The Solid Scoop

December 2014

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

Vol. 10 Number 4

"Look Us Over at" www.socalsacc.com

Solid Axle Corvette Club (SACC)
A National Organization dedicated to keeping these Corvettes "on the road".

Club Features:
- ***Membership Chapter Clubs across the U.S.***
- ***National Quarterly Magazine***
- ***Annual National Convention***
- ***Web Site: www.solidaxle.org (non-profit affiliation)***

Also visit the SACC National Web Site
www.solidaxle.org

The Solid Scoop **is a quarterly Newsletter published for the Southern California Chapter of the Solid Axle Corvette Club (SoCalSACC). The SoCalSACC Chapter is affiliated with the National Solid Axle Corvette Club (SACC). The SACC organization is a non-profit group with the intended purpose of bringing together owners and those interested in the early C-1 Corvettes (1953–1962) to help in appreciating these vehicles and "keep them on the road".**
C-1 Ownership is not a requirement for membership.

MEMBERSHIP: A prerequisite to become a SoCal SACC Chapter member, a person must belong to the National SACC. Applications for membership are available on our Chapter Web Site, www.socalsacc.com. Submitting an application along with the appropriate listed dues, is necessary for membership. The SoCal SACC Chapter will forward your National dues to assure your National membership. Once becoming a National member you will receive *On Solid Ground*, the National quarterly published magazine. Again, MEMBERSHIP APPLICATIONS AVAILABLE: WWW.SOCALSACC.COM

The Solid Scoop, **is intended as a communication for Chapter members about chapter activities, technical articles, classified ads and past events to maintain in keeping our membership informed. The Editor and the Board of Directors of So Cal SACC have made every effort to ensure that the Solid Scoop contains no inaccuracies or errors, either in technical articles, tour information, listings regarding flyer and non-flyer events or in advertisements and is non-offensive and non-political and disclaim liability for any that may occur. Should you find any problem, please do not hesitate to contact the Editor. We will make every reasonable effort to rectify the situation.**
Member submitted technical articles are encouraged. Many times these technical articles are based on personal experiences and preferences and as such are intended only as guidelines or helpful information for club members.

Solid Axle Corvette Club
Southern California Chapter Board
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Body & Paint			
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net

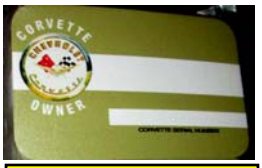
The SoCal SACC Chapter Welcomes our Newest Members!

Member #	Name	Location	C1 Year
229	Steve & Karen Prochnow	Huntington Beach	62
230	Ron & Joanne Opdahl	Venice	
231	Ron & Dina Nolan	Stevenson Ranch	60 FI
232	Henry Myers	Phelan	
233	Don Goodwin	Cerritos	62, 62

Calendar of Coming SACC Events:

2015 SoCal Planned Events

Date	Event Name	Location	Coordinator
February 21	SoCalSACC General Membership Meeting	Aero Squadron-Van Nuys	Roche
April-May	Spring Tech Session		Werstein
July 29-Aug 1	SACC National Convention	Fife, Washington	
August	Paradise Cove Car Run	Paradise Cove, Malibu	Costales
November	Fall Tech Session		Werstein



The SoCal SACC Board would like to thank Greg Davidian for his generous donation of 150 "Corvette Ownership Cards" for new members.

The initial batch were donated by Mike Gibbons when our chapter was founded.

Scoop Features Inside:

SCOOP COVER CARS

Front Cover Car: Wayne Foss's (Chapter #97) 1958 Corvette recently completed restoration. Car is featured inside this SCOOP, page 11.

Back Cover Car: Mike & Sandy Cromer's 1955 Corvette. Mike & Sandy are featured in the "Member Profile" section of this SCOOP issue. The car had been featured on the June 2010 SCOOP issue which can be found on our Chapter Web Site under Past Newsletters.

The So Cal SACC Annual General Membership Meeting

Saturday February 21, 2015

Itinerary:

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

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

Buffet Lunch Cost is $35 per person:

This is an Advanced Payment Event

Respond Now!

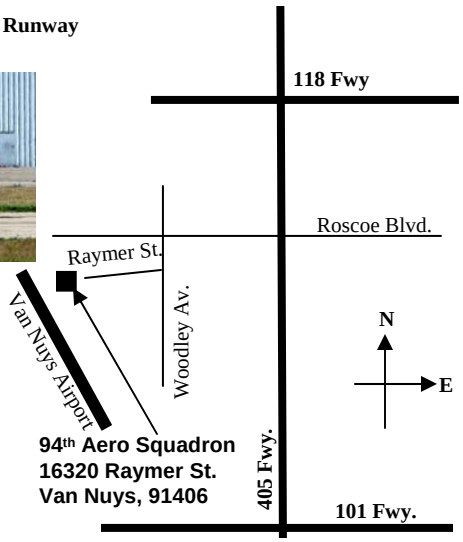
Make your Check out to SoCalSACC & mail to
Jenni Werstein
23317 Schoenborn St.
West Hills, CA 91304

Any Questions? Call or Email

- **Phil Roche (818) 994-2173 or pdr44@aol.com**
- **Jim Lundal, (714) 335-2963 or jlundal@verizon.net**

94th Aero Squadron Features:

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



Driving Directions:

North on 405 Fwy. From 101 Fwy:

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

South on 405 Fwy. From 118 Fwy:

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

SoCalSACC Fall Tech Session

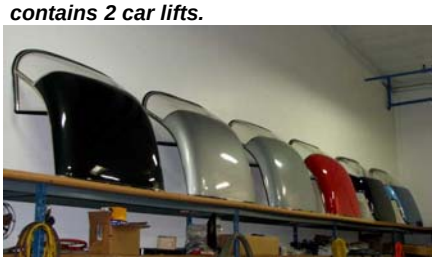
EVENT

The Fall Tech Session was held on Sat., Nov. 15 at the Kent Browning Facility. Kent has provided this venue several occasions in the past and with adequate parking (for C1's) and spectacular car display, the location is very popular. Kent's collection of many Oldsmobile and Corvettes and spotless environment are interesting.

Sit-Down Lunch. Most restaurants aren't as clean as these facilities!

Adjacent work area with parts storage contains 2 car lifts.

Our Tech Session Day begins with arriving 20+ C1's from several areas of So Cal and much tire kicking enjoying a coffee and pastry. This session had 75 people signed up to attend. Featured also are Chapter members Bruce & Tracy Papp, #222, who set up their display of Adam's Polishing Products.

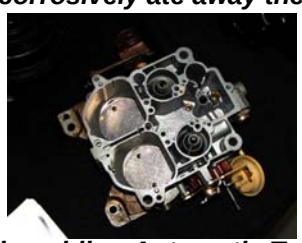


Chip Werstein (below), Technical Director for the So Cal Chapter, is chief coordinator for our Tech Sessions. Chip selects the topics, speakers and provides the time limit schedule for their subject.

Scheduled Speakers & Topics:

- *Larry Pearson…Harmonic Balancers*
- *Ralph Haun..Trunk Lid Sag*
- *Don Troyer& Jerry Louer..Horn Rebuilding*
- *Steve Clifford…Reproduction Exhaust System Installation*
- *Joe Fekete..Gas Guage System Trouble Shooting*

Chip Werstein, Tech Director



Left, Chip indicates how ethanol gasoline has corrosively ate away the inside of a one-of-a-kind carb. In the accelerator pump area causes excessive leaking. This mainly is caused by water absorption and non-use of the car. Prevention of this can be by adding Automatic Transmission fluid (1/2 oz. per gal of gas) at each tank fill-up.

Harmonic Balancer…Larry Pearson

Larry began his topic by explaining (using a engine crankshaft exhibit) that resonance vibrations are created during engine operation and propagate transversely and longitudinally. To reduce these resonances a Harmonic Balance (HB) Wheel is mounted on the crankshaft front end. The configuration of the HB Wheel is essentially 2 concentric discs joined together by a pliable (rubber) interface. The configuration of the HB Wheel depends on the specific engine characteristics and computed vibration resonance induced during operation, i.e., the HB must be designed for your particular engine.

The initial 265/283 Cu. In. engine had a smaller HB and with the introduction of subsequent 327, 350, etc. engines the HB was re-configured. The crank mounting diameter is a interference fit onto the forward crank end and contains a keyway to locate the engine timing relationship of the HB to the specific engine.

The HB slide on fit to the crank and the engine timing mark (edge of HB) ultimately must align to the Timing Cover timing indicator. Situations of what can happen to an HB is the topic of this subject.

1. *Since the HB mounting on the crank is the inner surface (containing the keyway) and the outer diameter exhibits the engine timing mark the alignment of the keyway and timing mark must be aligned. Any slippage or failure of the pliable rubber interface can realign these key features. Repair of the interface must be accomplished prior to installation.*
2. *The "slip" on mounting to the crank must be tight or separating of the HB from the crank end can be catastrophic during operation. There are no screw threads internal to the crankshaft in early engines to permit a bolt on capability.*

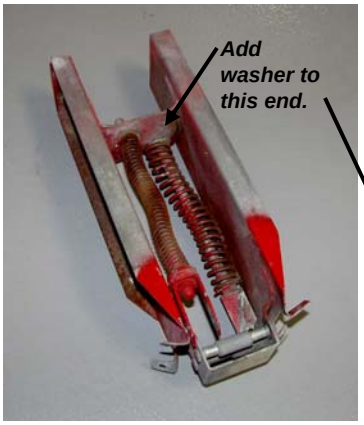
Both of the above 2 issues indicated above are now discussed. Additional details on washer and oil seal installation are not discussed here for space reasons. Consult you engine assembly manuals.

Larry Pearson recommends that a misalignment with the keyway and timing mark indicates a slippage of the pliable HB interface and for a engine rebuild have the HB Wheel overhauled. Stay away from non-accredited rebuilders (such as injecting RTV) and for approximately $100 a recommended Wheel reconditioning location is Dale Manufacturing, 3425 Fairhaven Av. N.E., Salem, OR 97301 (503) 364-8685.

The mounting of the HB is the second issue. For a new engine build it is recommended that threads be tapped into the crank HB mounting end and a bolt and washer be installed. If the engine is being rebuilt this process is much easier than when the engine is installed. John Costales, a So Cal Chapter member, whose HB fell off during operation re-installed it successfully. John's article is reprinted in this SCOOP issue.

Trunk Lid Sag Fix……Ralph Haun

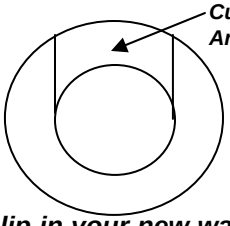
Ralph Haun owns and has been judged on his 1957 Vette. One of his annoying problems has been when his trunk lid is opened it does not remain fully opened, but sags a little. As many Vette owners having the similar occurrence, have reviewed the trunk lid mounting hinges and considered removing the tension mounting springs and maybe replacing them. This solution on a finished car may not be trivial and Ralph suggests a somewhat simpler solution.



Left picture is hinge assembly removed and right picture is hinge assembly installed in Ralph's car.

The 2 hinge assemblies are visible when the division panel is removed from the trunk. The larger spring is the trunk lid spring, the smaller is for the convertible top lid.

Locate a flat washer, preferably a medium to thick washer, and cut out the center hole making a shim out of the washer. A Dremel tool is suggested. The thickness of the washer needed somewhat depends on the amount of lid sag.



Optional: Use a grinder to make the tapered thickness of the washer and this might make the installation easier.

Pry up the existing washer as indicated and slip in your new washer. Use a hammer and punch to make it easier. To make it virtually undetectable, you can touch up the paint.

A washer about 3/32 inch thick on one side of the increased spring tension sufficiently to reduce my lid sag from the previous three inches to between one half and three quarter inch. A thinner washer then added on the other side of the car reduced the total sag to and acceptable one quarter inch.

HORNS……They just go Beep Beep ……But Not All The Time!

By Jerry Louer and Don Troyer

Some of the horns in our C1's may have been hanging between the radiator and grilles, untouched for over 50 years. Usually if they operate, they are often overlooked and ignored. However, if they don't work, are not loud or just one is functional they might need repairing. Jerry Louer presented a write-up for trouble-shooting and fixing the Horn units. Prior to Jerry's presentation, Don Troyer provided a history and operational details of these horns. The presentation here briefly describes Horn design and repair. A more lengthy description was presented but due to limited space it will be posted on our Chapter Web Site under Repairs.

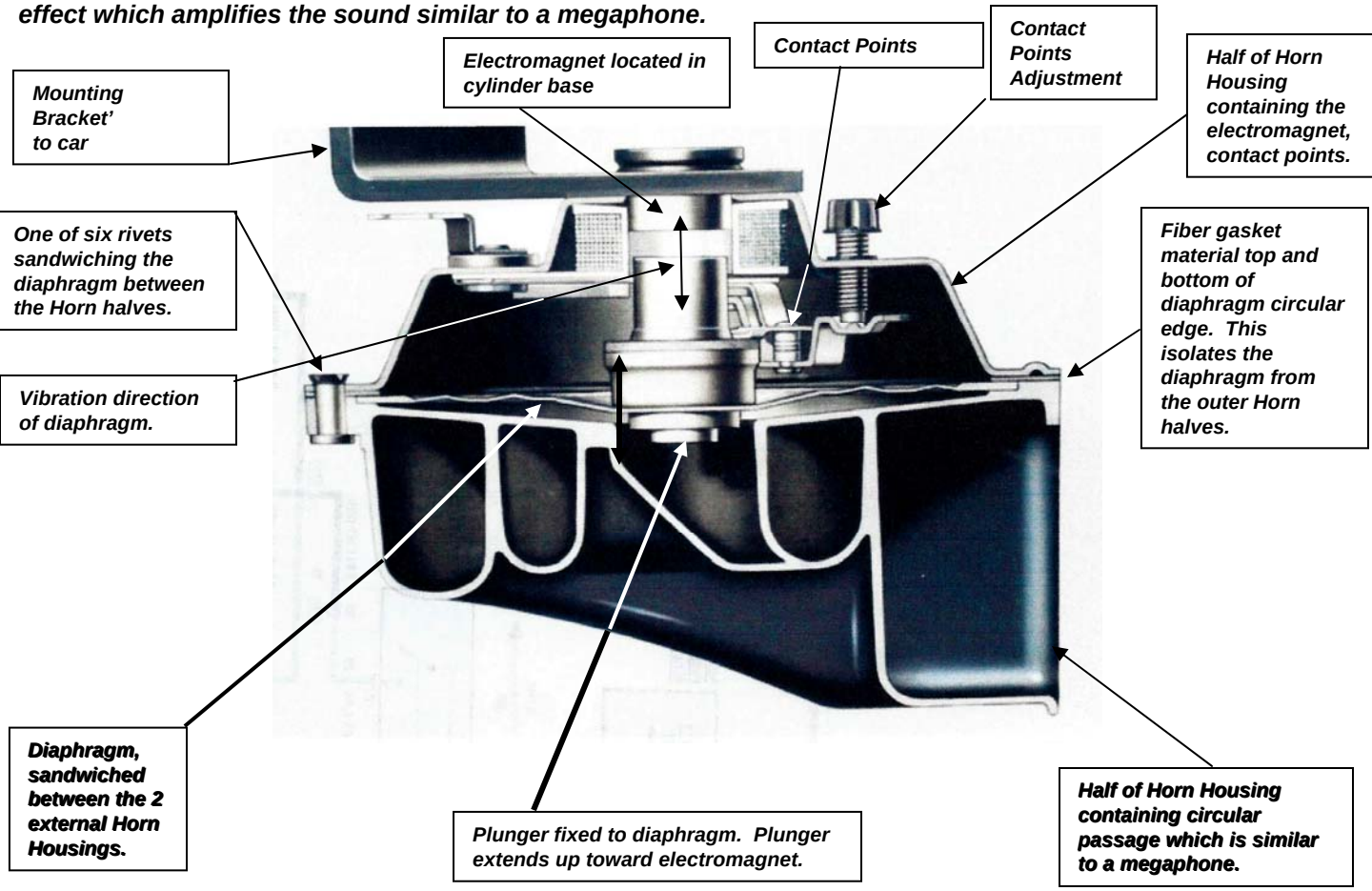
Horn History and Operation

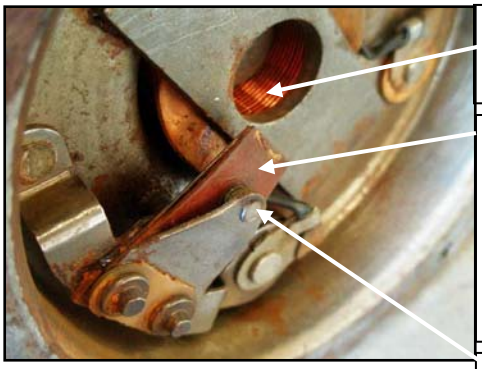
Horns have been included on cars is some fashion since probably the first automobile to provide a "noise" warning to others that a car is coming. In most cases it is better than the driver shouting.

Delco-Remy bought out the Klaxton Co. and became the largest producer of auto horns back in the 1930's. The history can be found at DelcoRemyhistory.com, if interested.

(left) Jerry Louer and (rt.) Don Troyer

The Horn is a simple electromagnetic mechanical device designed to produce a noise. Older cars, including C1's, the Horn design remains fundamentally the same over the years. The noise/BEEP is developed using a vibrating metal diaphragm in the center of a Horn Assembly. The diaphragm in the horn center (refer to figure) is a circular disc shaped component fixed around the edge. The sound is produced when the diaphragm center is allowed to vibrate. A electromagnet switching on and off causes the diaphragm center to vibrate as indicated in the figure. This rapid diaphragm vibration produces the tone of the horn. The lower half housing contains a trumpet effect which amplifies the sound similar to a megaphone.





Detailed picture of Housing containing magnet and contact points.

Fastened to the upper half of the Horn is the electromagnet and contact points (see Figure at left). As the Horn Button is pressed the +12v energizes the Horn. The contact points are initially closed prior to energizing and a current/amperes are passed through magnet wires generating a magnetic force to move the diaphragm toward the magnet. As the diaphragm moves it reaches a mechanical limit causing the points to open and disconnecting the electromagnet and the diaphragm returns to its rest position. In the rest position the contact points close and the diaphragm motion repeats. This diaphragm motion is approximately 300 times per second depending on the diaphragm design.

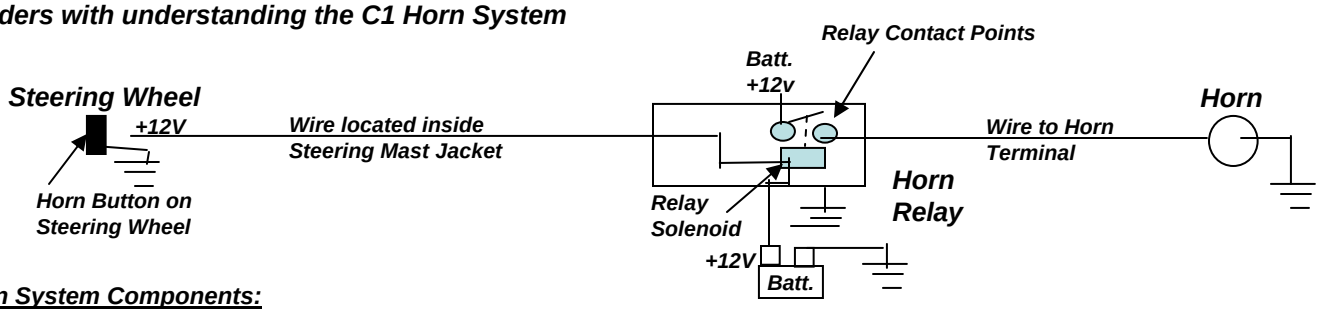
Fixing These Horns

The following is a description for "fixing" a defective horn, after it is determined that the horn is defective. A article located in this SCOOP identifies the trouble-shooting suggestions to determine a defective horn and NOT a dis-functional Horn System.

Remove (drill out) the 6 rivets around the circular base of the horn housing. NOTE: Document the orientation of the horn bases etc. prior to rivet removal so assembly will be in the same orientation. Remove the 2 housing halves, internal diaphragm and gasket. Remove the rust and dirt from the internal assembly carefully. If rust holes are in the diaphragm it might be necessary to replace the item. Inspect the internal wires to assure continuity and adequate wire insulation. Repairs on these items is more difficult. Remove (carefully) the points adjustment screw and clean threads, etc. Reinstall the adjustment screw and adjust such that the points are just closing. Fabricate 2 new gaskets using one of the housing halves as a pattern. The gasket material is a 1/32" thick fiber gasket material.

This reassembly step will use machine screws and nuts to secure the horn components together. Remember to keep the orientation of all components as when disassembled. The initial assembly can reinsert the screws or rivets but use small c-clamps to secure the entire assembly as indicated in the adjacent figure. The horn is now ready to test and adjust. With the assembly on a work surface (not in the car) connect a Battery +12v to the terminal and the negative to the mounting flange. To achieve sound, slowly keep screwing the adjustment screw inward or outward as necessary. Once you have sound you can continue to adjust it to the position it sounds like a Horn. With that accomplished complete the assembly and remove the C-clamps.

Basics of C1 Horn Operational System … *This description is included to further familiarize the readers with understanding the C1 Horn System*



Horn System Components:

Left to Right in above Drawing

Horn Button on the steering column. This button is grounded to the steering column.

A wire contact is located under the Horn Button which has +12 volts from the Batt. through the Horn Relay. The +12v is on with the ignition switch ON or OFF. This contact is spring loaded to allow rotation of the steering wheel.

The Horn Relay is located inside the engine compartment rear of the radiator and screwed to the fender apron. The fender apron is metal and is fastened to the frame rail. Note: This is the grounding location for the relay. This needs to be a "good" ground back to the Batt.

A +12 v. wire from the Batt. Harness connects to this Relay terminal.
Internal to the Relay is a solenoid which is connected to the +12v and to the wire inside the steering column. Also internal to the relay are contact points which when closed places Batt. +12v on the Horn Terminal.
The Horn is mounted to the metal radiator frame. The Horn mounting bracket is the ground connection back to the Batt. Negative terminal.

Horn Operational Sequence:

- *Pushing on the Horn Button at the steering wheel grounds the wire coming from the relay solenoid through the mast jacket. This allows the Batt. current/amperes to travel through the relay solenoid and closes the relay points. The relay points closing places Batt. +12v on the Horn. The 12v on the Horn energizes the electromagnets in the Horn causing the Horn to BEEP.*
- *The 2 Horns require a significant current/amperes direct from the Batt. and the current flows through the Horn Relay Contact Points.*

Trouble Shooting: *This description checks which can be made to isolate the problem location before removing car parts.*

- *If the Horns do not function, verify there is +12v on the Horn Terminal while the Horn Button is depressed. This will verify that the Horn Relay is operational. If 12v is at the Horn Terminal and the Horns do not work, check the Grounding of the Horn mounting and make sure the Ground goes back to the Batt. Neg. If the Ground is good and 12v is at the terminal the problem most likely is in the Horn.*
- *If there is no +12v at the Horn Terminal when the Button is pressed the problem could be the contact points are not conductive or the solenoid is bad in the Relay. Verify that the 12v from the Batt. is at the Horn Relay Terminal with the ignition Switch ON.*
- *Measure the output terminal at the Horn Relay going to the steering column. This will validate that the solenoid wire is not open.*
- *If the previous steps have all been verified, the Horn Button on the steering wheel needs removal to verify that 12v is at the Button and also verify the grounding when the button is pressed.*

Installing Reproduction Exhaust Systems ...Steve Clifford

Purchasing and installing a reproduction exhaust system was summarized by member Steve Clifford. A exhaust kit was acquired from Corvette Central (CC) and was a 2 inch diameter pipe. The installation includes pre-formed pipes and hangers. The type of hangers included depend on your car year. The installation is made easier prior to engine installation. If the engine is installed, utilize a car lift. Performing this task is very challenging using jack stands on a driveway while laying on your back.
Steve described the sequence of assembling the pipes and twisting the pipes to acquire a position for each pipe before installing clamps.
A SUGGESTION WAS TO COAT THE INTERSECTING PIPE SURFACES WITH ANTI-SIEZE COMPOUND PRIOR TO ASSEMBLY. The anti-seize will permit easier rotation while assembling the entire pipe system. Once installed this product will burn away.

Cross over pipe is used on Large HP Engines

(Top & Bottom) Special clamp for '57 – '60 Vettes where exhaust extends through rear bumper.

Exhaust pipes "snaking" through the center X-member.

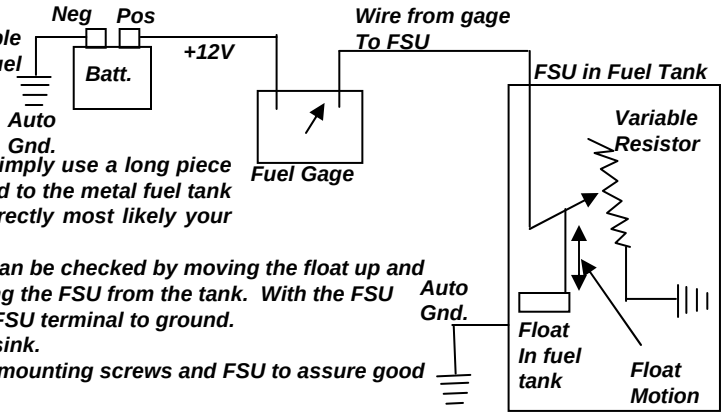
Understanding and Trouble-Shooting your Fuel Level Gage…….

by Joe Fekete

The C1 Fuel Level Gage System consists of three interconnected components; the Batt., a fuel gage on the Instrument Panel and a Sending Unit located at the Fuel Tank. These items are indicated in the adjacent drawing. The Batt. +12 Volts is connected to one side of the gage and another wire connects the gage to the Fuel Sending Unit (FSU). The Batt ground (negative terminal) connects through the car to the FSU. The key component in a good functional Fuel Gage System is the GROUNDING of the FSU at the Fuel Tank back to the Neg. terminal of the Batt.

The FSU contains a terminal for a wire connecting the FSU to the fuel gage. Internal to the FSU, this wire is connected to a variable resistor (potentiometer) wiper. One end of the resistor is grounded to the fuel tank. This resistor wiper is connected to the float and moved depending on fuel level. Depending on wiper position the 12v is "split" and "moves the fuel gage indicator. The fuel tank is mounted to the car body or frame. All of this grounding/mounting is a primary source of a dis-functional Fuel Gage Measurement Systems.

It should be noted in the drawing the wiper/contact to the variable resistor is mechanically connected to a float which floats on the fuel within the tank.



Trouble-Shooting

- *Sometimes a short-cut to test a Fuel Measurement System is to simply use a long piece of wire and attach it at the Batt. Neg terminal and touch the other end to the metal fuel tank or FSU housing. IF the Fuel Measurement appears to operate correctly most likely your problem is grounding and you can begin your investigation here.*
- *Another check (not as simple as the first) is a non functional gage can be checked by moving the float up and down to see if the gage moves. This most-likely will require removing the FSU from the tank. With the FSU removed connect a resistance meter (analog ohmmeter) across the FSU terminal to ground.*
- *The float itself should also be check if it contains fuel causing it to sink.*
- *When replacing the FSU at the tank, use star washers between the mounting screws and FSU to assure good grounding.*

C1 Restoration, Article 9 ……Chuck Gibney & others

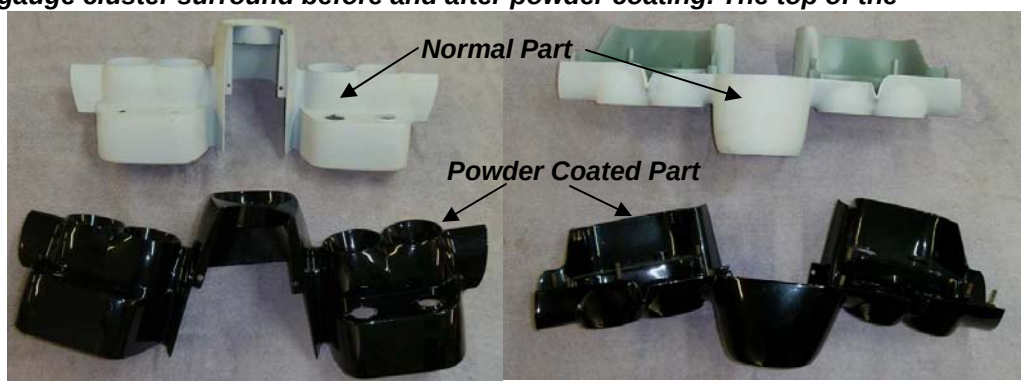
Editor note: *Two 1962 C1's in-process of restorations began during 2011. Both C1's are being worked on somewhat concurrently. I (Editor) thought it would be of some interest to follow the restoration process over several issues in the SCOOP. These articles might also be some assistance to motivate others or restart their work and/or also share the steps and recommend "how" best to proceed. Both restorations began by dismantling the cars and have completed the Frame restoration stage. The SoCalSACC member owner's of the '62's being reported are Chuck Gibney, #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).*

Expensive Lesson Learned---- DON'T POWDERCOAT POT-METAL.

Chuck Gibney, So Cal member #139

The interior color of my car is going to be black. So, after some discussion with other Corvette owners, I decided it would be a good idea to have the interior metal parts powder coated gloss black. This would provide a durable uniform finish. I bead blasted them and put on a primer coat to prevent rust. I took the parts to Newport-Mesa Powder Coating on Monrovia St in Newport Beach. They had powder coated my frame and suspension parts and had done a nice job. They recently changed owners, which should have been a warning.

They did not tell me that pot metal cannot withstand the 400 degree temperature of their oven, and should not be powder coated. The gauge cluster surround and the speedometer surround came back badly warped. Pictures 1 and 2 compare the gauge cluster surround before and after powder coating. The top of the speedometer housing (not pictured) had a dimple in the top where it had partially caved in. The owner said he was unaware that pot metal couldn't be powder coated and refused to take any liability (as noted on the order form I received). He said I should have known about the problem. I won't be going there again.



SCOOP December Cover Car……owner Wayne Foss

1958 Corvette, VIN J58S102277

This Turquoise/Charcoal Corvette began its life on or about December 23, 1957 at the St. Louis, MO assembly plant. It is one of the 144 units equipped with options: 426: Power Windows, 579D: 283 Cu. In., 290 HP engine, Fuel Injection, 679: Positraction Rear Axle, 4:56 ratio, 684: Heavy Duty Brakes and Special Suspension, 685: 4-speed transmission. The heavy duty brakes and special suspension option came with RPO276, wide wheels.

The first owner, Trenor Stanley, purchased the car from Washburn Chevrolet in Santa Barbara, California in early January 1958 to replace his Austin Healey. Mr. Stanley was an amateur racer and needed a replacement for his Austin Healey rolled at Riverside International Raceway in late 1957. He also needed daily transportation which this Corvette provided. During 1958 Mr. Stanley entered the car in eight races, showed for seven of them and placed first in one. Courses raced were Santa Barbara, Pomona, Riverside and Hourglass (San Diego) all of which were in California. Mr. Stanley sold the car in late 1958. The ownership trail picks up again on February 16, 1979 when the car was sold from Valentine Golec (I believe) to Joseph J. Badeau. Mr. Badeau basically stored the car until its sale to Dana Hurt on May 24, 2005. I acquired the car from Mr. Hurt on August 5, 2006.

In the twenty years between Mr. Stanley's and Mr. Badeau's ownership, the car was (I believe) raced extensively. While I'm still chasing down leads and data, (any help any readers of this article can provide would be greatly appreciated) what I found during the restoration of the car leads me to this conclusion. Indications of a very rough racing life included a clipped from end (essentially wheel to wheel), toggle switch on the engine shelf near the left side hood catch, toggle switch on the dash (probably for an electric fuel pump), two roll bar systems (one bolt in and removable, the other welded in), high lift cam shaft in engine, exhaust headers leading to collectors and exhaust pipes running through holes cut into the frame directly to the rear of the car, traction bars and six leaf springs on the left rear wheel (a drag race trick for better traction). I was told that Mr. Hurt removed a Clutch/Pressure Plate scatter shield during his ownership tenure.

I began the body off restoration in November 2008, completing the task in July 2014. Since then, the car has been presented for judging at two NCRS chapter events and was recently displayed at a SoCal SACC event at Kent Browning's shop in November, 2014.

SoCalSACC Member Profile
Mike & Sandy Cromer, #165

Every now and then you might run across a guy named Mike Cromer, that's if you're a Swap Meet, Car Show, and Auction kind of person yourself. If you see him being trailed by a redhead that's me Sandy, or better known as "Mike's Wife", his sidekick for 42 years. Since the very first Pomona Swap Meet, Mike has been walking it at a brisk pace scanning for the ever illusive old Corvette parts. He generally is on the hunt for something not just for himself, but for friends and of course our son who always needs Chevy parts for his projects. If you need something call Mike, he's going to hit one Swap Meet or another every week anyway along with his ever constant vigilant watch over the internet. Sound familiar guys? These days it seems tracking down and locating Big Foot would be an easier task than finding old corvette parts.

Mike and I share a life of love for each other, our kids Mike and Michele, and a passion for cars. If it has 4 wheels and a motor you can hear - we're in, especially if it's a Corvette. Sometimes being car crazy just happens, mine is in the blood. Those of you, who know my mom Hazel and knew my dad Harvey for their years in Vintage Chevrolet Club of America (VCCA), know Harvey had a bad case of the Chevy bug. I think he had one of everything whether it ran or not, while I was growing up.

Mike's admiration for any and all cars was rooted from a young age also. Being a country boy from Upstate New York, he has had more clunkers than you can count on both hands. Apparently there was a never ending supply of these rusted out clunkers to be had for a mere $20 or so. Mike and his brothers along with friends would acquire one; race it across frozen ponds, through corn fields and the woods. All fun and games until they ran them in the ground or crashed into a tree. Then they simply abandoned ship and looked for another. Being ever the resourceful bunch, apparently the hoods made great snow sleds. Ah, the good old days!

So starts our passion for Corvettes. Mine smacked me on the head when I was 13 and saw a 1966 Stingray sitting on the showroom floor at Bellwood Chevrolet. I made up my mind then that was the car for me. So for the next few years I often mentioned to dad that when I got the money, I'm getting a Stingray. He liked to remind me of one fact about Corvettes, that being when you crashed in "those things" you're dead. Like that's some kind of deterrent to a teenager. A few years later in 1970 dad buys a 1955 Corvette from a car lot for, if I remember correctly, about $900. Sure it was a Chevy but what about the death lectures. I was really excited when I heard he bought a Vette, but when I went by the house to check it out I'm looking at the 1955 like what is this thing? I'd never seen one around before, kind of looked like Batman's ride. A few months later my brother Bob scores a 1955 original 3 speed for around $1,000. Bob had just gone into the Army and drove the wheels off his going between Fort Ord and home. That's two 1955s in the family if you're counting. Now the gloves are off.

I'm 18, working for Ma Bell and have some good pocket change. Brother Bob finds a beautiful yellow 1963 fastback for me (geez I loved that car), finally a Stingray is in my life, and the game is on. Not be out done by his girlfriend driving a Corvette, Mike comes up with his first Vette, also a 1963 fastback. His being just a bit more customized - motor, wheels and paint, of course.

In 1972 we were married and Mike's 40+ years of restoring Corvettes started with his 1963. While cruising down the boulevard he, OOPS, rear-ends another car and the front clip pretty much falls off his Vette. Finances were tight so there was no money for major repairs. Mike has always been a very resourceful guy, so he learns how to glass the front clip back on the car from a friend. Having been successful on that aspect of the repair Mike gets another friend, who at the time was a dynamite motor cycle painter, to teach him how to prep and paint. The car looked awesome, better than before, back in one piece and sporting a candy apple red paint job.

Profile Continues……

So starts Mikes "hobby" of restoring Corvettes, with his knowledge of fiberglass and paint Mike started his long list of restoration projects. Mike is pretty much a purist when it comes to his Corvettes; he prefers to keep everything stock.
Still in the first year of our marriage, Mike finds a $500 Corvette project car to make a couple of bucks (famous last words). Just one block down and 2 blocks over from our house we pushed, yes pushed as in hands on the back bumper and feet on the asphalt, our 1958 Vette home. This was Mike's first official Corvette restoration project, when finished it was a beautiful Red and White eye catcher, which we still have. So now he's rocking and rolling looking for another project car.

The list of Mike's purchases for restoration and sale over the years included: 1963 fastback, 1963 roadster, 1965 roadster, 1959 –another Red & White eye catcher. Mike can be a bit of a horsepower trader when given a chance, so he has traded for a couple Vettes along the way. He traded a 1974 Chevy pick-up for his 1954 Vette (and cardboard boxes it came in), we kept this one for 20 years. Also traded was my 1987 Vette for a 1966 fastback. A terrific trade on any day, way to go Mike.

The restored Vettes that are our "Keepers" include: Harvest Gold 1955 3 speed, Red and White 1958 FI and also our first 1958, for sentimental reasons. Lastly our son Mike's Copper 1955 via Grandpa Harvey. Gee do you get the feeling Mike is C1 kind of guy? Unfortunately we only have so much space to store our jewels or believe me, there would be many more.
I haven't mentioned that along the way for an occasional distraction and a change of pace Mike throws in something other than a Corvette to play on. Other cars he has resorted include: 1967 Camaro with our son for his 16th birthday (car donated by Grandpa Harvey), 1968 Camaro SS, 2 - 1967 Chevelles, 1955 Chevy Pickup big window, 2 – 1957 Oldsmobiles (what's up with that), and currently a 1959 El Camino.
Every car has a story and we have shared a lot of great memories and good times around our cars. But most memorable are the wonderful people we meet that share our love for cars.
Next time you spot Mike be sure to say hello.

1958 Fuelie. Pushed home with spare parts.

Sandy Cromer's '66

1954 Pennant Blue

1955 Harvest Gold Option 632) 3-spd.

Tracking The History on a My ’57 Corvette…..

Submitted by Chip Werstein

My car was purchased new by a golf pro in Laguna beach. In 1958 he traded it for a new ‘58 fuelie. By the summer of ‘58 it was on Moon Mullins used car lot in Van Nuys painted gold and purchased by a 16 year old high school student. He immediately took it to Millard Motor Sports in Encino where it was lowered and equipped with chrome wheels, headers, scatter shield, Sun tach. Traction Masters and dummy lakes pipes. It then went to Von Dutch for a paint job. In 1959 it was traded back to Moon Mullins for a ‘55 Chevy.

The color photo was taken in 1958 in Van Nuys shortly after being painted. If you look closely you can see the tach, Traction Masters and lakes pipes.

The black and white photos below were taken by the 3rd owner who bought it in 1959 from Moon Mullins. The location is unknown, but the woman in the photos is the 3rd owners wife....and the 4th owners sister. The car was sold to the 4th owner in late 1959..... The car is less than 3 years old at this point.

Owner number 4 drove it daily until 1963 accumulating about 45000 miles. At that point he decided it was time for a repaint. He got as far as disassembly and paint stripping before it sat in his garage (4 different garages actually) for the next 35 years.

I first heard about this car in 1973 and finally found it in 1992. It wasn't until 1998 that owner #4 agreed to sell it to me. Amazingly, after all those years the 270 hp motor and all original running gear was in place and 100% complete along with trim and interior pieces which were removed and stored in 1963.

I restored the car back to it's original black/red color combination and have earned multiple Top Flight awards. I have driven the '57 about 2000 miles and it now sports a set of chrome plated 5 spoke American wheels with radials.

Chip

Harmonic Balancer Re-install.....by John Costales #4F (Article Reprint)

This situation is what happened when my Harmonic Balancer (HB) fell off the crankshaft on my 1957 Corvette, while driving on the highway. Luckily it didn't damage anything. The HB can be seen in Figure 1.


Figure 1

At the factory the HB was pushed onto the crankshaft with an interference fit and had no provisions for a backup bolt! This bolt was added later in the mid 60's. After the balancer has been off and on a few times over the years, the interference fit erodes to a snug fit that is the problem!!! Pushing the balancer back onto the crankshaft is relatively easy, but drilling and tapping a straight 7/16 thread into a hardened crankshaft with the engine in the car is challenging. (see fig 2) ***A few things to remember while drilling and tapping the end of a crankshaft without removing the engine:***

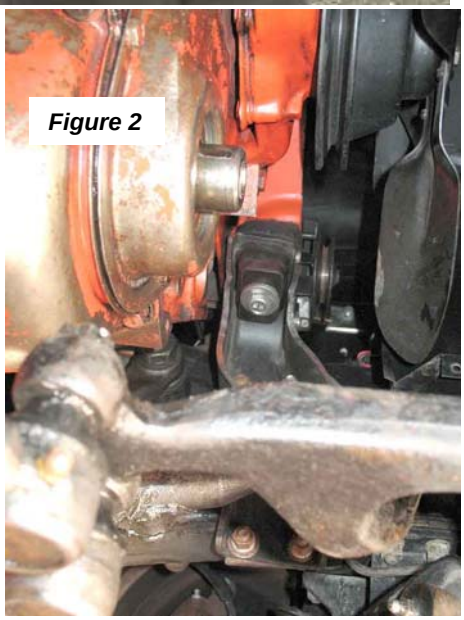


Figure 2

The crankshafts are carbonized to a depth of about .010, so the first few minutes of drilling and tapping are the most critical.
Buy new quality tungsten drills and 7/16-20 taps.
The one thing you don't want to do is break a drill and especially not a tap!
You can never use enough tapping oil. I had a drilling fixture made to my sketch by a local machinist. (see fig 3) The initial drill size in the fixture was 1/4" dia. After I successfully drilled the 1st ¼" dia. pilot hole, I drilled the fixture out using a drill press to 5/16's dia and finally out to the .391 dia. tap drill size (see fig 5).
All work was performed from the bottom of the car with the radiator left in place by only removing the center section of the lower radiator shrouding (60-62 remove drivers side). (see fig 4)
An inexpensive Harbor Freight angle drill motor (not their drills) was used. Note that the drill handle points to drivers side and slightly up when working from underneath. Remove and discard the old Woodruff key. Remove shaft seal from timing cover.

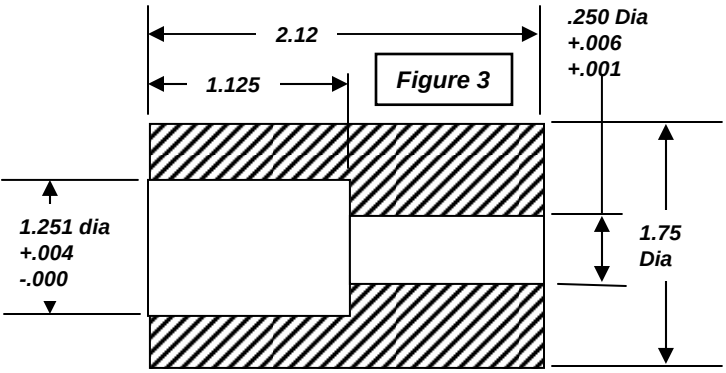


Figure 3

Crank Fixture *Material: Low Carbon Steel 1018 Std.*

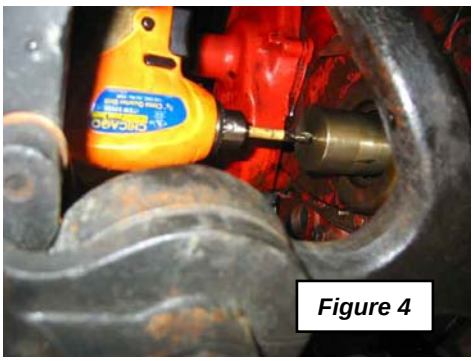


Figure 4

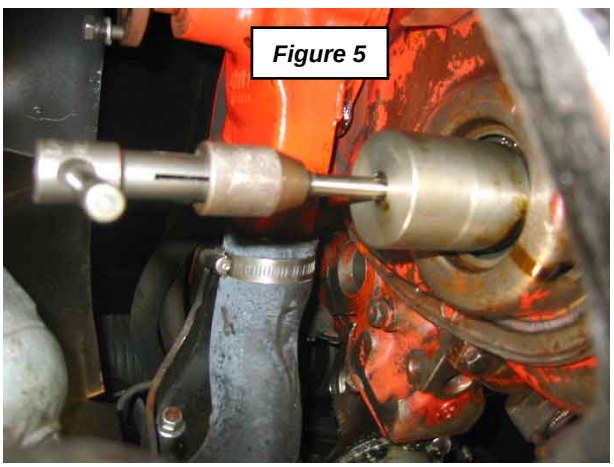


Figure 5

Use lots of cutting oil, drill about 1/8 deep at a time (I used tape on the drill as a depth gauge), constantly remove the drill fixture, inspect, seal around crank opening and blow out drillings. Re-oil and install tool until tap drill is 1-¼"deep. Drill out fixture to 5/16" and repeat oiling/drilling … then .391 tap drill to a depth of 1-¼".
Re-drill the fixture to the next size above 7/16 and use the fixture as a guide for the tap. The first two turns of the tap are the nervous ones.
I was able to get 1-1/8" of 7/16-20 full thread depth. (see fig 5)

I used the replacement washer from Chevrolet but because C1's used a .16 spacer behind the balancer, I purchased a longer grade #8, 7/16-20 x 2 ½" bolt from a local specialty hardware store instead of the Chevy 2 ¼" bolt. Replace seal in timing chain cover.
Add Spedi Sleeve (Fel Pro #16202 or equiv) to reconstruct balancer-sealing surface if necessary. Use a new Woodruff key.
Once the crankshaft is threaded, tap the balancer gently onto the crank to get it started and draw it into place making sure that you have at least 3/8" thread engagement at all times don't strip your new threads. (see fig 6)

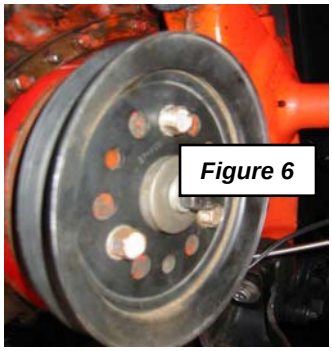


Figure 6

Fig 6 shows the balancer in place with the new bolt, lock washer and retaining washer.
I have since modified the drilling tool with drill bushings for ¼, 5/16 and .391 drills so that it can be reused (see fig 7).

Please contact me with any questions or "you may borrow this tool when you are ready to perform the task!"
costales@west.net

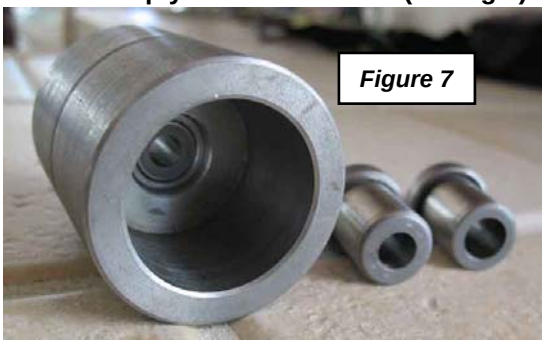


Figure 7

Another "One", on the way ....David Freedman

David & Mary Freedman are So Cal Chapter members and live in San Clemente. David has a facility and loves to work on C1 creations. Dave & Mary showed up in 2012 at our February General Meeting in Van Nuys with a car he recently completed. It is the orange car shown below.

At the recent Fall Tech Session David drove his latest car, running and operational. It is a '60 that he is currently building. License Plate 60 LS7

Member Classified Ads

FOR SALE

1957 – 61 Dual Quad Intake, Restored #3739653;
1958 – 60 #351 and #352 Restored Horns and 1961 – 1962 #441 and #442 Restored Horns;
1961 – 1962 NOS A/C Delco #5642125 Fuel Tank Sending Unit in original AC Box;
1961 – 1962 Instrument Dash Pods both upper and lower, very good condition (no holes);
1958 – 1962 original male and female deck lid latch assemblies with rod and clip, Restored and mint;
1959 – 1962 male & female Restored Hood Lock Assy, complete, just bolt-on;
1957 – 1959C small 022 Brake Master Cylinder, Rebuilt w/stainless Steel Sleeves and Restored;
1959L – 1962 Large 022 Brake Master Cylinders,l Rebuilt w/stainless steel Sleeves and Restored;
1958 – 1959 FI Unit #7014900R Ser. No. 2546 w/orig 914 Distributor, Rebuilt and Restored w/drive cable and housing. Phone Len (626) 358-1466.

FOR SALE : *C-1 used parts. 2 windshields 1 original dated 12-59 and 1 replacement, several sets of headers,58-60 radio, cove trim, top fender spears. various emblems, 61-62 taillights, 58-61 parking lights, 4 55 chevy wheels, soft top parts, 58-62 steering column/box needs rebuild, bumper brackets, 60 black door panels, 61-62 copper radiator, 56-62 gas tank, 56-60 radiator tanks and saddles. Chip Werstein 818-554-6560 or chipsgarage@aol.com*

FOR SALE: *'58-'61 dual quad intake (3739653) used $375.*
'58-'62 used heater/defroster control switch w/knob, spacer, nut & mount kit $100.
'56-'60 new rear soft top latches $65/pair
'62- 327/250hp rebuilt WCFB carb w/3191S tag $425.
'62 new front nose emblem $60.
'56-'60 new door locks $40/pair
'53-'57 new grille mount bracket (set of 5) $37/set
'60-'62 new radio speaker bezel $30.
'56-'62 soft top bracket plate support $140/pair
'62-'63 new side fender flag emblems $45/pair
'58-'62 new dash pad $250.
Many other parts available. Call Joe LaGreca @ 909-499-5873

FOR SALE: *56-57 Door Pull Right Side aka: Door Opening Latch Mechanism $14*
C1 Corvette Front Spindle. Fits either side $20
Clutch "Z Bar" One rod hole slightly elongated … should be an easy hardware store fix $15
Two Seat underside mounting nut plates, $5
Low HP fan pulley $5
John 805-642-3662
costales@west.net

FOR SALE: *1953-55 Reproduction exhaust extensions 53-E54 (short) and L54-55 (long) available, windshield post tab repair $65 ea plus shipping. arunner@frontiernet.net, Gary, Member #26C.*

FOR SALE: *-1961 Corvette hardtop black with white headliner. Nice shape overall.*
- Complete fuel injection; doghouse (Part #7017200; Serial #1203), tachometer / F.I. drive distributor (Part #1111070; Serial #4C13, fuel lines, air cleaner etc. Please contact me if you have any questions. Dave Trigg - email dtrigg1460@sbcglobal.net

CAR FOR SALE:

This is a "no hit" car, needs nothing, 4-spd, 350 engine, Hurst Shifter, disc brakes, custom top, lojac, leather seats. $64K Contact Walden Dahl, 760 949-6653

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

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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.
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