

The Solid Scoop

A photograph of a line of classic convertibles parked on a gravel lot. The cars, in various colors including black, blue, red, and white, are arranged in a row. In the background, there are three large wind turbines on a grassy hill under a blue sky with white clouds. A small sign that says "Brookfield" is visible near the turbines.

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

June 2015

Vol. 11 Number 2

"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.

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Southern California Chapter Board
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The SoCal SACC Chapter Welcomes our Newest Members!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C1 Year</u>
• 234	John Kechejian & Sandy Schoolfield	Santa Barbara	No Car
• 235	David & Cathy Lehman	Lawndale	61, 56
• 236	George & Diane Swift	Riverside	58, 60
• 237	Tim & Laura Dinger	Torrance	56

Calendar of Coming SACC Events:

2015 SoCal Planned Events

<u>Date</u>	<u>Event Name</u>	<u>Location</u>	<u>Coordinator</u>
July 29-Aug 1	SACC National Convention	Fife, Washington	
August 15	Paradise Cove Car Run	Paradise Cove, Malibu	Charles
October 17	Rose Bowl Tour	Rose Bowl, Pasadena	Charles
November 14	Fall Tech Session	Kent Browning Facility	Werstein

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

SCOOP COVER CARS

Front Cover Photo: A Photo OP during the weekend Tehachapi Road Run

Back Cover Car: Bill Zappen's (Chapter Member #8C) 1954 Vette parked at our Spring Tech Session.



Barry Charles
(818) 377-3300
barry@cbk-cpa.com

Paradise Cove!

Saturday August 15th, 2015 9:30 AM

Tour Details:

- Tour to Paradise Cove and Lunch at the Beach Café
- 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 Barry Charles.

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. There is a reduced parking fee when you eating receipt is validated.



So Cal SACC Chapter Tour of the Rose Bowl Stadium Saturday, October 17, 2015



Tour is approximately 1.5 hours

The tour includes a lot of HISTORY of the Bowl, including the stadium, playing field, loge and field boxes, UCLA and visitor's locker rooms.

We'll need a minimum of 20 attendee's

Adults \$12 ea.

Seniors \$10 ea.

Please commit your attendance by sending a check to Barry Charles (So Cal Tour Director) for the listed tour cost to:

Barry Charles
16501 Ventura Blvd., Suite 510
Encino, CA 91436

Address the check to "So Cal SACC"

We need at least 20 attendee's to reserve this date!



SO. CAL. SACC FALL TECH SESSION

Saturday, November 14

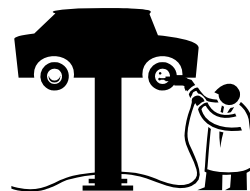
Cerritos, CA

So. Cal. SACC member Kent Browning #118 will host our Tech Session at his FACILITY in Cerritos, Calif.. See the map below. Only C-1 parking in the lot, please! The address is 16625 Norwalk Boulevard Cerritos, CA 90703

Sessions will begin around 10:30 AM, with a catered lunch at Noon, and more sessions after lunch.

This is NOT a business meeting but a forum to receive and share C1 information.

Member Car (C1's) Inspection by our Talented Team of Inspectors.



THIS IS A PAY IN ADVANCE EVENT!!!

Cost for the Tech Session is \$20 per person.

- Includes a Sit down lunch and refreshments.
- Cut off RSVP date is Nov. 10th.

Send your check (Made out to SoCalSACC)

to Jenni Werstein, 23317 Schoenborn St., West Hills, CA 91304

Meal Cost, \$25,

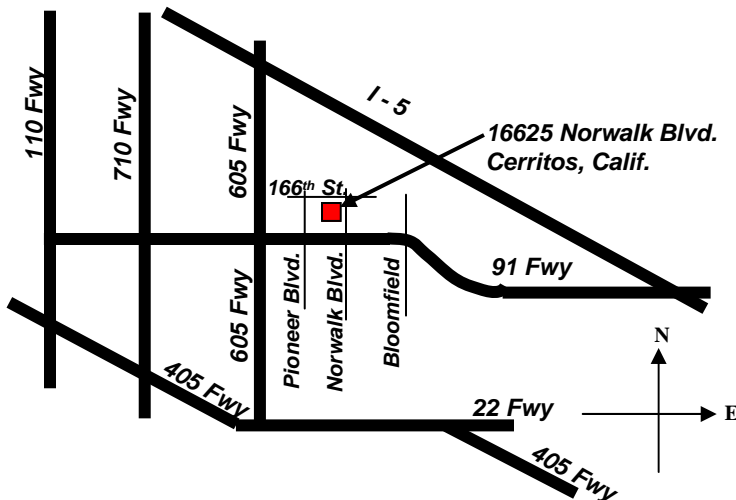
Payable In Advance.

Cut-Off Date is Nov. 10

C-1 Tech Session Topics:

Member Car Inspections

If you want to volunteer to have your car inspected, contact Chip at Chipsgarage@aol.com. Prefer cars that haven't been prior inspected. Also need volunteer inspectors.



From Downtown LA/Pasadena (south on 110)

- Exit on 91 Fwy and go east to Norwalk Blvd. Exit on Norwalk and go north to address.

From Riverside/Orange County (west on 91)

- Travel west on 91 to Norwalk Blvd. Exit on Norwalk and go north to address.

From Huntington Beach/San Diego (north 405)

- Travel north on 405 (east on 22 Fwy) and go north on 605 Fwy. Exit 605 east on 91 Fwy. Exit on Norwalk and go north to address.

From Ventura/SF Valley (I - 5)

- Exit on 110, or 710 or 605 and travel to 91 Fwy and exit east on 91 Fwy. Exit on Norwalk Blvd. and go north to address.

From 405 South.

- Take 110 Fwy north to 91 and exit east on 91. Cross the 710 and 605 and Exit on Norwalk Blvd. and go north to address.

Now, The Rest of the Story!!!

By Jim Gessner

The March 2015 SCOOP issue featured Kent Browning's 1957 Air Box Corvette. During the preparation of that article not much information was available about the search and history of the car. After publishing last issue, more information was received from member Jim Gessner (So Cal Chapter member #29C) relating the story prior to the restoration. I thank Jim for his contribution and I wanted to pass this information to the membership. SCOOP editor, Jim Lundal

I have been helping Kent find a collection of FUEL INJECTION Corvettes for many years. Over time he has found one of every year 1957 thru 1965, and many of these also have high performance Brake and Suspension options RPO #684/687. Chevrolet offered these packages for SCCA road racing purposes during 1956 thru 1962. Production numbers are about 995 cars during this 6 year period. So they are the "rare" FI cars. In 1957, Chevrolet made the RPO 684 option available which had heavy duty springs and shocks, a quick steering adapter, and special air ducts thru the rocker panels, and cera-metallic brakes with screened backing plates. The front brakes had special "elephant ears" to take cool air from the front of the car and direct it to the back of each brake for cooling. Then the rocker panel had special air ducts thru it to the rear, with a special fiberglass funnel to the rear screened backing plates for rear brake cooling.

ONLY 51 cars were made with RPO 684 and an additional 43 cars had the same option RPO #684, but with a "AIRBOX" on the inner fender to trap outside air to the engine as well. The fuel injection engine option 579E was used for 684 suspension cars, and RPO 579D included the AIR BOX, and all the high performance parts as described above.

A 4 inch hose was attached to the bottom of the box to let unused engine intake air be directed to the left rear brake. The heater hose air was directed to the R/F rocker panel duct for its cooling, as these cars did not have a heater. The body ducting is very unique and "copies" are easily discovered. Many race Corvettes, including drivers DAVE MACDONALD, JOE FREITAS and PAUL REINHART in the 50's used standard brake fuel injection cars, with "added" RPO 684 packages added SEBRING PACKAGE parts department items due to rare nature of these cars. The first production AIR BOX car was vin #4007 made in early May 1957, long after February Daytona Speed Week and March Sebring races. So the engineering was on going with many changes during the year.

\$202.00 of parts all in a wooden box called the SEBRING PACKAGE included, front coil springs, thicker than standard and one less coil, 5 leaf rear springs, 4 special HD shocks, 4 screened backing plates, 2 HD Front hubs, special front and rear cera-metallic linings, front and rear HD wheel cylinders.

Kent wanted to try and find a AIR BOX 57, so hunt began in 2005. There is a small cult of owners of these rare cars, so I called people I know about the whereabouts of any car for sale.



The photos supplied for this article, show the car we found in FLORIDA. The history of the car is very interesting. It goes as follows.

"THE CAR WAS PURCHASED AT NICKEY CHEVROLET in Chicago in 1963 when the car was traded for a new 63 Corvette. The mother of DALE MITCHELL MANNING signed for the car as it was for her 18 year old son. We have no history on the car prior to the trade in, but more than likely it was a race driver person who owned it. I have talked to JIM JEFFORDS, RONNIE KAPLAN and all the management people from back in the day with Nickey and no one remembers the car. It probably was not there very long.

Within a year or so, Dale and his Mom moved to Tennessee. Dale drag raced the car at CLARKSVILLE DRAGWAY INC, a NHRA Sanctioned track in Clarksville, Tennessee. Records Kent has with the car are dated 1965 and show ET times of 12.05 at 86.87MPH. Dale got married and later in 1981 moved to Youngstown, Florida. Dale passed from cancer in 2006, and his wife sold the car back to his Tennessee best friend, where Kent purchased the car in 2007. The last 8 years has been a labor of love restoring the car to present condition.

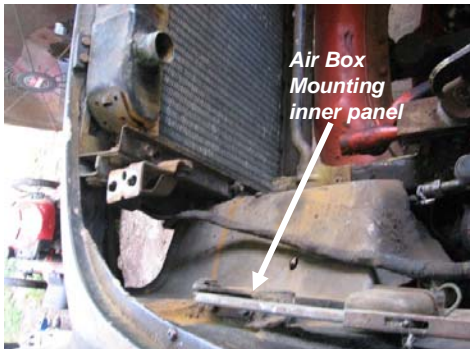


Early picture of car when drag raced in 1965.

VIN #4355 was made Thursday May 30, 1957.



Output air to
Right Rear
Brake.



Air Box
Mounting
inner panel

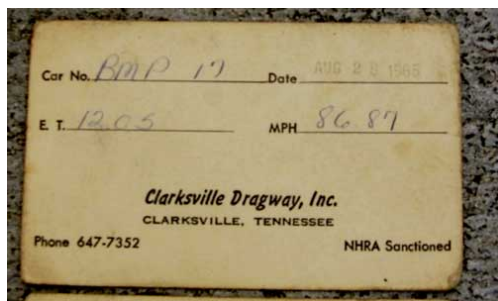
(above) This broken original "Air Box" which was originally fastened to the inside fender well on the Drivers side of the engine compartment. Mounting location seen in (left) picture. Air entered the Box on the right in the picture where there was an opening next to the radiator. The entering air was directed through the circular part into the Fuel Injection. Air was also directed out the left of the Box, through ducting along the drivers ROCKER PANEL to the Right Rear Brake Backing Plate.



Above and Below pictures) Air duct inlets and outlets are located as shown above. These were located along the drivers and passenger Rocker panels and directed air to the rear screened back braking plates. The front brakes contained "elephant ears" to capture cooling air for the brakes.



Above) Tachometer originally installed in car. Note: Kent Browning's restoration includes a steering column optional 8000 RPM Tach.



Original Timing Slip from 1965.

MANY PEOPLE DO NOT KNOW, that the AIR BOX 57 cars had a big problem. The engine ingested so much cool air, that what little was funneled to the L/R was not enough to cool the brakes and the L/R kept over heating. SO AT SEBRING in March 57, ZORA said "take the air box off" We have plenty of power, but NO BRAKES.

1958 Metal air cleaners corrected the problem, and their rare "elephant tusk" set up is very rare and unique as well. WAYNE FOSS and KENT and BRIAN SCHULTZ own this model.

Jim Gessner

SoCalSACC Member Profile

David & Mary Freedman, #64

I graduated from Westchester High in 1960 and about a month later I bought this beautiful turquoise 1960 Corvette with a 270 horse, 4 speed, 4.11 Positraction from Harry Mann Chevrolet in Los Angeles. I had a great time driving my new Corvette all over the place. For the next couple of years I competed at the local drag strips but mostly at Lions and San Fernando, receiving many trophies at them both.

I finally had to sell the corvette in about May of 1962, I had gotten 8 tickets in the car in that short time and could no longer afford the insurance. Saying goodbye to my baby was hard, but it left me with a lifetime love for Corvettes, as you can tell, because we now own eight, including 3 C-1's.



In 1961 I met my wife Mary and after dating for 2 years married in 1963. Not having Corvettes at that time worked out for our family, but in 1978 we were able to purchase a C-2 Sting Ray that was sold to a friend in early 80's and then soon after we were offered a deal I couldn't refuse on a 1969 flared fender car. In about 1982 we purchased a 1978 Pace Car, followed by a 1984 in 1986. In 1990 we purchased a new 1990, and soon after another 1978 Pace Car that still remains title only with 300 miles on it.



Above and Right) During the tough "years", spending time working on the '60 and the ladies (Mary) while racing at Lions Drag Strip.



It wasn't until 2003 that we purchased a 1959 (right picture) that was a Bloomington Gold award winner. In 2007 we purchased the remnants of our 1958 corvette with a clear title and proceeded to make our beautiful orange-gold car with the C5 undercarriage.



The 1958 was followed by a 1960 in 2012 that is a work in progress and has a C-6, Z06 under it. We still have all the Corvettes but the Sting Ray, and it's safe to say I still love Corvettes, and that makes Mary a very indulgent wife.

David and Mary Freedman



Tehachapi Car Run.....

The weekend car run to Tehachapi, CA was held on Saturday & Sunday, June 6 & 7. The Run was attended by 7 So Cal members C1's and one modern. Those attending were Eric & Fran Hershkowitz (Hosts), John & Judi Costales, Jim & Judy Lundal, Mel & Maria Foye, Jim & Joan Nielsen, Bob Brown, Bill & Teri Kupper and David & Mary Royer. Although the tour officially began on Saturday morning all of the previous arrived to a very warm (not temperature) reception at the Hershkowitz home and all spent Friday night at motels in Bakersfield.

As indicated above, Eric & Fran Hershkowitz (hereafter referred to as Eric & Fran, or E & F) were our Tour Hosts. The task of "Hosting" such an event is not to just "show-up" and hope everything planned runs fine. Much work is done prior to an event with deciding our scheduled stops/sites and driving the route over and over. Last minute assurances & re-checking on every detail till the day before beginning the Tour is a necessity. Eric & Fran did these details and everything was flawless. Eric admitted that Friday night while trying to sleep, every detail ran through his mind till the sun came up and it was time to travel. Many kudu's should be awarded to Eric & Fran and those who have done these weekend tours in the past (Randy & Diane Solle come to mind).

A common conclusion at our tours end is more members need to attend these events and get those C1's on the road instead of letting them sit stationery in the garage. Great, Great Weekend Eric & Fran!

As mentioned above most attendees arrived on Friday and spent several hours enjoying talking and eating at Eric & Fran's home in Bakersfield. The BBQ was outstanding, camaraderie great and catching up with old friends perfect. Eric is a T-Bird/Corvette person admitting that the Bird is more comfortable to ride but the engine power isn't there when wanted. Eric's 1957 T-Bird, which he restored, has won many awards at show events while his '59 FI Corvette, which he restored, has also placed well in shows.



Left) The participants at the E & F party from LtoR. Bill & Teri Kupper, John & Judi Costales, Maria & Mel Foye, Fran & Eric Hershkowitz, Judy Lundal and Bob Brown.



The Tour.....Saturday, June 6

Breakfast was in Bakersfield at Donna Kaye's Café near our motels. Joining our group for breakfast are So Cal members Gary & Donna Fox and their beautiful '53 Corvette. Gary & Donna drove down from Lindsay, CA and their car history, it has been in the family for many years. They did not continue on the tour but we enjoyed visiting with them. After a good breakfast we were off for Tehachapi on Highway 58. Nice 4-lane and climbing to higher elevations. Arriving in Tehachapi we parked near the restored historical train station. We had an hour for walking and gawking.



Tehachapi is a town built around the railroad. Long freight trains run over Tehachapi Pass between Bakersfield (Kern County) to Barstow. Between Tehachapi and Bakersfield is the well known Tehachapi Loop (initially built in the late 1880's) pictured below. The rails are at a 2 ½ % grade and while traveling the Loop at a lesser grade the train drops or rises 77 ft., depending if climbing or descending the Pass. While touring on Sunday our group stopped at a Loop scenic site while a train was traversing (ascending) the Loop.



A picture of the Tehachapi Loop as seen in the local museum.



After our short break we were off to the Windmill Country. Tehachapi is located in a "windy" area, ideal for installing power generating windmills. This SCOOP issue cover picture is one stop in the windmill field. Tour guide Eric lined us up for a picture while he and his camera/tripod captured the moment.



So Cal's professional photo guy about to become "road kill".



After 2 photo op's we were off again, down the road to one of the tours highlights, The Ostrich Farm. E & F may have had an idea how unique this visit was to be but most on the tour had no idea. We were greeted as we parked in the parking lot and provided with metal scoops with long handles containing Ostrich Food. Several nonaggressive birds were located in a compound and once the feeders (us) arrived through a gate the Ostrich heads came over the fence. Pecking was the order for the feeding and sometimes hands looked tastier than their normal food. No blood was drawn but Judi Costales got a peck on one finger.

Our group was provided a very informative docent who entertained everyone with Ostrich facts, myths and stories. Some Ostrich facts are:

(Myth) Ostrich's stick their heads in the ground.

(Fact) Ostrich's memories are about 15 seconds long.

(Fact) Ostrich's are still chicks when 6 ft. tall.

(Fact) An Ostrich can lay up to 60 eggs a year.

Ostrich Products: Healthier Red Meat that cooks and taste like beef, Edible Eggs, USDA inspected Blue Feather Ostrich Steaks are sold at selected Albertson's.

Indian Point Ostrich eggs are sold at Whole Foods Markets.

Back On The Road.....

On down the road from the Ostrich Farm our next stop was a tour of a relatively new grape farm in the area.



The Triassic Legacy Grape farm is relatively new (couple of years old). Everyone enjoyed the views and a docent provided the short history of the company. (Left) The Big House, (Middle) Some arrive in style while neighbors (right) arrive in a traditional style.

Then it was back for check-in at our Motel. After a short clean-up time all tour members met for the Supper Run at one of the best Steak Houses (Jake's). Space was waiting for us and everyone was complimenting the dinners.



Scenes at Jake's Steak House. (Left) LtoR Bill & Teri Kupper, Bob San Diego Brown, Eric (masked man) & Fran. (Middle) Maria Foye, Judi & John Costales. (Right) David & Mary Royer and Mel Foye.

Next, it was back to our motel and a 2 hour party sitting around the pool telling stories and picking on one another. Eric & Fran provided refreshments for the crowd. All in all it was a great day for touring.

Sunday and Back Home.....

Breakfast at the motel and we were off again. The first stop was at a scenic location over the Tehachapi Loop. One train was exiting the Loop climbing the steep grade. Attempts were made by those with Smart Phones on the schedule for the next train but "anxious travelers wait for no train" and we were off again.



The "Loop" was completed in the 1870's by a Southern Pacific engineer and became operational. The "Loop" is tight (small) enough that a 4000 ft. train will pass over its rear car as it traverses uphill or downhill. Also as the train traverses the Loop it gains or loses 77 ft. in elevation depending on the direction traveled.

At this juncture 3 cars left and drove up over Tehachapi Pass to Mojave and home rather than returning to Bakersfield and traversing the I-5 Interstate. The remainder of the group went on into Caliente and Keene to view other sights.

The final stop for the tour was an ice cream shop in Bakersfield.

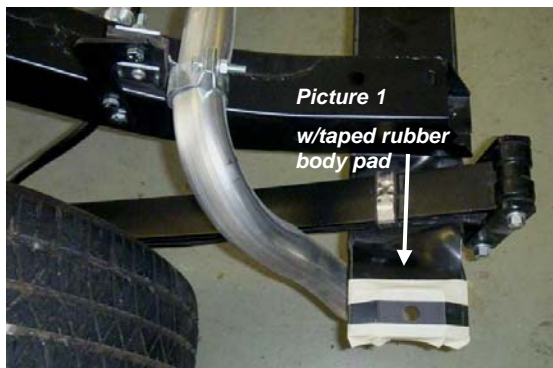
It was a great weekend with great moments and driving scenery. The thanks to Eric & Fran Hershkowitz cannot be minimized. They did a lot of work and many of us saw scenery and sites we have not previously visited.

C1 Restoration, Article 11

.....Chuck Gibney & others

Editor note: Two 1962 C1's in-process of restorations began during 2011. Both C1's are being worked 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).

At the end of my last article, I mentioned that the Randy Gerstenberg at the body shop would be attaching the doors and body panels to the body after the body was placed back on the chassis. Last March we moved the chassis for George's car and my car to the body shop. We had taped the body mount rubber pieces to the chassis to keep them from moving out of place. (picture 1) With the help of some body shop personnel and some friends, we easily lifted the bodies back onto the chassis for the first time in more than three years. I know we are slow, but we are thorough. (Picture 2.)

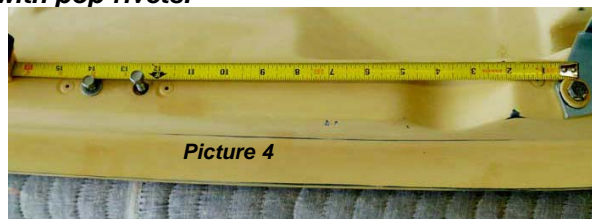


After Randy and his crew placed the body panels on the body, we noticed that the hood seemed to sit at a strange upright angle. (picture 3). I reviewed old pictures of the car, and it had always been that way.

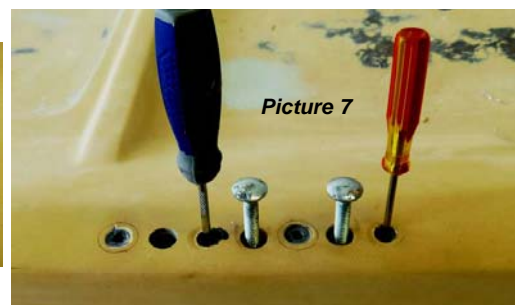
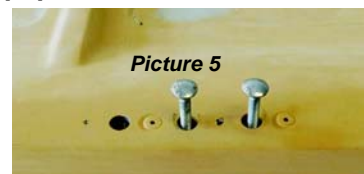


We looked at two other cars, and realized that the hood supports should be almost perpendicular to the body. We measured the mounting holes for the hood support, and found they were about 1 1/2" closer to the hood brackets than they were on the other two comparison cars. (picture 4). We also realized the Nut-plate bracket inside the hood that held the hood support had been installed with pop-rivets.

The correct hoods had normal rivets. So, mine must be a reproduction hood, with the hood support bracket incorrectly installed. Another **Restoration Surprise!**



We decided to move the hood support bracket, which is inside a closed chamber of fiberglass, but is free to move if the rivets are removed. We placed two long screws into the bracket to hold it in place against the inside of the hood. (picture 5) Then we drilled new holes for the pop-rivets and the hood support bolts, and countersunk the rivet holes. (picture 6) We placed some long awls into the old rivet holes, and removed the long bolts to allow the bracket to fall to the bottom of the chamber. Using the awls, we moved the bracket forward into the correct new position, ensuring it did not slip into the wrong place in the fiberglass chamber. (picture 7). We replaced the long screws into the bracket through the new holes, and tightened the bracket up against the inside of the hood. These screws held the bracket into the proper position while we placed new pop-rivets to hold the bracket. (picture 8 next page).



Picture 8



We reinstalled the hood support, and saw the hood now sat at the proper angle. (picture 9) While looking at a number of correct hoods, it became apparent that many of the hood supports don't fit properly. When the hood is closed, the end of the hood support cuts into the air duct opening. (picture 10). This can be remedied by grinding 1/4" off the end of the hood support. (Picture 11). Does your car have this problem?

Picture 9



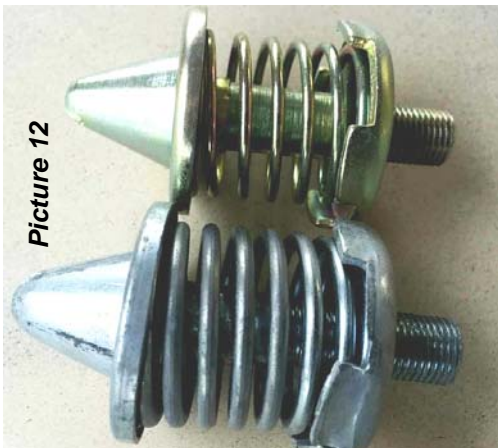
Picture 10: Hood support interferes with air duct entrance.



Picture 11: Hood support Grinding.

The hood didn't seem to close properly on one side, and we found that someone had installed the wrong male hood latch with a spring that was too large (Picture 12). That was easy to fix with another order to Corvette Central. After working on the body for many hours, the doors, trunk and deck lid were beginning to fit very nicely on both George's car and mine. (picture 13). However, my hood just wouldn't line up properly. The slope from front to rear was wrong, and Randy could not get the hood and fenders to line up. (picture 14). This was my original hood, which never really fit well, but now that all the other body panels lined up so nicely, it looked terrible. I would need to replace the hood. Too bad I didn't notice this before we spent all the time fixing the hood support. **WARNING-BE CAREFUL WHEN BUYING REPRODUCTION PARTS.** They may not fit properly. Joe Marquez (805-929-3910) was able to supply a good used original hood. After more work on the "new" hood, it fits very nicely. (picture 15)

Picture 12



Picture 13



Picture 14



Picture 15



The Spring Tech Session and the Great Subjects.....

Our Biannual Tech Session Event took place on Saturday, April 25, 2015. These sessions receive good attendance and are great for experiencing what our Chapter is about. The Spring session was held at the Toyota Museum in east Torrance. The location is centrally located and contains the space for our presentations and lunches. Arrangements for our comfort are made by member Rick Dufresne with the assistance of Rick's wife Linsay, Jim Lundal and wife Judy and daughter Rebecca.

Topics scheduled for this session were:

C1 Tech Session Topics:

- | | |
|-------------------------------------|---------------|
| 1. Front End Alignment..... | Joe Lemay |
| 2. Collector car insurance update | Greg Davidian |
| 3. Restoration Surprises | Chuck Gibney |
| 4. Door Panel Fix..... | Bob Hurst |
| 5. Identifying Corvette wheels..... | Chip Werstein |
| 6. Installing door window fuzzys... | Larry Pearson |

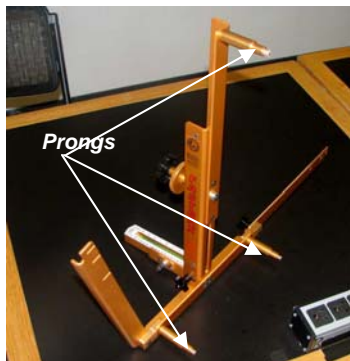
Front-End Alignment:...with Joe Lemay

When working and restoring on the C1 suspension the question of a correct front tire alignment will come up to haunt all your good work. Those who have an alignment shop they can trust are fortunate. Sometimes most shops just look at you blankly.

The C1 front suspension is basically a early 50's large Chevy car but most alignment shops still aren't familiar with the parts, etc. Joe Lemay faced these questions while working on his '57 and after being turned down or receiving a blank look Joe began to look around and find an alternative. Beginning with the ST-12 Corvette repair manual and searching the Internet for parts he ordered a "device" claiming to perform the front-end job at home, in your garage. Pictured below is the device called the Fastrax. He purchased this item and began by Mounting the Fastrax Adjustable Camber/ Caster Gauge on a wheel



Above) Chapter Technical Director Chip Werstein greets the audience.



The Fastrax alignment fixture contains: 3 prongs for fixing/fastening to the steel wheel by adjusting the supplied knobs. The right picture indicates the correct installation on a mounted wheel. The Fastrax allows you to perform the critical characteristics to measure your front wheel Caster, Camber and Toe-In of the front wheels.

Due to the detail involved to describe the use of the Fastrax measurement and subsequent adjustment, I (Editor) have deferred Joe's article till the Sept. 2015 SCOOP. I will attempt to post it on our Chapter Web Site before September. Meanwhile another Chapter member Chuck Gibney has already purchased the Fastrax tool but has not performed his alignment as yet. Chuck's chassis and body are in the paint shop. Chuck Gibney & Joe Lemay purchased their Fastrax on Amazon for \$139. Model SPT 91000.

Also, the two last speakers at the Tech Session, Larry Pearson and Chip Werstein's presentations are not presented due to lack of space. Larry's talk on installing new window fuzzy's contained many details which I (Editor) missed. Chip's presentation on "Identifying Corvette Wheels" also had great information but more room is needed to adequately present his subject.

Tech Session cont.....**Reality of Insurance covering your C1....Greg Davidian member #174****Stated vs. Agreed Value**

Owners of classic or collectible cars can find themselves in something of an adversarial relationship with their insurance companies when they tack the vehicle onto their regular coverage only to find out, generally when they file a claim, that to their insurer that beloved beauty is just an old car with a low Blue Book value.

The best avenue for owners of classic and/or specialty cars is to go with one of the classic car insurance companies like Hagerty, Grundy, Chubb or American Collectors to name a few. Regardless of the insurer used, the owner should be knowledgeable about the automobile itself and about the types of insurance coverage - "stated value" and "agreed value."

Stated Value Policies

Stated value coverage pays the cost of repair to the car or the stated value of the car, whichever is less, at the time that a claim is filed. There are a number of problems with this type of policy:

- The stated value is actually used only to determine the premium level. The higher the stated value, the higher the premium.
- In the event of a claim, the language of the contract allows the insurer to set actual cash value instead of paying the stated amount as the insured party was given to believe.

Essentially, the company accepts the owner's stated value at the time the policy is issued, but does not issue any formal agreement with that value in the event of a claim. This gives them considerable leeway in honoring the benefits of the coverage. Keep in mind that in most cases the insurance company will always pay the least amount possible.

Agreed Value Policies

Agreed value guarantees a set amount of coverage agreed upon at the time the policy was issued and is generally accepted as the best position for the owners of classics, unique, or highly modified vehicles. It carries a number of advantages:

- Allows the driver to secure and present a professional appraisal of the vehicle that they accept as a valid representation of its worth.
- Unlike standard insurance, the value of your car does not depreciate over the life of the policy.
- Is the only type of coverage that guarantees the owners will be paid in full in the event of a loss.

Obviously agreed value is the prime position. By going with a classic or specialty car insurer, the driver may have to accept some limitation on driving time, but most of these companies are generous with their leisure driving allowances, especially if the car is well-protected and maintained. Insurance companies like to know a car is securely garaged and protected by anti-theft devices.

Restoration Surprises.....Chuck Gibney

Chuck Gibney currently is contributing his 11th article on C1 Restoration in this month's SCOOP. Chuck began his C1 restoration about 3 years ago with a body-off frame restoration. Chuck experienced many surprises and problems on his '62 Corvette and Chuck outlined these in his "Restoration Surprises" presentation. Chuck has also talked and expanded on these surprises in his C1 Restoration articles. Currently the Restoration Series is posted on our Chapter Web Site (www.socalacc.com) if you would like to review each chapter.

Chuck and member George Iverson are performing their 1962 Restorations in a parallel effort and both cars are now at the paint shop encountering more issues (See this month's article in this issue). Chuck's car was purchased several years ago on the east coast. As the tear-down proceeded many situations were encountered with "missing" metal supports due to rusting over the years. The chassis frame also had damage from years of East Coast weather effects.

Chuck's presentation did highlight several surprises but Chuck described many of his work-around techniques. The restoration Team, Chuck, George Iverson and Steve Clifford are all members of SoCalSACC Chapter.

Tech Session cont.....

Door Panel Screw Hole Repair....Bob Hurst

One very common problem with these 60+ year old C1 Corvettes is the screw holes in the fiberglass doors. These holes have been used over and over and do not allow solidly fastening items (Door Panels) when applying torque to the screws. A common solution after removing door panels is to use larger size (number) screws or inserting drywall inserts for smaller screws. Again, in many cases these type fixes will also not allow to securely torque the screws.

Bob Hurst has successfully used a method to solve this "screw-hole-issue" and presented and demonstrated the technique to our audience. The list below is parts and equipment needed.

Material and tools needed:

- Aluminum sheet stock (1/32) cut to approximately 1 ½ inch squares.
- Pop rivets 1/8 X 3/8.
- Masking Tape
- Drill Motor
- 1/8 inch dia drill bit and 7/64 inch dia. drill bit.
- Phillips screwdriver
- Door handle puller.

The following instructions were presented at the session:

1. Remove door panel hardware and all attaching screws. This is good time to lube all window channels and rollers.
2. Pre-drill two 1/8 inch holes on opposite edges of metal squares on sheet stock, OR, tape squares to cover old holes and drill the holes through the metal and fiberglass door. DO NOT DRILL TRIM SCREW HOLES YET!

3. Install the pop rivets (1/8 x 3/8 inch) with pop rivet tool and secure metal squares. Remove tape.

4. Repeat the above steps to cover all the screw holes to be used when installing the door panels.

5. Position the door panel to be installed using the hooks on the window panel molding. Use the armrest and its two attaching screws to center the door panel. Check the door panel alignment on door before tightening.



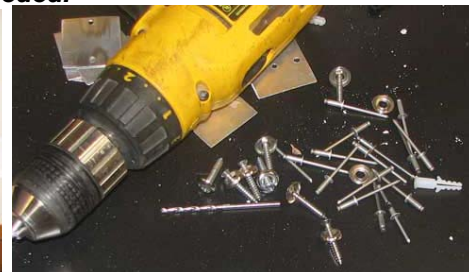
6. Next, drill holes in anchor plates using the hole drilled in properly aligned door panel as guide. Use 7/64 inch drill OR one size smaller than the final trim screws you will be using.

7. Install the remaining door panel trim screws. DO NOT over tighten.

8. Install remaining door hardware and you're DONE.



Bob H holds tool used to remove door handles while Bob B. holds Corvette door used for demonstration.



Above is the pile of hardware used during procedure. Pop rivets, Sheet stock, etc.



Taped on sheet metal covering existing old screw hole. 1/8 inch holes to the side are drilled through door and will house the pop-rivets.

Right) Completed Anchor plate installation covering old door panel hole.



Classified Ads...

For Sale: 1958 – 62 Original male and female Deck Lid Latch Assembly with rod and clip;

1957 – 61 Restored Dual Quad intake #3739653;

1961 62 NOS Delco fuel tank sending unit in original Delco Box;

1959 - 59E and 59L – 62 male and female hood lock assemblies, Complete and restored, just bolt on;

1961 – 62 Instrument gauge dash pods, both top & bottom, (no holes) excellent condition;

1957 – 59E small "022" Brake Master Cylinder, Rebuilt w/stainless steel sleeves and restored;

1959L – 62 Large "022" Brake Master Cylinder Rebuilt w/stainless steel sleeve and restored;

1958- 1960 #351 & 352 original horns, rebuilt and restored with steel rivets;

1961 – 1962 #441 and #442 original horns rebuilt and restored w/steel rivets;

1958 -1959 FI Unit #7014900R Serial # 2536 w/original restored 914 distributor, rebuilt and restored w/drive cable and housing (can be seen on Ebay)

1958 - 61 FI distributor #1110915 rebuilt and restored;

Many other C1 parts available. Len Marino (626) 358-1466

WANTED PARTS: for 1956 Corvette I am seeking an E Brake light (Dash) as well as the E Brake light Switch. The Power top relay original, and ??? Else Oh Well am looking for an original style Power Top Switch & Brkt. If you have '56 parts contact me as my WANTED List is incomplete. Tim Dinger, or tdinger@att.net

FOR SALE: Reproduction 1953-55 exhaust extensions. Both short (53-E54) and long (L54-55) available. Windshield post tab repair. Gary, arunner@frontiernet.net member #26C

PARTS FOR SALE: 53 carbs, manifold, air cleaner, 54 distributor, 56 carbs 2 X 4, manifold, 56 distributor, 049 generator, 2174 generator, gas caps, Eaton fan clutches, top tank radiator, 002 regulator, 608 water pump, Kent Moore manometer, 53-55 headlight bucket, ring, and mesh, 53-54 supercharged emblems, aluminum cylinder heads dated (6/24/59), rebuilt starters 4266 and 7889, 56-61 Trico wiper motors with coordinators, 60 dash pod w/instruments, 59 wonderbar with console and clock, 60 hardtop, and much more. contact Don Jiran (702) 227-3679 email djiran@cox.net

WANTED, 1962 Corvette horn. Number 442! Contact Andy @ 805-404-0861 or carole.vette@att.net

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

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

'61-'62 new rear soft top latch on top \$70/pair

'62 new front nose emblem \$65.

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

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

'60-'62 new radio speaker bezel \$20.

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

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

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

'58-'62 used (very good) rear view mirror support \$25

'58-'62 new dashpad \$250

'60 new kick panel inserts \$40/pair

'58-'62 front bumper bracket set of 8 New set \$195.

Used set \$125.

'56-'57 generator pulley 3 5/8 \$90.

'62 rebuilt Carter WCFB 250hp 3191S \$350.

'62-'65 rebuilt Carter AFB 300/340hp 3721SB

(Sept. '71) \$350.

'58-'62 new upper center console molding \$40.

'59-'66 used valve covers (no seams)

GM #3767493 \$135/pair

**Many other parts available...C1, C2, C3

Call Joe LaGreca @ 909-499-5873

Email: joe.lagreca@att.net


FOR SALE: 1962 Corvette, new crate engine, rack and pinion steering, 5 speed Manuel transmission, front disc brakes, built to drive, detail pictures available. Excellent paint, body and chrome and air conditioning. Richard Sibley 619 287-0113 or rsib62@gmail.com. \$66,500 or best offer



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

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

Product or Service	Name & Member #	Contact Information	Details
AM/FM Stereo Radio, 1958-62 Corvette Radio w/Wonderbar New Repro Radios	Len Marino #39	(626) 358-1466	Made in USA 1 year guarantee '56 - '57 \$625 + Ship '58 - '62 \$590 + Ship
CALIFORNIA DREAM CARS APPRAISAL SERVICE •Pre-Purchase Inspections •Agreed Value Insurance Appraisals •Resolve Insurance Disputes •Diminished Value Appraisals	Robert Petricca #80	(888) 314-3366 Toll Free, (818) 992-7219, rpetricca@socal.rr.com www.caldreamcars.net	20% discount for all SoCal SACC members. Credit Cards accepted. Recognized by Ins. Co., Lending Co., IRS.
American Motoring Memories C-1 Corvette Repairs	Jeff Reade #33C	11375 Playa St., Culver City, (310) 397-3800 FAX (310) 397-6969	All type repairs, Total & Partial Restoration, Engine Overhaul, Consulting, Sales & Service
Corvette Frame Straightening Corvette Restoration 1953 - 1962 Specialist	Walden Dahl #116	(760) 949-6653 Victorville	Chassis straightening for C1's. We have the attachments to correct any frame problems.
Corvette Mike 	Mike Vietro #60	1133 N. Tustin Av, Anaheim, (714) 630-0700 www.Corvettemike.com	We sell the best..... And service the rest!
Vette Garage 53 thru 67 Restorations From Drivers to Concourse	Ron Lefler #91	(760) 983-5944 Cell (909) 519-7977 rdlef@aol.com	C-1 Hardtop Restoration
Interior Concepts & Design	Little John, Engelhardt #50C	17391 Mt. Cliffwood Cir. Fountain Valley, CA (714) 435-9448 Shop (714) 267-9996 Cell littlejohns@sbcglobal.net	Complete Interior Restoration Convertible Tops
C-1 Corvette Convertible Top and Interior Installation	Adam Parker #215	(480) 251-6352 vettoguy@gmail.com	Providing mobile services. Now scheduling appointments for Nov. 1 st . 1953-55 Conv. Top Kits John Kennedy Patterns



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