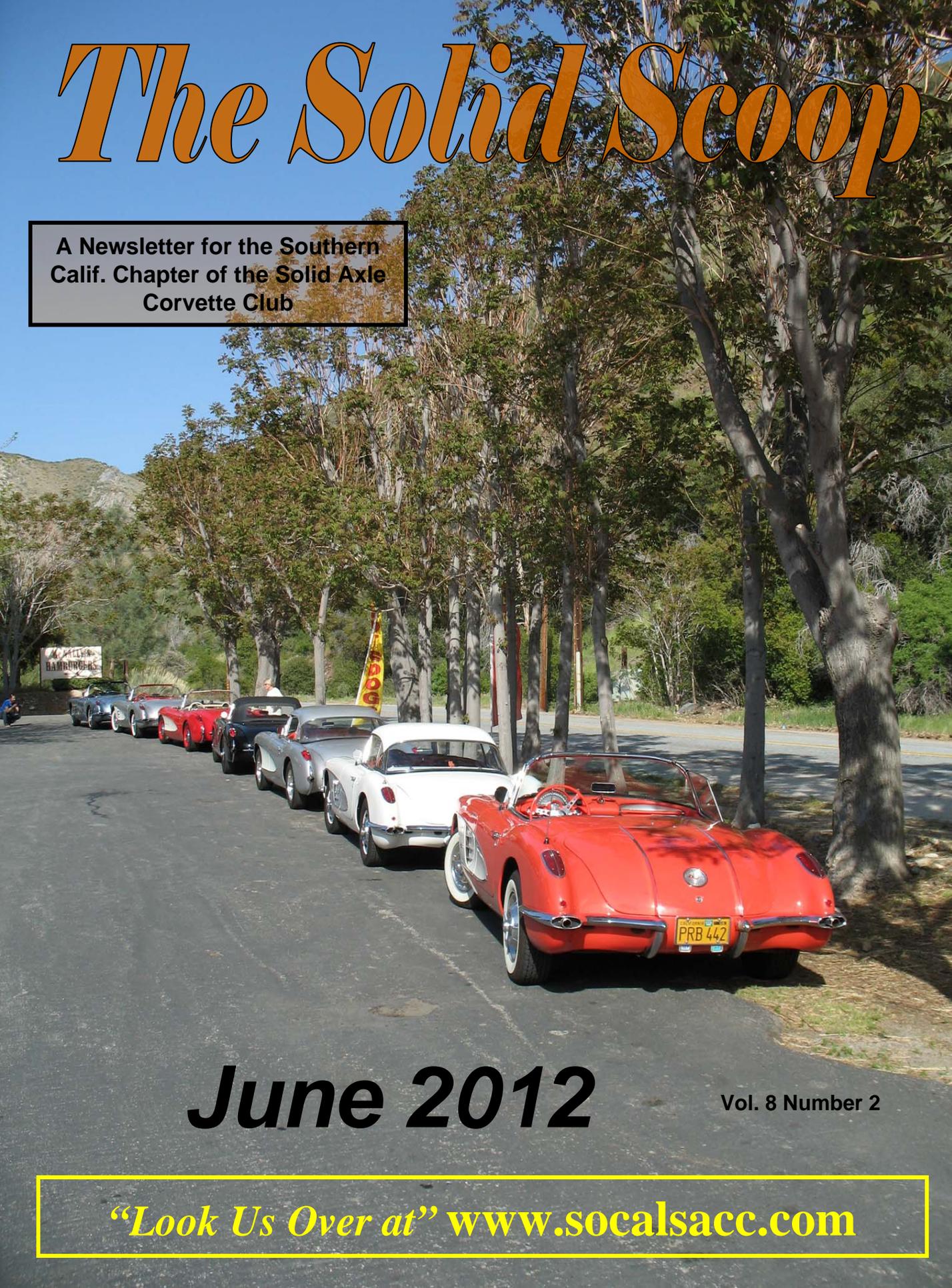


The Solid Scoop

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



June 2012

Vol. 8 Number 2

“Look Us Over at” www.socalsacc.com

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

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

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

Member submitted technical articles are encouraged. Many times these technical articles are based on personal experiences and preferences and as such are intended only as guidelines or helpful information for club members.

SCOOP COVER: Scene from Kernville-Bakersfield Weekend Tour. Photo taken by Eric Hershkowitz.

**Also visit the SACC National Web Site at:
www.solidaxle.org**

**Solid Axle Corvette Club
Southern California Chapter Board
2012 Club Officers**

CHAPTER VOTING BOARD OFFICES

President	Phil Roche	pdr44@aol.com
Vice President	Mike Gibbons	gibbonsltd@aol.com
Secretary	Larry Pearson	lpears1941@att.net
Treasurer	Jenni Werstein	jennibeth.w@gmail.com
Membership	John Costales	costales@west.net
Technical Manager	Chip Werstein	chipsgarage@aol.com
Newsletter Editor	Jim Lundal	jlundal@verizon.net
Member at Large		
Merchandising Manager	Bob Crane	bcrane@socal.rr.com

VOLUNTEER OFFICE

Webmaster	Jim Lundal	jlundal@verizon.net
SACC Western Reg. Rep.	Dick Block	blockra@aol.com
Events Manager	Barry Charles	barry@cbc-cpa.com

TECH ADVISORS

1953 – 1955	Bruce Fuhrman	805-482-4396	bruce4info@aol.com
	Larry Wright	818-705-4884	glvette@aol.com
1956 – 1957	Chip Werstein	818-883-5766	chipsgarage@aol.com
1958 – 1960	Mike McCloskey	661-257-4330	clutchmccloskey@yahoo.com
1961 – 1962	Larry Pearson	818-848-2653	lpears1941@att.net
Fuel Injection	Doug Prince	818-348-6998	spankey496@socal.rr.com
Body & Paint	Dan Dempsey	818-846-2948	glassman@glassmandan.com
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net



The SoCal SACC Chapter Welcomes our Newest Member!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C1 Year</u>
207	Lou Carpiac	Thousand Oaks	TBD

Calendar of Coming So Cal SACC Events:

Got An Idea for A Event? Let Us Help You!

The Listed Calendar of Events below were developed by the SoCalSACC Board with the intent of providing the membership opportunity to fill out their calendar for the 2012 year. Dates and Event Coordinators have been assigned. Event Progress Bulletins are issued between SCOOP Newsletters (J. Lundal) on Event progress or changes. The Bulletins will be emailed.

Volunteers for "other/additional" Events are encouraged from the Chapter Membership. Event volunteers will be assisted by a Club Tour Coordinator Barry@cbc-cpa.com to help in planning their activity, i.e., flyers, maps, announcements, or other help to assure a successful Event.

Usually Event flyers are included in a SCOOP issue. If you don't see a flyer go to www.socalsacc.com and see Event Flyers.

2012 Planned Events (*indicates a Chapter Flyer has/will be issued)

<i>Date</i>	<i>Event</i>	<i>Location</i>	<i>Coordinator</i>
June 23	*Chino Air Museum	Chino, CA	Roche
August 11	*Paradise Cove	Malibu	Costales
August 17-19	Monterey Motorsports Reunion	Monterey, CA	Info Only
September 21-23	*Vintage Car Races on Coronado Island	San Diego	Solle
October 20	*Paramount Raceway, Revisited	Agoura	Williams
November 10	*Fall Tech Session	Toyota Facility	Werstein

Scoop Features:

- Chapter Information p. 2
- Calendar of Coming Events p. 3
- Miscellaneous Jibber p. 4
- Paradise Cove Flyer p. 5
- So Cal Tour, Vintage Car Races on Coronado Island p. 6
- Kernville/Bakersfield Tour (2012) p. 7 - 8
- Spring Tech Session, Convertible Top Frame p. 9 - 13
- Member Profile, Phil & Sondra Parker p. 14
- Member Restoration, Part 1 p. 15 - 17
- So Cal Apparel p. 18
- Classified Ads p. 18
- Commercial Ads p. 19

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

**SEE PAGE 4 OF
THIS SCOOP FOR
INFORMATION AND
COST.**

MADE IN USA!

**BACK COVER CAR: Scene at Lake Isabella on Kernville-Bakersfield Run.
Photo taken by Eric Hershkowitz**

ORDER YOUR CHAPTER THROW NOW!



Want a Chapter Throw? MADE IN USA

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

Bruce needs 12 more orders to meet the quota for an order.

Radio Repair Recommendation.

The basic fact is that repairing a original C1 AM Radio is becoming a lost skill. Some owners still want their original units worked on and repaired. Many owners opt to purchase one of the new C1 look-a-likes from Len Marino (So Cal SACC member #39C and an advertiser on the SCOOP Classified page). Len's radio's contain all the newer methods for playing and hearing your tunes. For the many of the membership who drive a lot, Len's product is very good and the appearance is very close to original.

Recently, So Cal SACC member Mike McCloskey found an individual in Lakewood, CA to work on his original AM radio and it turned out great. Mike mailed it to the repairer, it was fixed and sent back. Mike asked me (Editor) to make this new service available to the membership. I wanted to post an ad and since the man lives close to your Editor I called and visited him. Your Editor also repairs radios but not specializing in auto radio's. The repair man asked specifically not to run an ad as it is his hobby and is not in the business. I am complying!

IF you might need this service, maybe you could contact your Editor (jlundal@verizon.net) and I can inquire. I do think that the repairer is not into restoration like new chrome faces, etc. but wants to be limited to internal repairs.

Thank You!

Golden Quill Award

Recently, your Editor received a notice that Old Cars Weekly issued their "Golden Quill Awards" for last year and Jim Lundal's "The Solid SCOOP" was listed. It was somewhat pleasing, gratifying and scary. I didn't realize other people are viewing this creation published each quarter.

In the first place I am part of those who doesn't do this for notoriety but a larger view to want to see this Chapter grow, increase communication within the Chapter, and maintain the camaraderie which exists today. Sometimes I think the SCOOP is too big but every 3 months I sit down with blank pages and the Chapter support is so great that pages just seem to get filled. Chip Werstein's Tech Sessions "must" be published and shown to the membership as each session is so filled with information. Like this issue on Convertible Top Frames, the amount of information coming from the session warrants a video and attempting to explain the subject and display the expertise available in our Chapter is my gratification. These are also subjects which I want to know and explaining the topic helps me retain the facts.

Thanks to those who called and said congrats and I appreciate everyone's support to generate something worth reading. I love the car, we love driving it, love the friends and the tours. So Save the Wave!

Jim Lundal



John Costales,
 (805) 642-3662
 Costales@west.net

Paradise Cove!

Saturday August 11th, 2012 9:30 AM

Tour Details:

- Tour to Paradise Cove and Lunch at the Beach Café
- Paradise Cove is a remote beach location a few miles north of Malibu and was used as a filming location for the James Garner TV series "The Rockford Files."
- Paradise Cove will provide a Corvette Corral for our cars.
- We all must converge on Paradise Cove by 9:30 AM. or we will lose our spot! Eating will begin around 10:30 AM.
- We will need a head count on this. If you plan to attend or have any questions please contact John Costales.

If driving north on PCH through Malibu you pass Pepperdine University on the right at Las Virgenes Rd. Continue past Pepperdine and the exit to Paradise Cove has a sign on the left and a traffic light at Paradise Cove Rd. Turn toward the ocean. If somehow you miss it and come to Kanan Dune Rd. you have to turn around and go back. The road to the Cove is narrow and curvy but you will eventually come out at the parking lot. Go through the Parking Entrance and circle around to park with our group.



The Corvette's at Paradise Cove!



So Cal SACC Weekend Tour

September 22 and 23, 2012

Vintage Car Races at Coronado Island in San Diego Bay



Randy & Diane Solle are coordinating a Week End Tour to the Coronado Speed Festival, on Coronado Island in San Diego. This is a vintage car race, set up on the tarmac of the North Island Naval Air Station. This is a preliminary flyer for information, make reservations and to mark it on your calendar.

Tentative Schedule: I am planning on meeting up Friday night at Cruisin Grand in Escondido. Every week they have a theme club etc, and each week they pick 4 vehicles from the hundreds that show up to win an award. The Friday we will be there is winners night, a return of the best of the best. You will probably see a 1953 Glasspar (fiberglass body) with a factory hemi, or even a Hurst Rambler Scrambler (when was the last time you saw one of those Phil, running). Get there early, eat on your own, and enjoy the cars. I plan on leaving there about 6PM, drive cross country over to the coast, and run up along the coast a little ways to the Coastal Surfing town of Encinitas, where we will be staying.

Our host hotel is the Best Western Inn & Suits, at Moonlight Beach, 85 Encinitas Boulevard, 760-942-7455 . The smaller rooms were already spoken for, but I have blocked 15 Suits, 5 King and 10 Queen for Friday and Saturday night. The rate is 129.00 per night which includes a continental breakfast. The rooms are blocked under Solid Axle Corvette Club. There is some outside parking, but most of it is in a parking garage connected directly to the lobby, so you don't have to worry about the sea mist. The hotel sets up on a bluff by itself, so security should not be an issue. If you think you are going, get a room, you can always cancel it later on, if things change.

The hotel is walking distance to the town center, or the beach. For those not interested in going to the races, Encinitas has a wide variety of shops and cafe's that you can spend all day checking out, or check out the beach.

We will leave Saturday morning for the races at about 8:00. Once at the races, those bringing solid axles will be able to park in the club area which is directly behind the bleachers. Those with steel cars will be in the middle of a very large cement tarmac in the back 40 somewhere. The races last until 5:00, but you are able to leave at any time.

Saturday evening, we will get together to have dinner at one of the local restaurants near the hotel, which is yet to be set up. Sunday morning, we will take a drive up the coast, and possibly visit another venue before heading out.

I think it should be an enjoyable event, with options to do as you please. Come early on Friday and beat the traffic. Highway 78 east into Escondido is the worst rush hour traffic in San Diego county starting about 2:45. Cruisin Grand officially starts at 5:00, but most of the cars are there about 3:30. Beat the rush, come early, grab some dinner, and look at the cars. If you drive a pre 74, you can park on the main street, if your in a later car, you need to find parking on a side street. As a side note, if your coming in early, and you didn't make it to our Warner Springs run, the Deer Park Winery is just about 5 miles north of Escondido, and has a very nice collection. Where else can you see a Muntz Jet car beside a Muntz Jet Television.

When time gets closer, we will need to get names and monies for the race tickets, which, thanks to Bob Brown, he can get them at a discounted rate.

-----Detach and mail prior to Event-----

SO CAL SACC LIABILITY WAIVER

The following waiver should be placed on every application for participation in any event sponsored by the SO CAL Chapter of SACC. It should be filled out and returned with the registration or filled out at the event when registering on the day of the event.

"I agree to maintain the minimum amount of liability insurance required by the state of California on my vehicle for the duration of this event and provide proof of such insurance to SO CAL SACC. I assume the risk of any and all damage, loss or injury from whatever cause and indemnify and hold harmless SO CAL SACC, it's officers, directors, national club and host facility from and against any loss, liability or expense arising out of my participation in this event.

Car Make _____ Year _____

License # _____

Insurance Co. _____

Policy # _____

Signature _____

Date _____

Proof of Insurance verified by _____

Date _____"

Bakersfield-Kernville Week-Ender.....

Hosted by So Cal SACC Members (#15C), Eric and Fran Hershkowitz
Text supplied by Bruce Fuhrman



Well after participating in many if not all events in the LA area, it was time for the Hershkowitz's to host an event in Bakersfield. And what an event it was! Eric and Fran, who are used to coming the extra mile to LA area decided to go the extra mile and hosted a great event in the Kernville - Lake Isabella area.

The weather was absolutely perfect, the hills were green, the goodie bags were fantastic, there were no car breakdown's and the tour roads were some of the best yet! Some of the roads were over open range (see photo). There were 10 C-1's and one C-6 (Chip & Jenni) participating from as far south as the Solle's (Valley Center) and Bob Brown (San Diego).



Participants Lto R: Bob Brown, Fran & Eric Hershkowitz, Neil Fraser, A & Mike McCloskey, Jenni & Chip Werstein, Joan & Jim Nielson, Janet Fuhrman, Randy and Diane Solle and Judi & John Costales. Missing: Bruce Fuhrman (photographer), Bret Botzong (hasn't arrived yet)

We met Friday afternoon in Bakersfield at the Double Tree a very nice hotel and at the right price! Another event occurring in Bakersfield was the Western Street Rod Association Convention (NSRA) and "Rods" were everywhere. Our group, although impressive, was only a drop in the car bucket. Some of our crowd were trying to pick their choice.

Had dinner at Buck Owen's Crystal Palace. Very impressive museum included in the meal price depicting his contribution to the music world.

Saturday AM off to Caliente, CA and the Walker Basin. Great touring roads and NO traffic. Had a picnic lunch, including food and drink plus a table cloth provided by the host, on the way to Kernville. Stayed in Kernville at the Kernville Inn (old Route 66 vintage, and very clean). Walked the plaza then off to dinner to McNally's on the Kern river and lots of STEAK. Then a short trip back to the Motel.



Dinner at Buck Owens's Crystal Palace.



Touring up from Bakersfield.



Kern River Park in Kernville.



"Tog's Café (old school house) and a potty stop.

Sunday AM, had one minor Corvette "episode". Bret Botzong locked his keys in the trunk and none of ours were able to open it! After some frustrating minutes and offers of assistance he remembered that when he restored the car about 10 yrs. ago he hid a spare somewhere? After crawling around under the car for 10 minutes he found the key! We then departed for breakfast at the Kernville Airport! Yes, there is such a place and no TSA agents but it does have a wind sock! With one cook and one grill, breakfast for 16 came in stages, about 1 hour from the first meal to the last. We then drove around the lake and headed for Bakersfield and points south. In route potty breaks were limited to out houses used by Kern river fisherman which were made more accommodating by Eric who brought along T.P and handy wipes. What a guy! I logged 422 miles on the old '54 round trip from Camarillo.



Kernville Memorial Park, Australian Neil Fraser plays the part.



04/29/2012 16:00

It was a great week end and Eric & Fran did really put on a show for us and one we will remember for a long time!
Bruce Fuhrman



Kernville Airport and Breakfast.



The Swingers toast their Orange Juice and really make the swinging bridge, swing.



Spring 2012 Tech Session....

Adjustment of '56 to '62 Convertible Top Frame

Host: American Motoring Memories
with owner Jeff Reade

American Motoring Memories
11375 Playa St., Culver City,
(310) 397-3800
FAX (310) 397-6969
Owner: Jeff Reade
(Very Excellent Corvette Work)

Editor Comment:

This Tech Session topic was selected by SoCalSACC Tech Director Chip Werstein. Through the cooperation of SoCal SACC member Jeff Reade this subject matter became a success. Jeff hosted the entire session at his Culver City business location, "American Motoring Memories".

The Tech Session contained an extreme amount of information and my (Editorial) coverage will only discuss the topic surface and it should be noted that the information accuracy might have some errors (Disclaimer). Jeff's business information is listed above and any questions should be directed to him. Hopefully some of the attached pictures will enhance what was covered.

A convertible "soft-top" came with the base Corvettes from '56 – '62 Corvettes. The auxiliary "hardtop" was a RPO 419 each year. As in many C1's, both tops were used. Power soft tops were also available, RPO 473. Because of convertible Top Frame similarities over the '56-'62, this adjustment discussion can extend to the listed years. Our host Jeff Reade supplied oodles of tech tidbits on restoring the entire top frame. However, the portion supplied in this SCOOP reports on the convertible hinge assembly installation and alignment. Further assembly of the top frame and installation of the top fabric is not covered. The hinge assembly is the first item which must fit correctly for the remainder of the soft top to look good and operate properly.

Many of our C1's are very good-lookers, even with a nice hardtop, if your car is so equipped. However, when many "pull-up" their soft top the good looker can have an eyesore (speaking from personal experience). A case in point, the car Jeff Reade selected for the session was a very high point NCRS car owned by a very discretionary owner. The car is a '57 Fulie and is shown below. What is not entirely visible is that the tautness (tightness) of the top, when the soft top clamps are secured, actually pulled the windshield frame away from the windshield glass. Your fingernail could be inserted between the glass and the rubber. This issue could also cause the windshield frame screws to "experience" breakage under the cars dash. Jeff will inspect this later. Conclusion: Top tautness does not make a quality top-job!



Gap between
glass and frame
rubber seal.

Initial C1 prep for Top Frame Installation, i.e. The Beginning Preparation:

Door or Side Window alignment: The door window mechanisms in your C1 should be in the correct position and functional. If the windows or cranking mechanisms need restoring, do it first. The window assemblies (including frames) are position adjustable. You need to remove the door panels for this task. "If" your C1 has a hardtop, install it on the car and correctly align the window assemblies to the hardtop. Alignment consists of window position, window gaps and angle to press against the rubber (prevent less, not all leaks). Window position adjustment needs to be done with the hardtop installed as the hardtop is Not adjustable and the soft top frame is adjustable. If your C1 does not have a hardtop, window alignment is still crucial for correct gap between the window and windshield frame, etc.

Second Step:

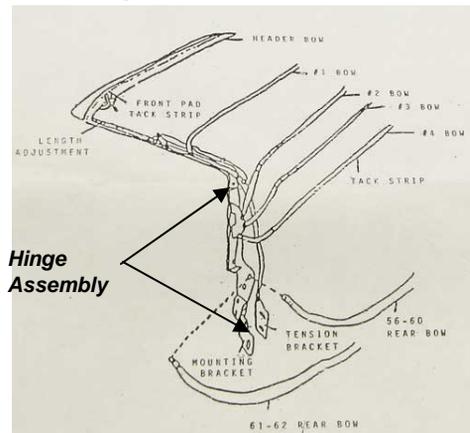
Assess the soft top frame hardware on the car. The top fabric will most likely be new to finish the job. Usually the frame is historical hardware and the condition needs to be reviewed and bushings, screws, spring washers, etc. may need replacing. Other replacement hardware may include structural frame members, rubber seals, and on and on. Jeff has suggestions for suppliers, materials and will gladly consult.

Word of Advice!!!

At this juncture of your restoration you are probably going to order your top fabric? Jeff Reade has extreme experience in this realm and has worked with Al Knoch Tops on ordering a top fabric off the shelf. The singular issue is to ASK FOR THE JEFF READE TOP and they are delivered with "a little extra" fabric and it "could" come in handy when installing. You can always cut some fabric off for some reason on installation, but it is difficult to add material. Jeff reviewed many interesting aspects of fabric installation but it is not covered in this discussion.

Final Word:

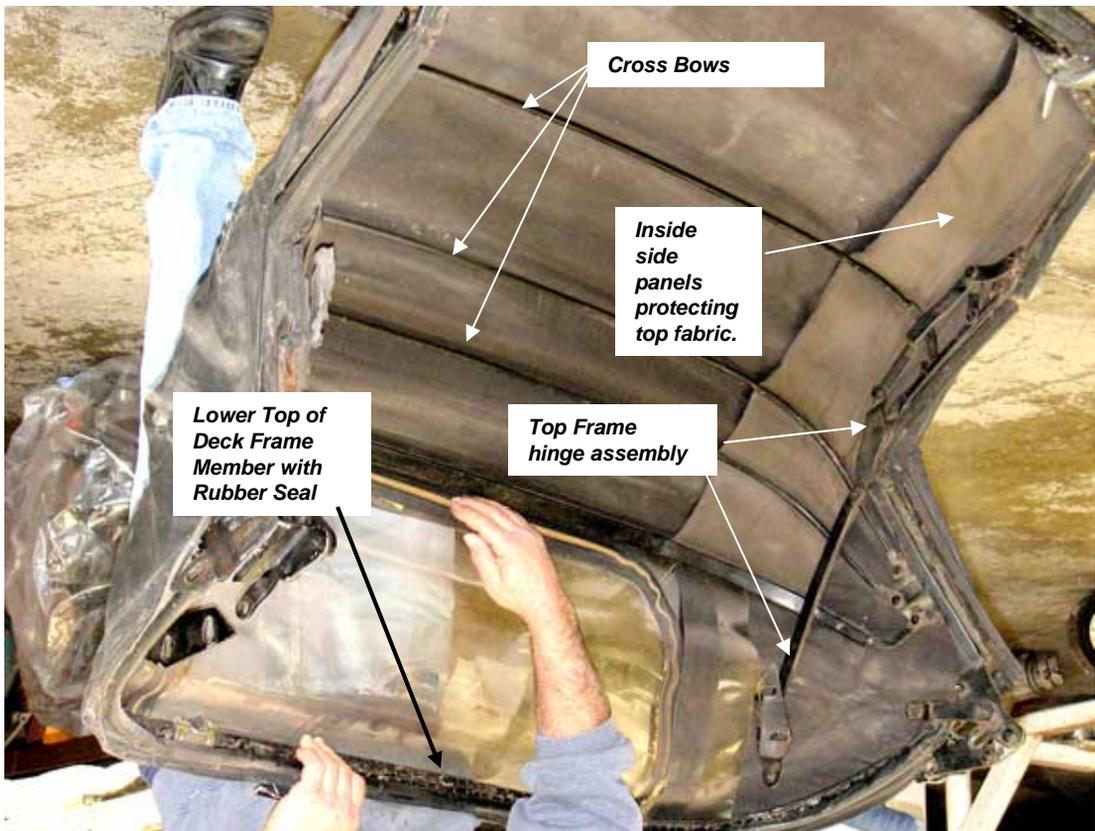
Correct Top Frame Hardware. The Top Frame Hardware is complex and it is a "good idea" to attempt to identify that your hardware is correct to your C1. Most of our C1's have been worked on in the past and many instances tops have been replaced and work performed on the top frame. Since the series of '56 - '62 C1's are similar one side top frame hinge assembly "may" have been replaced sometime in history. This latter was the case with our session subject car. Jeff Reade identified that one hinge assembly was replaced. Jeff had a similar replacement which was used during the assembly.



Top Frame Drawing extracted for Al Knoch instruction page.



The inside of a Top Assembly is pictured below. This complete assembly contains all hinges, fabric, forward and rear members interfacing the windshield frame and body. Jeff had suggestions for replacing the lower member seals containing nailing boards and the rubber seal to the body. This lower member should be restored as part of the Top Frame installation.



The dismantling of the existing top needs to take place to perform the top frame alignment and installation. Many in the audience anticipated removing the top for reuse but then Jeff came out with a razor blade and sliced right through the material. The nearest analogy is "skinning an animal". Jeff continued selectively slicing the fabric for removal. The pictures below show the removal of top fabric, window, crossbows, etc..

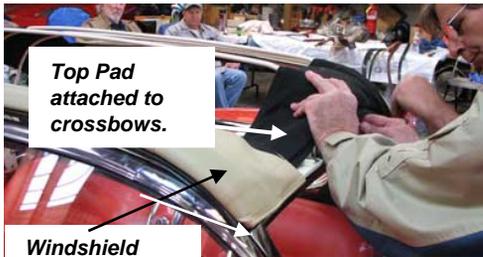


The final end product of the top removal is to get to a point that only the top frame hinges are exposed. Top frame alignment begins by correctly aligning the hinge assemblies to the door window outline. Once each hinge assembly is aligned the remainder of the top frame is assembled. The final assembly of the top frame is not covered in this write up. Jeff did discuss many of the issues in frame re-assembly and he would answer any questions if contacted (and he is available).



Top fabric Pad

The surgeon at his job.



Top Pad attached to crossbows.

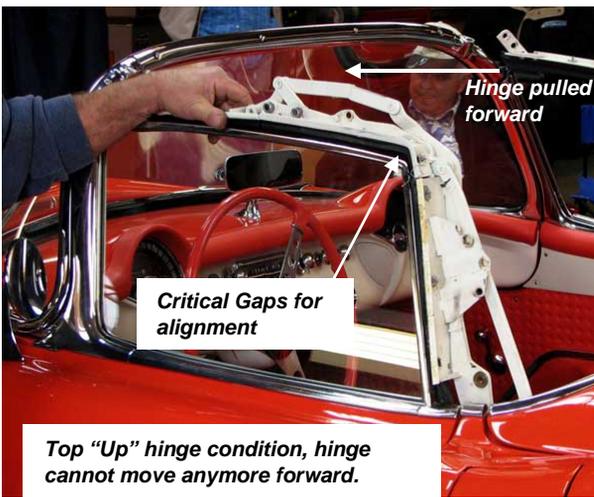
Windshield Frame Header



Top frame assembly with windshield and deck frame members remaining along with the Hinges.



Hinge Corner by Door Window



Hinge pulled forward

Critical Gaps for alignment

Top "Up" hinge condition, hinge cannot move anymore forward.

The End product after top removal is the Top Frame Hinge assembly, pictured at the left.

Correct installation and alignment of these hinges is achieved by noting the gaps indicated with weather strips installed. When each hinge is "unfolded" and cannot be moved forward anymore, the gaps need to be correct.

Front folding hinge piece to interface windshield header.

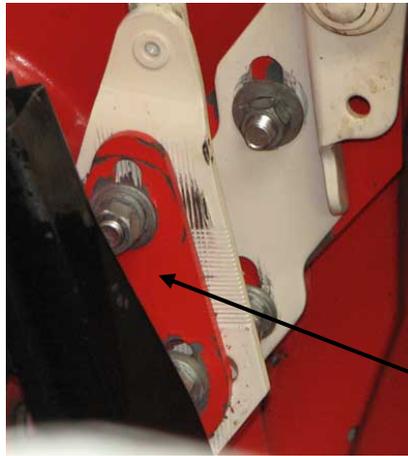


The hinge alignment/adjustment is not a highly technical adjustment and most any person working on a C1 can accomplish it, provided your hinge assembly is in good condition and if your door window assembly is previously aligned, and YOU have patience.

One additional gap is the interface of the hinge front piece which fastens to the windshield header, underneath the hand in the left picture.



Hinge Assembly attachment and adjustment location. These attachments are located behind the seats and next to the seat frame.



Each set of nuts, when loosened and the plate is moved, result in a particular alignment change of the hinge/door window alignment. After installing the hinge in the "top up" position, observe the alignment gap and observe changes when each plate is moved. This is where time & patience comes into the picture. "I believe" the rear plate adjusts the gap above the door window.

Interface plate between bolt nuts and hinge plate. Serrations prevent future alignment movement.

Note alignment of front hinge structure with windshield.



Correct window gap/hinge alignment is achieved when the door window properly fits snugly into the weather strip inset. Open and close the door to check the alignment.

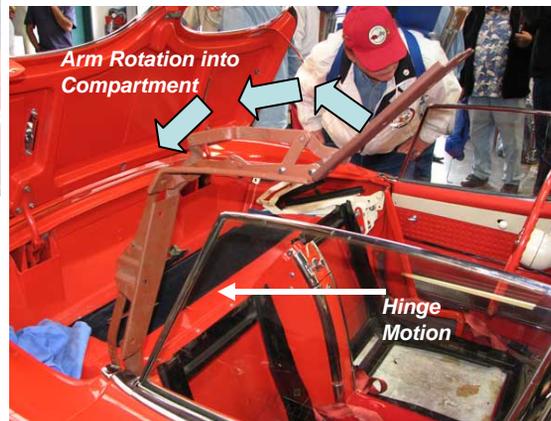


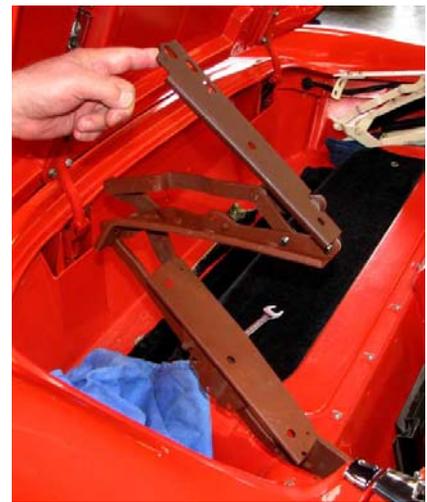
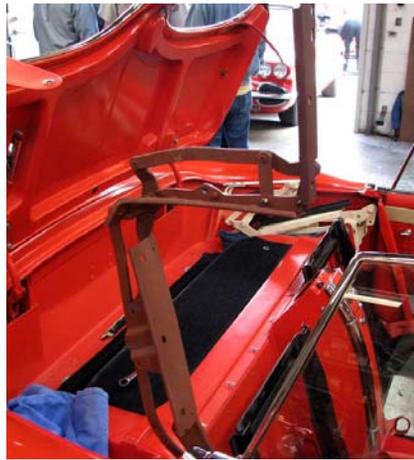
The second phase of the Top Frame alignment is to repeat the alignment to the remaining hinge assembly. Since each hinge/frame is independent each can be aligned to their respective door window separately. In the Demonstration car the passenger frame hinge was not correct to the car and had much more sloppiness (worn parts). The frame pictured earlier in this article was installed and did align much better. The following pictures indicate hinge motion after a correct alignment.

Another hinge installation issue which needs to be addressed is how the hinge assembly folds down into the top compartment. The requirement targeted is that the hinge does not hit the deck lid and the hinge assembly sits flat into the compartment. Review the pictures. The fit of the hinge in the compartment cannot be close to the deck lid as after adding fabric, etc. excessive rubbing and constricted lid closing can result.



Passenger replacement Hinge Assembly





Thank You Jeff Reade for your great Tech Session!

American Motoring Memories
 11375 Playa St., Culver City,
 (310) 397-3800
 FAX (310) 397-6969
 Owner: Jeff Reade
 (Very Excellent Corvette Work)

The Top Frame Hinge arm assemblies are the major control items for your convertible top. The entire Top Frame can now be reassembled and then followed with fabric installation. That maybe a subject of another Tech Session Seminar.

Jeff Reade did a tremendous session and the simple idea of hinge installation was better understood by most in the audience. Additionally, if shopping for someone to install your folding top option the audience is now more educated to talk to that installer to see if that individual "understands" the process. A "tight/taut" top is not always a primary requirement, as "your" windshield frame could also separate from the windshield.



Folding sequence for the side hinge assembly on the '56 - '62 Convertible Top Frame.

SoCalSACC Member Profile

Phil & Sondra Parker, #45C

I guess that I have always loved cars. A good friend of my fathers owned a wrecking yard in Fort Worth, TX, so I spent many hours taking parts off of cars.

When I entered high school I spent four years in Auto Shop.

Bought my first vehicle in 1958, a '55 Chevy pick-up with a 265 engine, which I put all of my extra cash into. I was very fast and almost drove my father to drink.

Shortly after, went to work in our family business, The Drumstick Co.. For what it is worth, my great uncle invented the Drumstick Ice Cream Cone. I worked for the Company for 39 years until retirement. In 1966 I married Sondra. We are both from Fullerton and lived in the same area but went to different schools. So we met after high school.

My work took me all over the world. Egypt, my one time dream, pyramids and camels. Weeks in all parts of the world. On many occasions I was fortunate to have Sondra with me. The Drumstick Co. has made a good living for my family. We have 2 children and one 4-year old grandson.

I've had 4 Corvettes. My first, a 1984. I went to see this car alone. That was a mistake, it was a dog. I fell in love with the paint job. I ended up losing \$1000. Also, that was my first taste of a Car Show. Tony Panchenko of Red Line Vettes convinced me to enter and I took a third. Couldn't believe that. I was hooked.

My next Vette (took someone with me this time) was a gold '87. Sondra than bought me a beautiful '93, which I drove until my '62 which I bought in 1998. We took seven trips. We went twice to Bowling Green.

In November of 2007 I sent my '62 to SRIII Motorsports out of Chicago. Mike installed a round tubular frame C-5 front suspension and C4 rear suspension, 5-speed transmission with a 5th gear being overdrive, 4-wheel disc brakes and power steering. It still looks just like a '62, but drives like a '02.



**Phil's
'62
Before
&
Current!**



Member C1 Restoration.....Chuck Gibney & others

Editor note: I found two 1962 C1's in-process restorations that began during 2011. Prior dismantling began on one car earlier but two members are now plowing ahead with both cars. They are friends working on cars simultaneously.

I (Ed.) thought it would be of some interest to follow the restoration progress beginning with this SCOOP issue and follow the progress in subsequent issues. 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.

The SoCalSACC member owner's of the '62's being reported are Chuck Gibney, #189, and George Iverson, #62. Assisting the owners are Steve Clifford, #58, Dick McClure, #201, myself and a couple additional non-members. Chuck is first and will provide car history and his dismantling story as a Kick-Off. The next SCOOP will be written around frame restoration and vendor sources.

I received my first driver's license in July, 1961. Three months later, I saw a new 1962 Corvette in a Los Angeles dealers showroom, and I knew I would own one like it someday. To me, the 62 was and still is, the best looking Corvette ever made. Fast forward 35 years, following higher priorities (marriage, children, work, etc) and I decided it was time. Our sons were out of college and on their own, and I knew it was time.

In 1996, we were living in Vienna, VA on the outskirts of Washington DC, and I finally found a '62 for sale in Maryland. It was painted candy apple red, and it had tuck and roll upholstery. I could live with that. The intake manifold, valve covers, carburetor, wheels, and many other parts had all been "upgraded" by previous owners. None of this mattered. IT was a '62 Corvette. And IT WAS MINE!

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

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

We settled back into CA, and I began to think about restoring the Corvette. But, where to start, and how much restoration to do? I felt that a full "frame-off" restoration was out of the question. I didn't have space to do it, and didn't have the knowledge. I thought that doing some engine repair, restoring the badly deteriorated interior and dash, and perhaps a new paint job was a good objective. I knew I needed help, as my total knowledge was based on 40 year old Memories of shade tree repairs and working in a gas station. I went to a couple of Corvette club meetings in the area, and found that most of the talk and interest was about tours, eating and car shows. That would interest me later, but now I needed help in repair and restoration.

As luck would have it, I heard about SACC, and the club seemed to be just what I was looking for. I joined in 2008 and attended a tech session. What I found was a group of guys and ladies that really wanted to help get more of these old Corvettes "on the road", and they were very willing to help. At my first session, I met Steve Clifford (SoCalSACC #58), standing by his beautiful black 62 Corvette, and struck up a conversation. He was very interested in my car, and it's state of disrepair. Later, during the tech session, I showed him a picture of the car.

You may have noticed that my car has "flared" rear fenders. Steve looked at the picture, and immediately said "who flared the fenders"? I didn't know what he was talking about. He explained, and showed me what a correct fender looked like. I had owned the car for 10 years, and didn't realize the difference (I hadn't seen many other '62's). In spite of my lack of observation skills, he offered to look at the car and to help me decide what to repair and restore.

Steve looked the car over, and agreed, that I could probably overhaul the engine, repair the fender "flares", have the car painted, and restore the interior. He certainly felt that I would have a much nicer car by taking the body off the frame, and restoring the frame. But, I thought I didn't have the room for that extent of work. He also said I should meet another SACC member, George Iverson, who was also planning to restore his '62 Corvette. He thought we might be able to work on our cars simultaneously.



Steve had a parts washer at George's house, and George was considering buying a blast cabinet. Both are very necessary tools to anyone contemplating a restoration. Steve and George both live in Fountain Valley/Huntington Beach, and I live in Lake Forest, so this wasn't ideal, and I anticipated a lot of trips to George's house. George agreed we should work together on our projects, and offered the use of the parts washer and blast cabinet. I have a background in electrical work, and was able to help George with the wiring and the installation of the blast cabinet.

In May, 2009 I started to dismantle, at my home in Lake Forest, the parts of the car that I planned to repair/restore. I decided that I needed to take extensive pictures as I went along, and planned to keep detailed notes as I took parts off the car. I also planned to label everything, and put fasteners into "baggies" identifying what they were for. I believed that as long as I put everything back in reverse sequence, I wouldn't miss something later. It became clear very quickly that a lot more work was going to be needed than I originally thought. The work required ranged from cleanup of some parts to finding correct parts to replace incorrect parts that had been installed over the years.

The Facilities & Dismantling



I stopped the dismantling at home to reconsider just how much I could do without removing the body.

In the pictures it is clear there is a lot of work to do cleaning 50 years of grease and grime off the frame.

It was suggested that I consider raising the body off my frame and hanging it from the ceiling. This looked like it might work, and would allow me to clean and repair the frame. I went back to disassembling the car, with a lot of help from other Corvette owners.

In September and October, 2010 we really got to work.

Getting Serious

After carefully looking over the engine compartment, and the frame, it was apparent that I would need to lift the body off the frame, if I expected to achieve the desired result. The garage got very crowded quickly, especially attempting to store parts. In January, 2011 my neighbor (in Lake Forest) mentioned that he had a garage for rent at a duplex he owned in Huntington Beach. He said it was really a storage area, as the entrance was one car wide and long, that opened into a larger room that was 3 cars wide and long. I got interested very quickly, and rented it the next day. It is a long way from my house, but only a mile from Steve Clifford's and George Iverson's houses (parts washer and blast cabinet).

Body dolly, Wood shop 101



The new digs, nearer the workers.



Just pick it up and move it to the dolly? →



I put the axles and the wheels back on the car, and rented a trailer to move it to my new garage. Now there were two happy people in my family. Please note the smile on my wife's face as she looks over the new garage, and realizes how much room we will have in our garage at home, after I move the car to it's new home.

Removing the body from the frame is a significant event. Building the body dolly is a must item. Just to have a dolly to fasten the body to supports all the mounting locations and the body/dolly assembly can be rolled to different garage locations.



Eastern cars with a lot of rust and actual holes through frame. It would prove to be very difficult to restore correctly with a body on the frame.

The answer to lifting the body is place a friend at each body mount and lift evenly.

Below: Jim Lundal places body mount bolt into dolly.



The momentous day, body off frame.



The frame was covered with 49 years of dirt, grease, and undercoating. My initial survey of the frame made it clear that a frame off restoration was a necessary process, as we found a couple of areas where the rear cross member and frame had rusted through, and would need to be replaced. But, now I could get to everything that needed to be cleaned and restored.

Next episode is beginning of the Comeback Car! Frame, and suspension restoration including shots of repairs, painting and exhaust installation. Note: To those out there contemplating this process you have 3 months till the next SCOOP to stay up with this crowd.

So Cal SACC Apparel

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

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

We have sold out of tee shirts and long sleeve denim shirts, but can

order more if there's interest.

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

Email or call Bob Crane at

bcrane@socal.rr.com, 714-458-6395



C-1 Member Classified Ads

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



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



Original soft top & spare tire. Drive it anywhere. Asking \$59,000. Contact: Bill (805) 497-2120 or email whk59bjk@verizon.net Member #195.

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

FOR SALE: 1957 convertible top, very nice, fits other years. 1958 trunk irons, original and nice. Restored 56-62 seat frames, 57-62 used but still very nice off road mufflers. Stainless sleeved master cylinders 53-62, all types. Pair of 58-62 inner fenders. Need something else? Call me, Jeff @310-570-5554

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

FOR SALE: 1958-1960 Left front bumper in as-new condition. Original, no hit bumper was polished and triple plated by Christensen Plating (the best). Never installed. \$300. Mike McCloskey, 661-257-4330 or clutchmccloskey@yahoo.com

WANTED: 1960 turn signal flasher ZN232. It is rectangular in shape and made of aluminum (I think) Thanks. Chip Werstein 818- 883- 5766, 918-554-6560 or chipsgarage@aol.com

WANTED: Correct original dipstick for solid axle. Should have 2 1/2 inch long handle. Also, original throttle return spring brackets for 2 X 4 set-up. Must be steel and magnetic, not stainless. Mike McCloskey, 661-257-4330 or clutchmccloskey@yahoo.com

SoCal SACC FREE COMMERCIAL VENDOR LIST

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

NOTE: Only those active SoCal SACC Chapter members with a C-1 related business/products are eligible to be listed for FREE!

Product or Service	Name & Member #	Contact Information	Details
AM/FM Stereo Radio, 1958-62 Corvette Radio w/Wonderbar New Repro Radios	Len Marino #39	(626) 358-1466	Made in USA 1 year guarantee \$590 + shipping
<u>Car Appraisal Service</u> Per-Purchase Inspections Stated Value Insurance Appraisals Resolve Insurance Disputes Diminished Value Appraisals	Robert Petricca #80	(888) 314-3366, (818) 992-7219, rpetricca@socal.rr.com www.caldreamcars.net	20% discount for all SoCal SACC members. Credit Cards accepted. Recognized by Ins. Co., Lending Co., IRS.
American Motoring Memories C-1 Corvette Repairs	Jeff Reade #33C	11375 Playa St., Culver City, (310) 397-3800 FAX (310) 397-6969	All type repairs, Total & Partial Restoration, Engine Overhaul, Consulting, Sales & Service
Corvette Frame Straightening Corvette Restoration 1953 – 1962 Specialist	Walden Dahl #116	(760) 949-6653 Victorville	Chassis straightening for C1's. We have the attachments to correct any frame problems.
Corvette Mike 	Mike Vietro #60	1133 N. Tustin Av, Anaheim, (714) 630-0700 www/Corvettemike.com	We sell the best..... And service the rest!
Vette Garage 53 thru 67 Restorations From Drivers to Concourse	Ron Lefler #91	(760) 983-5944 Cell (909) 519-7977 rdlef@aol.com	C-1 Hardtop Restoration
Interior Concepts & Design	Little John, Engelhardt #50C	17391 Mt. Cliffwood Cir. Fountain Valley, CA (714) 435-9448 Shop (714) 267-9996 Cell littlejohns@sbcglobal.net	Complete Interior Restoration Convertible Tops



We sell the best.....
And service the rest!

- Coast to Coast
- Leader of the Pack since 1978
- Anaheim – Chicago - Boston
- Mosler Mike Motorsports, Inc.
- USA Distributor of the MT900S

Mike Vietro SoCal SACC member #60

1133 N Tustin Ave, Anaheim CA 92807 - Bus. 714-630-0700, FAX 714-630-0777, Cell 714-342-2570

Visit Us Online At www.CorvetteMike.com

“Look Us Over at” www.socalsacc.com



Have A Happy Summer!!!