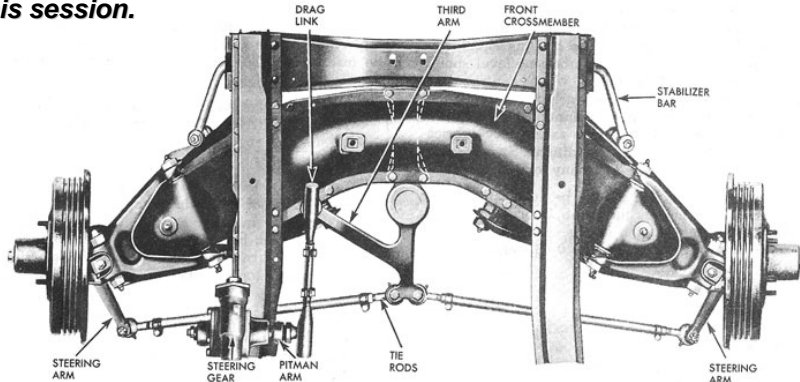




Generally, if operating correctly, the steering system on our C1's is a very comfortable driving steering system and will provide good performance. The Steering Gearbox rebuild is to most owners, not a task to take on quickly and might not want to be approached unless necessary. However after Jeff's discussion on the rebuild process and how much impact this gearbox has on the whole steering system, the job might be reconsidered.

The Steering Gearbox is the first item in the C1 Steering System chain of components. When the steering wheel is rotated the gearbox controls movement of the remaining steering system items. Steering System components are: Tires, Shock Absorbers, Kingpins, Tie Rods, 3<sup>rd</sup> Arm Member, Drag Link and finally the Gearbox. Each system component can contribute to a bad steering car and each component can be assessed individually. Several steering components will be discussed in future Tech Sessions and were only mentioned during this session.

The Steering Gearbox was presented because it really is the "heart" of the system and much time and money can be wasted on other components when the gearbox may be the primary problem. Most C1 owners are aware of items like tires, shocks, tie rods, alignments, etc. and shops and mechanics can address these issues but having problems in the steering gearbox will still not provide a comfortable steering car.

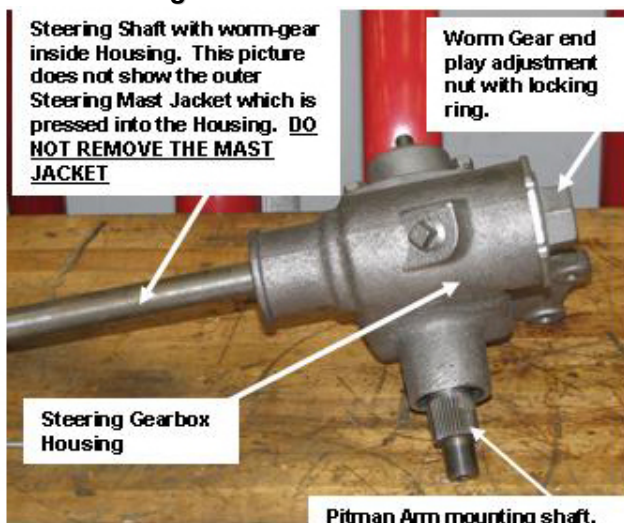


Many of our C1's, after being driven for many years (used and abused), have minimal attention paid to the Steering Gearbox. The usual C1 complaints are steering looseness, uneven (jerky) force while turning the steering wheel and the majority complaint "leaking lubricant". These annoying items will motivate many to perform this task. No special tools appear to be required (unless a bearing seat must be removed) and can be done on the workbench.

Pre-ordering of parts, and seals is recommended to further speed this task along. The CC kit contains the parts required for the rebuild and as indicated earlier, some parts you cannot purchase separately. Review this discussion and the procedure in the Chapter Web Site ([www.socalsacc.com](http://www.socalsacc.com), C1 Technical) for more pictures on this procedure.

The steering gearbox, along with the steering shaft and mast jacket can be removed from a '58 – '62 C1 without major problems. Removing the hood, steering wheel, lower dash mast jacket cover support, left exhaust manifold and the front spark plug will allow the removal. Prior to the gearbox removal you disconnect the Pitman Arm (see pictures) from the drag link. The steering assembly can be tilted and lifted out the upper part of the engine compartment. Removing the hood makes the job easier but Jeff indicates the job can still be performed but the clearances for removal are tight.

The gearbox is shown below along with additional steering components to further understand what these steering items look like.





Note: Grease Seal removed which slips over Sector Shaft. Common source of Steering Box lube leakage.

Steering Sector Assy and interface plate removal from Steering Box.

Remove 4 screws for Sector Assy removal

The Steering Gearbox contains a worm gear (attached to the steering shaft) and a Sector Assembly which contains a gear-wheel (sector gear). The sector gear meshes with the worm gear and transfers the steering wheel rotary motion to a rotary motion of the Sector shaft. Rotating the sector shaft results in Pitman Arm movement and turning of the front wheels.

The Sector gear wheel receives considerable side-wear from long term use. The worm gear and new sector wheel are part of the CC rebuild kit and are replaced as a pair.

The sector wheel replacement process is performed by removing a bolt and inserting the new wheel. Refer to pictures which illustrate the Sector gear wheel. Further parts replacement and inspection is referred to the Chapter Web Site ([www.socalsacc.com](http://www.socalsacc.com) , C1 Technical).

Another constant source of aggravation with C1 Steering gearboxes is leaking lubrication. The pictures illustrate the grease seal which must be replaced.



Illustration of how the angle of Sector Wheel changes as Steering Worm gear rotates.

Sector Wheel common source of wear in the steering box. Outer edge should have convex curvature, worn gear will indicate concave shape.

Also, when assembling the Sector Shaft Assy., the four bolts securing the Sector Shaft Mounting Plate to the gearbox housing require thread sealant to prevent leaking. Finally, when lubricating the gearbox use a grease with a high melting point temperature. A suggestion was disc brake grease. Do not use #90 Wt. gear oil. Reassembly, specifications are included in the Web Site and Service Manual ST-12.

This review of the Steering Gearbox is brief and the purpose is to provide the overview of Jeff Reade's discussion. Using the description on the Chapter Web Site and the Service Manual ST-12 this servicing procedure is very much within the skills of most owners of our C1's. Besides, you can always contact Jeff when you get into trouble.

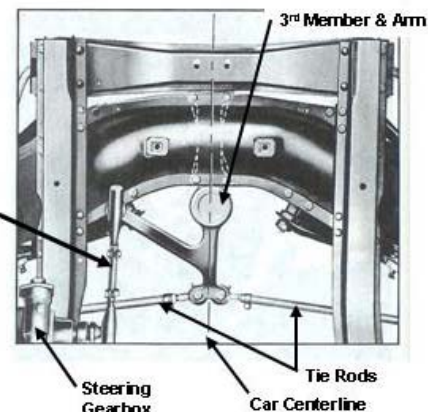
Jeff continued his topic with another Steering Check to check the Gearbox Assembly Setup with the remainder to the C1 Steering components. It is outlined briefly as listed. Many years on your C1 and many wheel alignments are performed by shops not aware of the C1 steering alignment process.



Alignment Mark on steering wheel end of Worm gear shaft.

#### Post-Steering Alignment Check after installation of Rebuilt Steering Box.

1. Assuming the rebuilt steering box is properly rebuilt, and installed into the car, connect the Pitman Arm to the Sector Shaft.
2. Point the Alignment mark, on the end of the worm gear shaft, straight up (12 o' clock position). This is the center travel position of the worm and Sector Shaft. Connect the Drag Link to the Pitman Arm and the 3<sup>rd</sup> Arm.
3. Establish a Centerline under the engine of the car. Two points of reference are the center of the 3<sup>rd</sup> Arm mounting holes and the oil drain plug on the engine.
4. Check the mid-position of the 3<sup>rd</sup> Arm moving member which is attached to the Tie Rods. The centerline should go between the Tie Rod ends. If not, Adjust the Drag Link to establish this alignment.
5. Next verify the wheel alignment. If the alignment of Step 4 above is correct, the Tie Rods can be adjusted to establish the correct wheel alignment. An alignment shop can perform this, however make sure they begin the alignment with the correct steering wheel position.





## General Lubrication Points.....Steve Clifford, #58

Periodically there are many components on our C1's that require a general lubricating to keep functioning properly. Item such as hood release cables, hood release plates, various hinges, door fastening mechanisms, heater control cables, etc. Many of the mentioned items were lubricated years ago and over time the lubricant has disappeared, hardened and now these parts have a metal to metal contact resulting in wear.



Steve Clifford indicates areas under Larry Pearson's C1 which require periodic lubrication.

Door latches and window crank mechanism's are an area that are often neglected over the years. Gaining access to these items is more difficult but the results can be remarkable. Interior door panels must be removed and the components cleaned prior to lubrication. A lithium grease is used on many sliding mechanisms and it is available in a spray or a tub container for manual application.

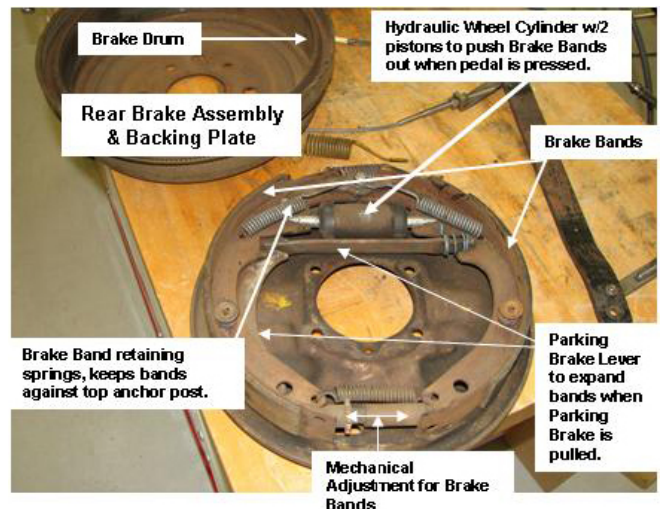
Control cables are a solid wire sliding through a bendable spiral cable. Steve recommends disconnecting these cables at one end and using a small dixie cub poke the solid wire through the bottom and place a small portion of graphite in the cup. A second person can actuate the cable which then brings the graphite internal to the spiral tube. Graphite tends to remain longer than sprays such as WD-40 however it also will work.

## C1 Parking Brake Lubrication and Adjustment.....Larry Pearson, #5F

Larry's topic is intended to talk on the C1 Parking Brake, the operation and adjustment. Additional Tech Sessions will cover other aspects of the C1 braking system and overhaul. Again, this discussion is somewhat brief and is more fully presented on the Chapter Web Site.

### The C1 brake system:

1. **4-wheel Brake System.** Each wheel contains 2 brake bands/shoes which move outward when the brake pedal is pressed. The brake band movement presses against an outer brake drum and the resulting friction stops the drum and wheel from rotating.
2. A Single Wheel Cylinder in each wheel forces the two Brake Bands against the inside of the wheel drum.
3. A Single Master Cylinder Reservoir contains the hydraulic brake fluid which is forced (using the brake pedal) through the brake lines to expand the wheel cylinders.
4. Brake band adjustment is not automatic on C1's. Clearance between brake bands and the Brake Drum must be manually adjusted.
5. Brake band adjustment is accomplished by turning (with a proper tool) through the slot in the lower rear face of the brake backing plate. While spinning the wheel adjust the screw mechanism to expand the bands. Once the bands begin "dragging" back off 12 notches (1 complete turn) on the adjustment for metallic/organic brake material.

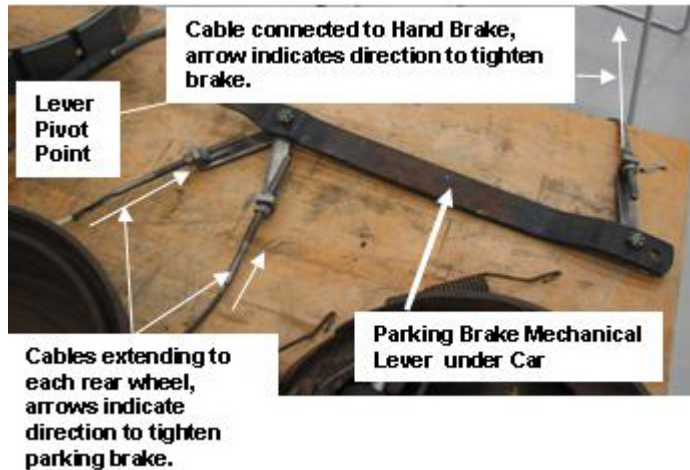


### Brake Lubrication

Be careful of lubricating surfaces in the brake assembly as any lubricant on the band/shoe material will affect the braking action. Similarly, brake fluid on the shoes require brake shoe replacement because brake shoes cannot be cleaned, once contaminated. The primary lubrication points are the raised pad surfaces behind each brake shoe. These surfaces are raised areas located on the backing plates designed to keep the brake shoes from laying against the backing plate surface. A "small" amount of high temperature grease can be applied between the shoe and raised surface.

### Parking Brake

- The Parking Brake only operates on the rear wheels.
  - The Parking Brake is a mechanical system separate from the main hydraulic brakes. Pulling the hand brake mechanically spreads rear bands.
  - Parking Brake handle is a mechanical control cable connected to a mechanical lever mechanism underneath car. This lever then pulls cables extending to each rear wheel to expand brake shoes.
  - A lever action within each rear brake assembly will expand the lining against the brake drum surface. Proper adjustment of the brake bands will control the distance pulled required to set the Parking Brake. Further adjustment is available on the Parking Brake cables underneath the car.
5. In an emergency the parking brake can be used to stop a car if the primary braking system experiences a failure.

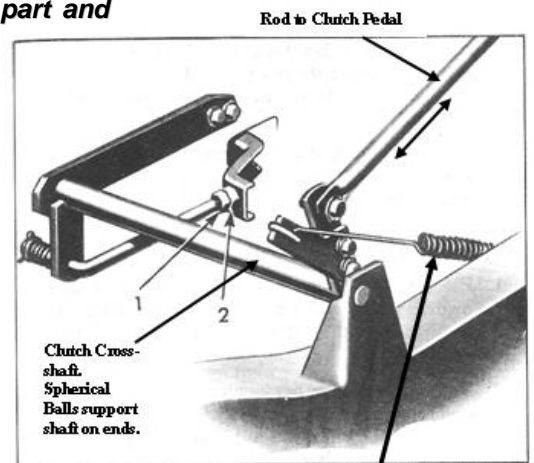


## Clutch Linkage Components.....Doug Prince, #47

Doug's presentation on lubricating the C1 Clutch mechanism began by quoting the GM service recommendation: "Lubricate with a few drops of engine oil every 1000 miles". Doug followed that statement with an explanation that almost the entire clutch operating mechanism is metal-on-metal with no lubricating points.

In many instances, the clutch operating linkage is much like the steering gearbox, out-of-sight, out-of-mind. Once something breaks, it will have to be looked at. Doug brought many of the linkage parts and explained the operating aspect of each in the system. He also indicated the high stress level on each part and indicated the critical area to be inspected on each part.

As the clutch pedal is depressed, engaging the clutch, a large over-the-center spring assists to exert force in pressuring the clutch. This spring, sometimes referred to as a "gorilla spring", is attached to the car frame and the clutch cross-shaft assembly. Removing the spring, and installing it, can be dangerous because of its size. A removal and installation procedure is outlined in the Corvette Service Manual, ST-12. For further details in the clutch mechanism refer to the Chapter Web Site, C1 Technical under Tech Sessions (Fall 08) or Tech Topics.



Large Spring (Gorilla Spring). Spring is an over-center item and assists force when engaging clutch.

Dismantling the Clutch linkage for inspection and lubrication is the primary method for properly lubricating the components. Doug recommended Mobil 1 Synthetic Grease or a Permatex Anti-Seize compound which is a high temperature lubricant applied with a brush. This topic is covered in much more detail on the Chapter Web Site indicated above.

## C1 Lubrication and Servicing.....Phil Roche, #42

Phil Roche ended out Tech Session day discussing the general lubrication of our C1's including greasing zerk fittings, engine lubrication, transmission and rear differential oils. A final list of these lubricants are listed on the Chapter Web Site for this Tech Session.





**The following article was written by Dwight McDonald, # 61, after your editor began an email exchange with Dwight asking him "what would be a correct series (number/letters) on a 1956 license plate for my 1956 Bel Air?" Dwight had my information and had much more background on this matter that others within our Chapter might be interested.**

**Prior to starting Dwight's article, I (editor Jim Lundal) will supply a little background which might help everyone to begin on the same page. At the beginning of the 1956 automotive year (Fall 1955), California issued a new license plate to all new 1956 and prior vehicles. This plate is pictured above left and has a yellow background, black letters/numbers and an embossed '56 in the upper right corner. Pictured is the plate licensed to my 1960 Corvette. The '56 plate was maintained on each car till the 1963 automotive year (Fall 1962). The replacement plate began to appear which was a black background, yellow letters and no embossed year, pictured above right. As on the 1956 plate "tab/stickers" were received for each annual registration. Now, on to Dwight's article:**

**The State of California has required license plates on all vehicles since January 1, 1905, and during that time there have been many variations of license plate shapes, sizes, colors and indicia.**

**In 1955 the United States passed a law which established a standardized shape and size (12" X 6") and the requirement that the name of the issuing State be clearly visible, but allowing each State to establish its own numbering configuration, colors and distinctive markings, for motor vehicle license plates to be used nation wide. The law required these plates to be on all vehicles manufactured and registered for sale starting the model year 1956. The State of California went to the standardized size vehicle license plate, with a Yellow plate with Black letters and numerals in a sequence that was intended to be easy to read and recall in the event of a vehicle being involved in a hit and run accident, a vehicle was stolen, or a vehicle was used in a crime to flee. The sequence was simple, three letters followed by three numerals.**

**In October 1955 the State started issuing the new style plates to all California registered vehicles, and by March 1, 1956, all vehicles were to have the new style plates attached and the old style removed and was no longer valid. Every vehicle, regardless of year of manufacture, was issued the new series plate. If you were driving a 1932 Ford three window coupe, a 1927 Cadillac Touring Car, or a new 1956 Chevrolet Corvette, you had to use the new plate. Fortunately, for some of the more astute drivers of that time or just dumb luck, the people kept their old style plates, which in the 1980's, became a valued item. The State of California passed a law allowing owners of Vintage/Classic automobiles, 1962 and back, to use those original year plates on their vehicles as registered "Year of Manufacturer" (YOM) plates.**

**The new 1956 series plate issued in 1956 to all vehicles, regardless of year model at the time, had the 1956 plate with no other tabs or markings, just the bare plate. The 1956 series plate was also the largest single distribution and assignment of license plate in the States history, due to every vehicle being required to receive a new plate. Each year following, 1957 through 1962, a registration tab/sticker was issued in lieu of a new plate. Starting January 1963, which included 1963 model vehicles manufactured in 1962, had a new series plate, the 1963 Black background with Yellow letters, and (even though it was a new series 1963 plate) it was required to affix the 1963 registration sticker which was on every vehicle. The 1956 series plate was not replaced, but when the DMV started issuing Personalized (Vanity) License plates, people went wild and started changing their plates.**

**Although having a license plate with your personal expression was really nice, and made your vehicle stand out, it also resulted in the loss of originality in some vehicles, such as Corvettes, Mustangs, Chevelles, and many muscle cars. An example of this was when a friend of mine bought a new 1969 Chevrolet Chevelle SS 396 with all the muscle car options in the world. To this day he still owns the car and every piece of paperwork, original window sticker, inspection tags, build sheet, sales contract, smog certificate, and every registration slip ever issued. He changed to a Personalized License plate when they first came out, and kept his original license plates that were assigned on the first day of registration (at that time you were allowed to keep the old plates, but not today). In any event, he discovered that having the original plate on the vehicle enhanced the originality, not to mention the value of the car, should he decide to sell it. Just for info, the car only had 9000 actual miles on the car, and it looks like it's (cont.)**

## **License Plates continued.....**

showroom new and just came out from the past, except for the license plate. He tried to re-register it with the original plates, but unfortunately found out that once a vehicle is sub-plated (any license plate assigned to the vehicle after issuance of an original license plate is considered sub-plated) you can never use the former plate again. Like an English rule, "I" before "E" except after "C", there's an exception to the DMV registration rule.

The exception to the sub-plate rule is that any vehicle manufactured prior to 1963 (1962 and back to when Chip Werstein bought his first new car from the dealership in 1902) could be registered with the original year of manufacture plate as long as both plates were in possession, and (here's the kicker) the year registration sticker/tab was attached to the plate. The 1956 year vehicle gets off easy. All you need are the two matching plates, because that was the only year with no sticker. An example would be if you had a 1961 Corvette with the correct Year of Manufacture plate, you would have to have a Red 1961 Registration sticker affixed to the plate to register the vehicle using the plate. The problem comes with nearly all 1956 series plates is that every year a new tab was issued and the old tab was either removed or covered with the current tab. Nearly every 1956 series plate will have at least the white 1962 sticker or that last year of registration sticker on which the vehicle was registered.

I personally now of a 1955 Chevrolet Sedan that has the 1956 series plate with a 2009 registration sticker. The owner bought the car looking new and has never sold it and keeps in great shape. Unfortunately, he's modified it and the originality is gone, but as far as DMV is concerned it's a 1955 Chevrolet registered to the original owner, with the original plates (the 1956 series plates which were mandated in 1956). Fortunately he still has the original 1955 series plates and should he decide to restore it to original, he's got it made.

Now let me get to the real nitty gritty of this diatribe, and address the issuance series of the 1956 series license plates. The license plates were mailed in mass to all registered vehicles between October 1955 and December 1955, thus causing many makes and year models to be within close sequence. The issuances were as follows, but remember there are those dastardly exceptions.

October 1955 through December 1956	AAA 000 through EZZ 999
January 1957 through December 1957	FAA 000 through HZZ 999
January 1958 through December 1958	IAA 000 through KZZ 999
January 1959 through December 1959	LAA 000 through NZZ 999
January 1960 through December 1960	OAA 000 through RZZ 999
January 1961 through December 1961	SAA 000 through VZZ 999
January 1962 through December 1962	WAA 000 through ZZZ 999

(The ZZZ series of the 1956 plate was never issued, but ZAA through ZZY was issued.)

The issue dates should be looked at as a guide only. The DMV in Sacramento distributed the yearly plate series to all DMV offices throughout the State each year, but in area DMV offices where there was not a demand for plates they were sent to DMV offices that needed the plates due to high volumes of vehicle registration. For an example, A 1960 Corvette sold on February 4, 1960 in Los Angeles would have a plate with the appropriate series (OAA through whatever), but if that same 1960 Corvette were sold on February 4, 1960 in Crescent City it could have any part of the prior 1959 series NZZ through OAA xxx). Additionally, the same 1960 Corvette could have been sold in Los Angeles on May 8, 1961 and re-registered with new plates and they would probably be in the TAA xxx series or later. When plates were lost or stolen the vehicle was issued new plates of whatever the current series was, so in reality a 1958 Corvette could have any series of plate from IAA xxx to whatever and be correct. When the new 1963 series plates came out the old plate was still good. If the 1958 Corvette with newer 1956 series plates (IAA xxx to ???) was sold in 1990, the new owner would believe that those were the original plates even though they weren't.

Now for the "So What" of all of this. If anyone has a 1962 or older vehicle and they have any set of matching plates with the correct tabs, DMV will register those plates to the vehicle. They don't care. All they care about is the correct year tab and not the series run. It's always nice to have the correct series run with the correct tab to put on your vehicle, but who cares? Only some anal NCRS Judge, or some CHP officer would know the difference. It's for sure a city cop wouldn't have a clue, and a deputy would be more clueless.

**Dwight P. McDonald, #61**  
(Sergeant, CHP – Retired)

Want to check whether the plate you found is CLEAR? Phone the DMV @

**916-657-7602**



**The SCOOP Newsletter Classified Ad Cost will go into effect as of 1 January 2009!**

## **SCOOP Newsletter Classified Ad Cost**

SoCalSACC active member ads for C1 parts and accessories by individuals will continue to be **FREE** (1/4 page max).

**Commercial\* Ads:** C1 related Parts & Services for Members & Non-Members will follow the following Cost Structure.

### **SINGLE Newsletter Issue:**

1/8 Page      \$15

1/4 Page      \$20

1/2 Page      \$35

Full Page     \$65

Business Card

### **FOUR Newsletter Issues (Yearly):**

\$50

\$75

\$140

\$250

\$20 members, \$30, non-members

**Questions:** Contact Phil Roche (pdr44@aol.com) for questions on ads.

**Payment:** Contact John Costales (costales@west.net) for payment.

**Ad Content:** Contact Jim Lundal (Newsletter Editor, (jlundal@socal.rr.com)).

**\*Commercial Ads:** Advertisement for Parts & Services Business related. Must be C1 related.

**FOR SALE:** 1962 Corvette, Honduras maroon with black interior, ZZ3 engine, 4 speed, both tops, very reliable road car, \$45,000 **Bob Crouch, 714-839-0243, ocvette@aol.com** Bob & Judy Crouch are moving to Colorado and do not have the room for the car. Note: Car Can be seen in Bob & Judy Crouch's Member Picture in Group 2 of our Web Site, [www.socalsacc.com](http://www.socalsacc.com), or the car can be seen at Bob's home in Santa Ana.

**FOR SALE:** 53-55 Reproduction exhaust extensions, both short and long styles. 53-62 windshield post tab repair \$65 ea plus shipping Call, Gary, 530-259-5997 or E-Mail, [arunner@frontiernet.net](mailto:arunner@frontiernet.net) for photos and prices of exhaust tips. Member #26

**FOR SALE NEW CARSON TRAILER:** Custom built in June 2008 COLOR: black WOOD FLOOR GVW 7,000, 15' 1/2" overall bed length 18' 1/2" overall trailer length Width: from outside to outside wheel wells, 8 feet From inside to inside of wheel wells, 77 1/2 inches, 2 5/16" coupler, Two dropped axles, Electric brakes on one axle, Two 4' ramps. EXTRAS INCLUDED: 4 TIRE BONNETS, TWO 7' LONG RAMPS, FLOOR MOUNT- TO STORE TRAILER HEAD ON INTO THE GARAGE, HAND WINCH, mounted on the trailer. I had this trailer custom built with the intention of enclosing it. This trailer fits completely inside the garage in either direction with the door closed. I store the trailer facing the house so I can drive the car onto the trailer and in and out of the garage. In doing so, I only use up half of the garage space while keeping both the trailer and car out of the weather. I have \$3,000 into it and all the receipts **\$2500** Pictures available- email: [Pats57@roadrunner.com](mailto:Pats57@roadrunner.com) Contact: Mike Noguera Cell telephone # 805 415-5595 Special deal for members, price is negotiable!

**FOR SALE:** Gas Tank, nice, original with no rust or damage. fits late '57 through '62. \$150. Contact Mike McCloskey at: [clutchmccloskey@yahoo.com](mailto:clutchmccloskey@yahoo.com) or Phone 661-257-4330.

**FOR SALE:** 1962 hub caps (4), good condition, \$400 obo. Call Phil (#45) at 818-889-7175

**FOR SALE:** 1962 Corvette #XXXXXS114507, Black/Black HT only 250HP original engine (no re-stamp) 4 Speed, posi, original seats/door panels. Outstanding driver and show car. NCRS Duntov 2007. Featured in NCRS Restorer, Fall 2006. Reasonable offers considered. **Jerry Palmer 559-924 4331 SACC #13**

**Starting in Spring 2009 the cost of  
Commercial Ads is as indicated in the Table  
above.**



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- Correct knobs
- Wonderbar seeks on AM or FM
- Wonderbar duplicates action of original (seeks UP, then rapidly returns to bottom of dial and starts over)
- 10 presets (5 AM, 5 FM) Why settle for a goofy looking cheap imitation or an original that costs twice as much without these features?
- Fits your dash without any modifications. Uses original antenna. Chrome plated die cast nose piece, Wonderbar and pushbuttons look all original. Correct knobs. Wonderbar seeks on AM or FM. Wonderbar duplicates action of original (seeks UP, then rapidly returns to bottom of dial and starts over) 10 presets (5 AM, 5 FM)

#### **1961-62 model shown. 1958 model and 1959-60 model have different knobs and pushbuttons**

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**SO CAL SACC General Membership Meeting 4 October 2008****Minutes**

The meeting was called to order at 1:20 PM by the President, Bruce Fuhrman. There were 54 people in attendance, with 45 voting members. There were 9 guests including; Dick Gulstrand, Joe Freitas, Davy Jordan, Wayne Foss and Bob Drennan all of Corvette racing fame. We also had three C-1 race cars on display, a '56, '58 and a '62. Jim Gessner provided a 1 hour film, "California Screaming" which was shown during the lunch. It had some great footage from the '60's Corvette racing teams which included most of the guests.

Bruce Fuhrman summarized the Chapter events of 2008. He also thanked Lee McCoy for offering numerous "Non- Flyer events". A special thanks to Jim Lundal for preparing the quarterly Newsletter and Lee McCoy and Mike Gibbons for their contributions to publishing.

Mike Gibbons spoke on planned events for 2009 including; Justice Bros. Museum in Monrovia, Automobile Driving Museum in El Segundo, and a VIP tour of Universal City. Tiger Racing in Covina was also suggested. A tour of the Rim of the World Hwy. and mountain resorts was also suggested.

John Costales summarized the membership now at #150. He also reported on the treasury and we had approximately \$4,000. He also reminded the membership dues are due in December and please include your National dues when sending him the renewal. We decided to retain our annual dues at \$20/ year.

Larry Pearson gave an overview of what is planned for the SACC National convention 17-21 July 2009 in Ventura at the Four Points Hotel. SO CAL Chapter is the host and we will need lots of assistance from chapter members to make this a memorable event.

Chip Werstein previewed the 15 November Tech session in Torrance at the Toyota Service and Development facility. Under C-1 maintenance and adjustments will be featured.

Bruce Fuhrman made an appeal for articles for the Chapter and National Newsletters.

2009 Board nomination / elections: (all nominations moved and seconded)

Vice President: no nominations from the floor, Mike Gibbons re-elected.

Membership: no nominations from the floor, John Costales re-elected.

Treasurer: no nominations from the floor, John Costales re-elected.

Secretary: no nominations from the floor, Larry Pearson re-elected.

Technical Advisor: no nominations from the floor, Chip Werstein re-elected.

President: Phil Roche was nominated by Larry Wright. No further nominations, Phil Roche elected effective 1 January 2009. Bruce Fuhrman will become a member of the SACC National Board effective 1 January 2009. (Cannot serve on National and Chapter board simultaneously).

Old Business, none New Business, none. Adjourned at 2:05 PM

Respectfully submitted,

Bruce Fuhrman

The Minutes listed for October 4, 2008 have not been approved by the Executive Board.

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# ATTENTION ALL CORVETTE C-1 OWNERS



Southern California now has a Corvette C-1 ('53-'62) Club which is affiliated with the National SACC (Solid Axle Corvette Club) Organization. The SO.CAL SACC Chapter was initiated in February 2005 to provide a place for C-1 owners to meet with other Corvette C-1 owners and enjoy driving their cars as well as socializing during coordinated events. The Chapter covers owners from **Bakersfield** to **San Diego** and from the **Pacific Ocean** to the **Arizona Border**.

As of December 2008, we have 150 C-1 Members. The club holds a General Membership Meeting during each year, several organized tours to various locations and at least two Tech Sessions. The Tech Sessions are held to provide the members a opportunity to find out details about their C1 and fellowship with other owners to discuss specific problems.

Our newsletter, "THE SOLID SCOOP" (Lots of color photos), is published quarterly. This newsletter provides information on club activities, access for selling and seeking "wanted" parts or services, and provides technical information when supplied.

Also visit our Web Site to review more of our activities:  
[www.socalsacc.com](http://www.socalsacc.com)

FEATURED IN 2009 IS OUR SO. CAL. CHAPTER HOSTING  
THE SACC NATIONAL CONVENTION IN VENTURA, CA.

**JOIN IN ON THE FUN!**



**If you are interested in joining the SO. CAL. SACC Chapter of SACC, here are the details:**

- Annual dues for the local **Chapter** are \$20 per year. The **National SACC** dues are an additional \$35 per year.
- Both memberships are renewable in November. To join, send payment of \$55 to the address below and you National membership will be forwarded.
- Membership in the local Chapter requires membership in the **National SACC**. Your membership in both organizations entitles you to quarterly issues of the local Chapters Newsletter, "The Solid Scoop" and National SACC's quarterly magazine, "On Solid Ground".

*If you are interested in joining or have any questions, please contact*

**John Costales (Membership Chairman SO. CAL. SACC)**

**(805) 642-3662 or [costales@west.net](mailto:costales@west.net)**

**Complete the Membership application, to join both organizations. Those joining late in the year will have copies of the current year Chapter Newsletter's "The Solid Scoop" mailed to you. All current & past Newsletter's are available on our Web Site, [WWW.socalsacc.COM](http://WWW.socalsacc.COM)**

**We hope to see you soon at one of our events!!!**

**"SAVE THE WAVE"**



## Welcome to the So Cal SACC (Solid Axle Corvette Club)

### **So Cal SACC Chapter Membership Application Year 2009**

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

**SoCal SACC annual dues are \$20 and National SACC dues are \$35, (\$55 Total).**

Chapter dues includes our quarterly Newsletters "The Solid Scoop"

Natl. Membership includes quarterly magazines "On Solid Ground"

*If you are a new member, the National SACC will send you your membership # separately.*

*If you are an existing National member please insert your national membership # \_\_\_\_\_*

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

Our Chapter Web Site: **www.socalsacc.com**

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

John Costales / SoCal SACC Membership

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Ventura, CA 93003

Or Contact at (805) 642-3662 or Costales@west.net

Applicant: Name: \_\_\_\_\_

Co- Applicant: \_\_\_\_\_

Check below if you want to volunteer:

\_\_\_\_ I would like to volunteer to be listed for Road Assistance to SACC Members traveling in my area.

\_\_\_\_ I would agree having my Name, City & State and phone number be published in the National Membership Roster.

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

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

Home Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

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

Corvettes presently owned and please include VIN #'s for all C-1's: (C1 ownership not required).

\_\_\_\_\_

I would be interested in participating in the following club events:

Driving Tours \_\_\_\_\_

Technical Clinics \_\_\_\_\_

Overnight Driving Tours \_\_\_\_\_

Newsletter Contributions \_\_\_\_\_

Tours to Museums \_\_\_\_\_

Tour/Event Planning \_\_\_\_\_

Tours to Shops \_\_\_\_\_

Other \_\_\_\_\_

My liability insurance company on my Corvettes is; \_\_\_\_\_

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

# Solid Axle Corvette Club

## Southern California Chapter

### 2009 Club Officers

#### ELECTED OFFICES

<b>President</b>	Phil Roche	pdr44@aol.com	13533 Ottoman St. Arleta, 91331
<b>Vice President</b>	Mike Gibbons	gibbonsltd@aol.com	3133 Anasazi Way, Simi Valley, 93063
<b>Secretary</b>	Larry Pearson	lpears1941@att.net	1108 Palm Av., Burbank, 91506
<b>Treasurer/Membership</b>	John Costales	costales@west.net	7026 Sonora Ct., Ventura, 93003
<b>Tech Session Coordinator</b>	Chip Werstein	chipsgarage@aol.com	23317 Schoenborn St., West Hills, 91304

#### VOLUNTEER OFFICES

<b>Newsletter Editor</b>	Jim Lundal	jlundal@socal.rr.com
<b>Webmaster</b>	Jim Lundal	jlundal@socal.rr.com

**Events Coordinator**

**Chapter Liaison to SACC**

#### TECH ADVISORS

<b>1953 – 1955</b>	Bruce Fuhrman	805-482-4396	bruce4info@aol.com
	Larry Wright	818-705-4884	glvette@aol.com
<b>1956 – 1957</b>	Chip Werstein	818-883-5766	chipsgarage@aol.com
<b>1958 – 1960</b>	Mike McCloskey	661-257-4330	clutchmccloskey@yahoo.com
<b>1961 – 1962</b>	Larry Pearson	818-848-2653	lpears1941@att.net
<b>Fuel Injection</b>	Doug Prince	818-348-6998	spankey496@socal.rr.com
<b>Body &amp; Paint</b>	Dan Dempsey	818-846-2948	glassman@glassmandan.com
<b>Interior</b>	John Englehardt	714-435-9448	littlejohns@sbcglobal.net

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