

The Solid Scoop



JUNE 2016

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

Vol. 12 No. 2

“Look Us Over at” www.socalsucc.com

The SoCal SACC Chapter Welcomes our Newest Members!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C1 Year</u>
242	Robert & Ziva Weinstein	Santa Monica	56, 59

Calendar of Coming SACC Events:

2016 SoCal Planned Events

<u>Date</u>	<u>Event Name</u>	<u>Location</u>	<u>Coordinator</u>
Nov 12	Fall Tech Session	Kent Browning Facility	Werstein

FALL TECH NOTE: The Fall Tech Session will be inspection of 4 Chapter Members C1's. If you would like to have your car inspected OR be on a inspection team, CONTACT CHIP WERSTEIN SOON (chipsgarage@aol.com). When you participate you LEARN and ENJOY the session much more! See flyer in the issue of SCOOP.

Front & Rear Cover Photo: 1956 Corvette owned by Jim & Ellen Plowden. The location is the top parking level and the renovated Petersen Auto Museum. Recently the So Cal Chapter had a tour of the museum with Jim as our docent. Jim splits his time as a docent at the Petersen and Automobile Driving Museum (ADM). Jim also has another 1956 Corvette and Jim & Ellen are featured in their Member Profile in this SCOOP issue.

PLEASE NOTE:

Jim Lundal, SCOOP Newsletter Editor, has a NEW Email Address:

jlundal43@gmail.com

Scoop Features Inside:

- New Members, Chapter Events, Cover Details..... P. 2
- Chapter Information p. 3
- SoCalSACC Fall Tech Session Flyer..... p. 4
- Spring Tech Session at Toyota..... P. 5 - 6
- Member Profile – Jim & Ellen Plowden (#214)..... p. 7- 8
- Tours: Petersen Automobile Museum..... p. 8 - 9
- Classified Ads..... P. 9 - 10
- C1 Restoration, Part 15..... p. 10-14
- Commercial Ads..... p. 15

SPECIAL NEWSLETTER REMINDER: If you have Email and are not receiving notices please contact Jim Lundal (Editor) jlundal43@gmail.com 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.



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)

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.

**Also visit the
SACC National
Web Site**

www.solidaxle.org

**Solid Axle Corvette Club
Southern California Chapter Board
2016 Club Officers**

CHAPTER VOTING BOARD OFFICES

President	Phil Roche	pd44@aol.com
Vice President	Nyma Ardan	nyma@ardalan.org
Secretary	Larry Pearson	lpears1941@att.net
Treasurer	Jenni Werstein	jennibeth.w@gmail.com
Membership	Greg Davidian	gddavidian@gmail.com
Technical Manager	Chip Werstein	chipsgarage@aol.com
Newsletter Editor	Jim Lundal	jlundal43@gmail.com
Merchandising Manager	Barry Caires	barrycaires@att.net
Events Manager	Barry Charles	bcharles@bc-forensiccpa.com

VOLUNTEER OFFICE

Webmaster	Jim Lundal	jlundal43@gmail.com
SACC Western Reg. Rep.	Greg Medico	AZ Chapter

TECH ADVISORS

1953 – 1955	Bruce Fuhrman	805-482-4396	bruce4info@aol.com
1956 – 1957	Chip Werstein	818-883-5766	chipsgarage@aol.com
1958 – 1960	Chip Werstein	818-883-5766	chipsgarage@aol.com
1961 – 1962	Larry Pearson	818-848-2653	lpears1941@att.net
Fuel Injection	Doug Prince	818-348-6998	spankey496@socal.rr.com
Body & Paint			
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net



SO. CAL. SACC FALL TECH SESSION

Saturday, November 12

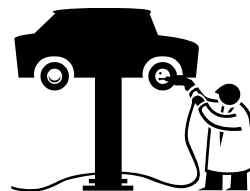
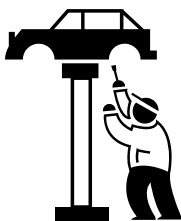
Cerritos, CA

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 \$25 per person.

•Includes a Sit down lunch and refreshments.

•Cut off RSVP date is Nov. 8th.

Send your check (Made out to SoCalSACC)

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

Meal Cost, \$25,

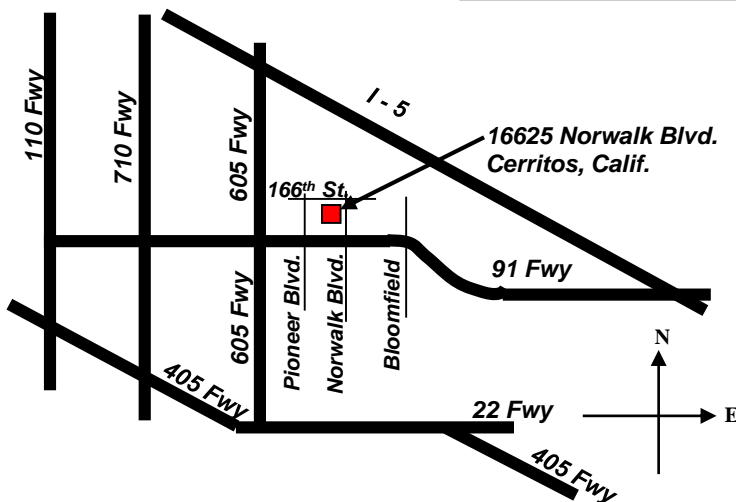
Payable In Advance.

Cut-Off Date is Nov. 8

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.

Spring Tech Session at Toyota

Saturday, April 23rd was the Chapter's semi-annual Tech Session held at the Toyota National Museum in Torrance. SoCal SACC member Rick Dufresne, a Toyota manager, organizes these sessions at Toyota and assists Chip Werstein with his arrangements. The Toyota facility has a large meeting room with all the electronic sound and viewing needs for the speakers. During noon time a sit down lunch is provided for the attendee's.

During this session 4 speakers were scheduled to cover various topics: Oil pumps and E-brake adjustment. Jeff Reade; Fan clutch adjustments ..Larry Pearson; Turn Signal Fix, Walden Dahl; Electrical protection.. Joe Lemay

However, Joe Lemay had to cancel at the last minute so the other 3 speakers had longer sessions.

The session began with our President Phil Roche welcoming all that attended and thanked those who organized and prepared for the location and session.

Editorial Waiver: The information included with each speaker below is incomplete and when questions arise it is suggested to contact the speaker by phone or email with clarification. Thank You...

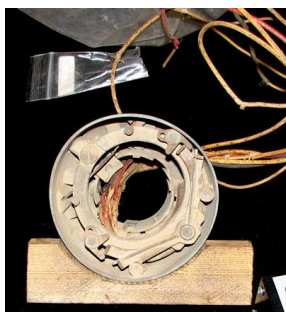
Turn Signals and Other Things.. Walden Dahl

Walden Dahl operates a Auto Repair Business in Victorville and features major repairs and Corvette Restorations. His business information is listed on the Commercial Business page in the last portion of this SCOOP Newsletter.

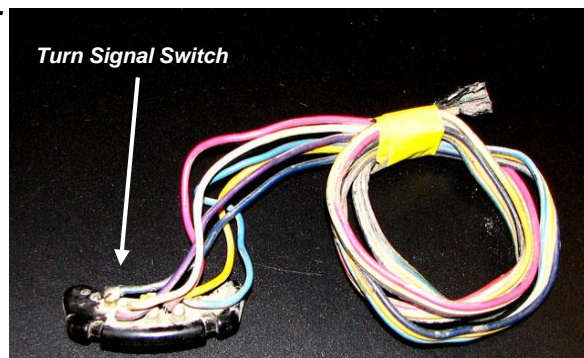
C1 Turn Signals discussed the mechanism on the steering column below the steering wheel which contains the signal lever and internal switches for wiring going to the front and rear signal lights. Many owners of older cars, especially Corvettes, begin concentrating on the bulbs and mounting when a signal lamp malfunctions. Primarily the concern is the light grounding because of owning a fiberglass car. Grounding of each lamp must occur with a separate wire at each lamp to a grounded metal surface. However, malfunctioning signal lamp systems do occur in the mechanism behind the steering wheel.

Additional Information: A functional set of Turn Signal diagrams are located on our Chapters Web Site (www.socalsacc.com) under the heading C1 Technical, Tech Topics, Electrical Repair, C1Turn Signals written by member Jim Lundal. This also contains additional pictures of the internal mechanism near the steering wheel.

A first encounter with the mechanism on the steering column is loosening the screw holding the outer shell together. In the adjacent picture is a Chip Werstein tool he made to loosening these screws. Sometimes this outer housing becomes dented or disfigured and will rub on a portion of the lower housing. This is true when parts are found at swap meets or discarded. In this case, Walden demonstrated his technique to bend the housing back into shape. A small wood piece is cut with a radius as shown in the picture and this will provide a symmetrical force to bend it into proper shape without causing further damage.



Also seen to the below is the "heart" of the signal system, the switch assembly is switched when moving the turn signal lever. The picture is an original switch and these are available from Corvette suppliers. and was a problem.



However, with some replacement parts the switch is thicker and when replacing this switch this dimensional difference with the switch electrical contacts and "care" should be used that these contacts do no short out with the tight fit inside the housing. This is discussed in the Web Site article



Walden continued on with explaining the ignition resistor located on the C1 firewall. This resistor is pictured and when in Normal driving mode reduces the voltage to the distributor ignition points to approximately 9V. Identifying your resistor and testing: An original resistor has a Black dot with a replacement contains a blue dot. The resistance is .5 ohm to 1.5 ohm.



Some members who drive their cars a lot convert to an electronic ignition. Walden suggested considering a ignition supplied by M & H Electric. This is a one-wire distributor (which is like original) and uses the ignition resistor. Walden explained he has done several installations with very good results. A common complaint is with modern original-type ignition breaker points are fabricated cheaply using a conductive coating on the point surface. Newer points cannot be sanded or filed as you remove the conductive coating.

A newer designed Instrument Gage Housing is being reproduced. This housing is listed in Corvette Central's Catalog. It is a graphite epoxy design which replaces the cast metal original design. Picture at right.

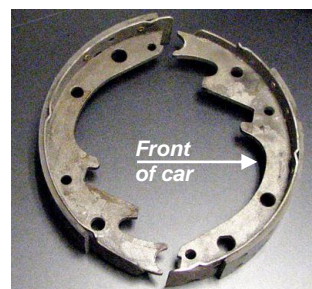


E-Brake Adjustment and Oil Pumps.. Jeff Reade

Jeff Reade operates a Corvette Repair Shop in Culver City known as American Motoring Memories. Jeff began talking about E-Brake (Emergency Brake) adjustments. Jeff's business is listed on the commercial ads page in the back of this SCOOP.

Initially before any E-Brake work, adjust the running brakes for correct operation. After this pull the E-Brake and it should pull snug and fix the E-Brake.

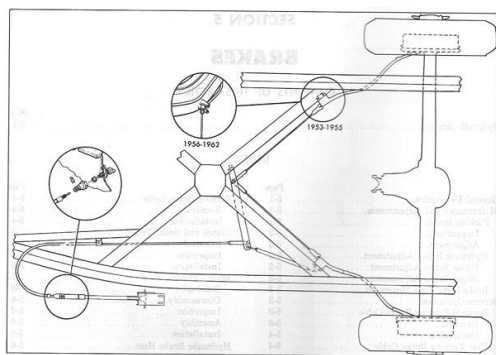
Jeff began with recommending to check all areas of the E-Brake (Parking Brake) Linkage components for obvious damage. Look for replaced pins with bolts or other forms on fastening devices. These pins should be removed cleaned and lubricated. Physically pull on cable to verify free movement in both directions. If pulling against spring resistance verify the cable returns. For reference refer to E-Brake Layout which is also covered in ST-12 which also contains areas to inspect.



A reminder: The shorter lining brake shoe is toward the front end of car.



Jeff Reade at the podium.



E-Brake Layout copied from Corvette Service Manual, ST-12

Jeff continued his presentation with a lengthy discussion on Corvette oil pumps. This topic had many facets and will not be covered but would make a "great" future technical article in a SCOOP issue.

(Right) Oil Pumps of various variety used as part of Jeff Reade's discussion. Further right is 2 oil pump drive shafts between pump and distributor shaft.



Fan Clutch and Adjustment.... Larry Pearson

Due to the length of the other speakers and the time constraints of the Toyota Facility, Larry Pearson's presentation was briefly covered. The C1 fan clutch and its adjustment would be a interesting topic and Larry provided handouts describing the types of clutch's and the hardware make-up. This topic will be presented again at a future session.



SoCalSACC Member Profile

Jim & Ellen Plowden, #214

I am originally from Tampa, Florida. After high school, I joined the Air Force and was on a missile crew in Germany. I have lived in West Los Angeles for 31 years. I am married with three children and six grandchildren. My wife Ellen, a Los Angeles native, is a graduate of UCLA, and is a retired high school math teacher.

I received my BBA in Accounting from Florida International University in Miami. I was the Assistant Treasurer and Director of Computer Operations for Crane Cams in Hallandale, Florida for 12 years. I retired from IBM, after 38 years in the computer field.



Currently, I am a docent at the Petersen Museum and at the Automobile Driving Museum. I became a docent so I can go to work, admire the cars, pretend they are mine without spending my life's savings and at the ADM, I even get to drive the cars.

My father was responsible for my love of cars. In 1948, he restored a Model A Sedan in which my mother drove me to school. As a child, I was embarrassed for my friends to see me riding in an "old car". In my early teens, I built and customized plastic model cars which I have kept all these years. In my early teens, the 1956 Corvette came out and it was love at first sight. I put up a big picture on my bedroom wall and hoped that someday I would own one. I currently own two 1956 Corvettes!

I have owned, restored or raced numerous collectible cars: 1939 Ford Pickup, 1952 Studebaker, 1952 VW, 1956, 1957, 1964 T-Birds, 1964, 1965, 1966 Mustangs, 1966 Hertz Shelby, 1970 Rally 350 Olds. and a 1962 MGA Sebring factory race car.

My first car was a 1952 Studebaker President that I purchased for \$125 while I was in missile training in Orlando,



Florida. O weekends, I would buy \$5.00 worth of gas and four quarts of reclaimed oil in order to go home to Tampa. By the time I got back to base, I was almost out of gas and low on oil.

However, my favorite car was my 1966 Shelby GT350H. I drove it to work everyday and raced on weekends. I attended the "12 Hours of Sebring" race for 14 straight years. In 1980, I raced my Shelby against Sterling Moss in the Sebring Kindall Classic and beat him ... only because Sterling's Bird Cage Maserati broke down during the race and I finished! I sold the Shelby to my best friend in 1988 for \$12,000. He still has it and refuses to sell it back to me, some friend. He says he's going to be buried in it. If I outlive him, there may be a big empty hole where he was buried.



After over 30 years, in March 2015, I returned to the 12 Hours of Sebring to once again race my Sebring MGA in the historic races prior to the 12 hour race.

My other hobbies include woodworking, antiques, home automation and model trains. My wife and I occasionally dress in Edwardian clothing, for an organization we belong to commemorating the movie "Somewhere In Time".



Petersen Museum Tour

Saturday, May 21 was a scheduled tour of the recent remodeled Petersen Auto Museum at the corner of Wilshire & Fairfax. Events Chairman Barry Charles and member Jack Revel coordinated this tour.

The Petersen Museum began as a exhibit by the Petersen Publishing (Hot Rod) Co. and has recently been "updated" after a large donation. The building was gone through internally to provide more areas of display for selected historical arena's of automotive history. Also, the external façade of the original building is now covered by a series of huge metal decoration displaying a unique appearance along museum row. The building is seen in the adjacent picture viewing the corner of Wilshire and Fairfax.

Arriving at our reserved parking on the roof, we were greeted with complimentary coffee and breakfast rolls arranged by our hosts. The adjacent pictures show the participating membership and the 10 C-1's arriving. Also, one of our SoCal members, Jim Plowden, who is a docent at the Petersen was our tour guide. Jim also spends his time as a docent at the American Driving Museum (ADM) in El Segundo.



Jim began our tour on the 1st floor stopping at the many displays narrating while trying to keep our group together. When asked, Jim said it was somewhat easier to keep kids together as our groups are comprised of members who wander off to visit their special interest areas. Overall it was a great visit of this new facility.



Reserved Roof Top Parking. 10 C1's participated.



Rear view of the wild front façade structure from the roof top.



Familiar faces, Chip & Jenny, pose with a "very" early roadster.



One of several cars on loan from the Mullin Museum in Oxnard. The Mullin is having some remodeling in progress.



Back to the Future!

Classified Ads...

For Sale:

1958-62 #266 windshield wiper motor, restored
 1962 #1110985 dual point distributor. Rebuilt and Restored with dual-point Delco cap;
 1958-62 Orig. male and female Deck Lid Latch Assy. Restored with rod + clips;
 1961-62 NOS Delco fuel tank sending Unit #5642125 in orig. box;
 1958-59E and 59L-62 male and female hood lock assemblies, complete and restored, just bolt on;
 1957-59E small "022" and 59L-62 large "022" brake master cylinders rebuilt w/stainless steel sleeves and restored with correct caps;
 1958-60 #351 and #352 and 1961-62 #441 and #442 orig. horns rebuilt and restored;
 1958-61 Restored Dual Quad Intake #3739653;
 1958-61 #11110891 distributor, rebuilt and restored
 1961-62 speedo and gauge dash pads, both top and bottom, (no holes drilled) excellent condition;
 1953-1955 Original Steering wheel and horn ring, restored
 Many other C1 parts available. Len Marino (626) 358-1466

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

FOR SALE:

'58-'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
 '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.
 '58-'62 new upper center console molding \$40.
 '59-'66 used valve covers GM #3767493 \$135/pair
 **Many other parts available...C1, C2, C3
 Call Joe LaGreca @ 909-499-5873
 Email: joe.lagreca@att.net



FOR SALE: It is red/red, PS, PB, AC, 5 speed transmission, modern front end for easy handling—looks old, drives new. I would sell it for 75K. It is a very near perfect restoration that drives and handles like a dream. Call Robert Egger, 480-390-8005. The car is in Newport Beach, CA

FOR SALE 1962 fuel injection system # 7017360 complete with base plate, FI unit, thermostat housing, 63 FI distributor # 1111022 with Pertronics, a/c adaptor, fiberglass reproduction air cleaner, air hoses and retaining brackets. Restored and rebuilt. Currently running on my 61 Corvette. Looks and runs great. I have owned this unit for about 30 years. Drive it before you buy it. \$6800. Chip Werstein. chipsgarage@aol.com or 818-554-6560.

FOR SALE: Front C1 spindle (fits left or right): \$15

2 dog bone 15x5 rims: \$250

2 round rivet 15x5 rims: \$100

1 square rivet 15x5 rim \$50

Red upholstery parts for 56 & 57, dash pad, extra waffle matl & more: \$50

3 56-57 door pull brackets (1 factory & 2 home made but works). This is the metal part that attaches to the door: \$15. Ignition lock should fit all C1's says "for general motors cars", round hole: \$8

"C" window opening roller channel fits all C1's either side: \$10. 56-57 Door pull mechanism (the part that the white ball screws to): \$15 John Costales 805-642-3662 costales@west.net

WANTED: 1958 – 1960 Corvette in any condition, or trade for a 1961. Eric May, 805-208-9342

FOR SALE

- 53-54 Carbs, carb kits, air cleaners, manifolds, distributor, overflow tank, hubcap, valve cover, steering wheel, headlight bucket/mesh/ring, supercharger emblems.
 - 56 Carbs (2 x4), carb kits, tags, manifold, screw kit, jets, distributor.
 - 57-58 9-fin valve covers, 57-61 matched set of pop up pistons w/wrist pins +0.125, and set of 283 connecting rods.
 - 59 Set of aluminum cylinder heads dated 6/24/59 (2) pair.
 - 56-62 Steering wheel.
 - 57-62 Valve covers aluminum (3) sets and a set of painted steel valve covers.
Pulleys #819, 3-5/8", 4", and double pulley with idler for 60-62.
Fans 5-blade and 4-blade. Fan clutches (7+) with Eaton and Switzer. 58-62 rear big brake fans.
 - 58-62 Gas caps Eaton and Stant (6) units.
 - 58 Voltage regulator 002, 62 voltage regulator 002, horn relays 57-62.
 - 58-61 Starters
Generators 043, 049, 174
 - 59-62 Shifter w/Tbar for 4-speed H.D. Hurst w/linkage, Saginaw 3-speed shifter w/linkage.
 - 62 Pedal assembly w/pads and stop lite switch.
 - 59-62 Dash pod w/gauges and wonderbar radio w/new tubes, clock, console, and knobs.
 - 58-61 Arm rests, doorknobs, window cranks, horn button, door locks, ashtray, door reflectors, and signal lite switch.
 - 58-61 Horn bodies.
 - 58-61 Ignition shielding for radio equipped carbureted corvette.
 - 58-60 Pair of tail lite lenses. Headlight rings with S.S. mesh covers, black seat belt assy.
 - 60 Top tank radiator 13 psi w/original sight plug, (2) dog dish hubcaps, restored Honduras Maroon hardtop w/carrier.
 - 57-65 Kent Moore hydrometer 60-61 F.I. gas filter, tac cable, cranking signal valve and 58/59 fuel injection display unit.
AC Spark plugs 46 and 46FF
 - 58-62 Power top pump and switches, relay, and power window switches.
- DON JIRAN (702) 227-3679 djiran@cox.net

C1 Restoration, Article 15

Chuck Gibney

Editor note: Two 1962 C1's in-process of restorations began during 2011. Both C1's are being completed somewhat concurrently. I (Editor) thought it would be of some interest to follow the restoration on-going process issues in the SCOOP. These articles might also be some assistance to motivate others or restart their work and/or also share the steps and recommend "how" best to proceed. Both restorations began by dismantling the cars and currently have completed the Frame and Body restoration process. 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).

Installing The Dash Pad

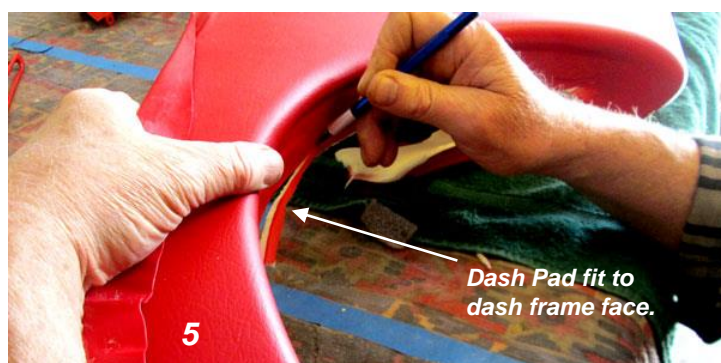
Four words that strike fear into the heart of almost every amateur Corvette restorer. George Iverson's dash pad was purchased from Corvette Central, and was supplied to them by Al Knoch Enterprises. I think they supply most of the dash pads and interiors that people buy for their Corvettes. I bought my dash pad years ago (and never installed it), from Ecklers, and found it was also supplied by Al Knoch. So, I also bought a DVD from Al Knoch which describes the installation. That may be the best \$40 I've spent. It is a very old video, now on DVD, but describes the installation very well. We watched this about 4 times before we were comfortable with the process. We also received some great advice from Chip Werstein and from Little John Englehardt at his upholstery shop in Fountain Valley. John also recommended we use 3M 1099 vinyl adhesive.

My (Chuck Gibney) old dash pad was probably handmade and had been glued on. This left foam rubber all over the dash when we removed it. Picture 1 . Now Al recommends only gluing the edges of the pad, not the pad itself. This really helps the installation.

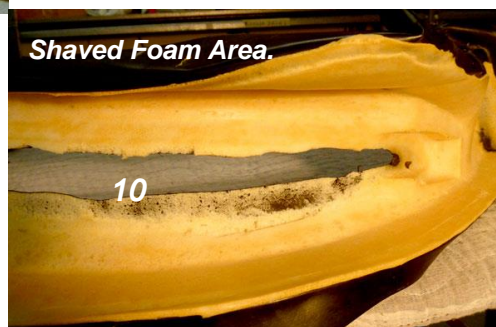
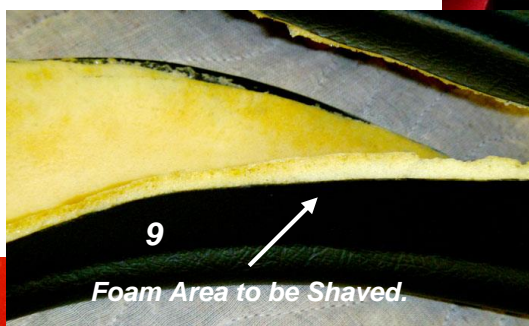
I did not take pictures of the entire process of either dash pad being installed. So you will see some pictures of George's Corvette red pad, and some of my Corvette's black pad. But, we followed the same process on both. The pad requires quite a bit of cutting to remove sections that will be in the way when installed. Picture 2 shows the driver's side being cut. Picture 3 shows the passenger side before cutting.



In picture 4 you can see the instrument cluster support in place. Picture 5 shows George using an X-Acto knife to cut this opening properly. The dash pad must be cut to fit flat against the face of the dash, and the lower section is removed to allow the steering column mounts to fit, as shown in picture 6. In picture 7 the pad is in place. This is a process of cutting a bit, trial fitting, cutting a bit more, etc. You don't want to cut too much, or you will throw away a \$400 pad.

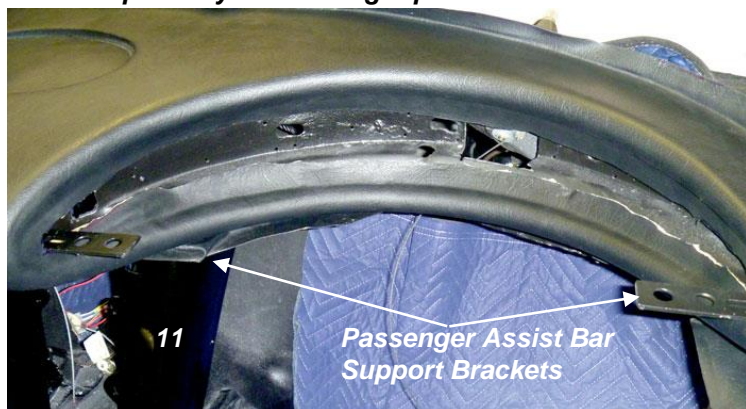


We trial fit the speedometer surround before we installed the pad and found there was not enough clearance for the pad. See picture 8. This was probably due to a number of coats of paint on the dash and on the speedometer cluster. The same occurred behind the dash insert on the passenger side. The Styrofoam was quite thick (Picture 9). So we found we needed to shave away some of the Styrofoam behind the vinyl face, as seen in picture 10. Do this carefully so you don't cut the vinyl.

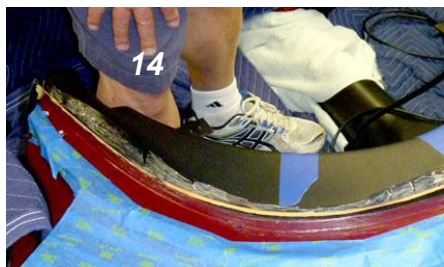


Restoration continued....

We installed the brackets that hold the passenger assist bar in place to trial fit the pad and to determine how much vinyl to cut. See picture 11. The right side assist bracket would need to be removed before the dash insert could be installed. Reinstalling the bracket was a real pain on George's car once the dash pad was installed. So, we decided on my car to put the dash pad and the dash insert loosely in place, and then to reinstall the right bracket while we could move the pad forward and back. See picture 12. This worked very well. We also installed the speedometer housing before we glued down the dash pad, as it would help ensure the dash pad stayed in the right place.



We made sure the dash pad fit solidly against the face, top and bottom of the dash before we applied any glue. We masked off anything near the area where we would be applying glue, to protect the paint. The top front and lower edges of the dash pad have no Styrofoam on them, making it easy to glue the pad onto the dash. Al Knoch recommends that you use no glue anywhere except for the front top edge, and the lower edge. We placed adhesive along the front of the pad, and on the front of the dash where the windshield will fit. Picture 13. Then we cut the vinyl around the curves every inch or so to allow it to fold over. Picture 14. We applied heat from a heat gun, being careful to not melt the vinyl and remove the grain, as in picture 15. The vinyl responds well to this, and we could fold it over and attach it to the dash very easily. The heat also helps the adhesive set. It is important to ensure the dash pad is pushed forward on the front and sides while you are doing this to ensure a good fit at the doors and on top. In picture 16 George is pulling the vinyl over and onto the dash, while I apply heat and push the side forward. Gloves would have been a good idea. In picture 17 I am applying a little heat to let me smooth out any slight wrinkles that might be in the top of the pad. The pads are made very well, and this probably wasn't necessary.



Then we glued the bottom of the pad onto the dash around the console, and under the instruments and the dash insert, picture 18. I may have overdone masking off the console, but the adhesive drips easily. In picture 19 the pad is ready for us to install hardware.

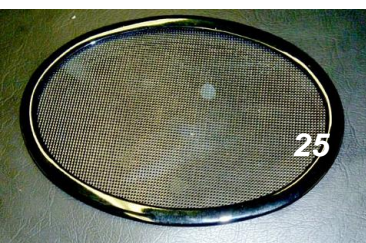


Cutting openings for the defroster bezels, and the other hardware requires great care. One slip of the Exacto knife can ruin the dash pad. We began by poking holes from the underside to locate the defroster bezel mounting bolts. Then we could push the bezels down onto the pad (picture 20).

We used a scribe (picture 21) to carefully mark the inside of the bezel. The edges of the bezels are very narrow, so you need to be careful not to cut outside the scribe marks. (Picture 22) The Exacto knife has a tendency to wander, since you are cutting through vinyl and Styrofoam. We found it necessary to clean up the edges a bit with the knife, and then painted the edges of the Styrofoam below the bezel. Picture 23.




Follow the same procedure with the speaker grille, using an icepick from the bottom to locate the mounting holes, and then cutting out the opening after you scribe it. Picture 24. The bottom of the speaker grill has 4 oblong "feet" around the mounting bolts that need to be cut out, along with a locating pin at one end. So you need to cut carefully. The end result looks good (picture 25). It is a good idea to install the rear view mirror and the courtesy light (Pictures 26 and 27), before you install the speaker grille so you can reach the mounting hardware for them. The final product looks pretty good.(picture 28).Now we can install the windshield.



SoCal SACC FREE COMMERCIAL VENDOR LIST

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

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

Product or Service	Name & Member #	Contact Information	Details
AM/FM Stereo Radio, 1958-62 Corvette Radio w/Wonderbar 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, rpeticca@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
<u>Product or service:</u> Adam's Polishes, Bruce 4 Adam's, 10% discount to SACC members	Bruce Papp #222	818.621.1423 Bruce4Adams@hotmail.com	<u>Adam's Polishes,</u> official car care products of Corvette and Camaro

