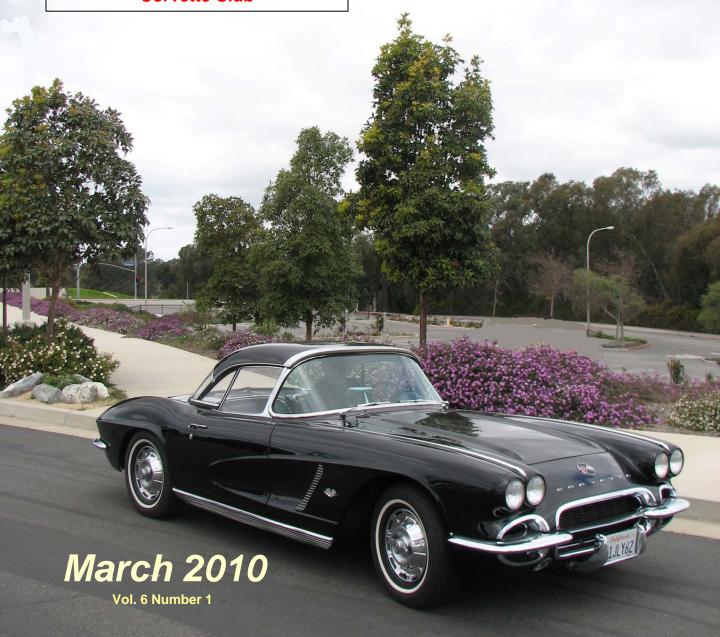
Me Sold Scoop

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



"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.

<u>MEMBERSHIP</u>: A prerequisite to become a SoCalSACC 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 SoCalSACC 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, <u>MEMBERSHIP</u> 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 Solid Scoop content is maintained by our Newsletter Editor and only after a review by the Chapter Board is the Newsletter published.

The SoCalSACC membership is encouraged to submit articles, classified ads and commercial ads if pertaining to C-1 parts and services. Free Commercial Ads for members are limited to listings for C-1 commercial products or services. Larger ads can be placed at a cost. Contact the Newsletter Editor for information.

You can RENEW Your SACC National & Chapter Membership with ONE Check, NOW! Send the Check to the SoCalSACC Chapter (\$55) and we will forward your membership to the National.

Use Application on Page 19!!

SCOOP COVER CARS:

FRONT & REAR COVER: 1962 Corvette owned by SoCalSACC member Steve Clifford, #58. The location is the Huntington Beach Sport Center Parking Lot. Steve lives in Westminster, CA.

Solid Axle Corvette Club Southern California Chapter Board 2010 Club Officers

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President	Phil Roche	pdr44@aol.com	
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Calendar of Coming Events in our Area:

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

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

The following List are planned Events for the year 2010. Details and Flyers will be forth coming and supplied to the Membership when available.

2010 Scheduled Events *Spring Tech Session at Kent Browning's Museum in Cerritos Saturday, April 17 *Sierra Highway Tour (Route 14) May (15 or 16) June 12 & 13 *Spring Driving Tour near Escondido , (Randy Solle) July 16-18 SACC National Convention in Bowling Green, KY. August 7 *Paradise Cove Lunch Tour, Malibu November (6 or 13) *Fall Tech Session, Toyota Hi-Bay Engineering Center in Torrance, C-1 Vehicle Safety Inspection Fall 2010 *Reagan Ranch Tour, Buellton

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Welcome New SoCalSACC Members!				
The following people have joined our Chapter since the beginning of 2010.				
Member #	Name	City	C-1 Year	
177	Tom Miesner	Thousand Oaks	58	
178	Brian Schultz	Lakewood	<i>58</i>	
179	Jerry Kahn	Huntington Beach	61	
180	Bob Haggerty	Burbank	62	
181	Ron & Bev Cressey	Sherman Oaks	59	
182	Bill & Chris Marshall	Toluca Lake	60	



SO. CAL. SACC

SPRING TECH SESSION

Saturday, April 17, 2010

Cerritos, Calif.

So. Cal. SACC member Kent Browning #118 will again be our Tech Session host at his facility in Cerritos, Calif.. See the map below. Only C-1 parking in adjacent lot, please! The address is 16717 Norwalk Blvd., Cerritos, Calif. 90703

Kent's building features his Corvette and Oldsmobile collection with a total of over 50 cars. Our Session will be held in this building. C-1 protected parking is next to the building.

Tire Kicking begins around 10:00 AM,

Sessions will begin around 10:30 AM, with a catered lunch at Noon, and more sessions after lunch, day ending around 2:45PM.

NOT a business meeting but a forum to receive and share C-1 information.

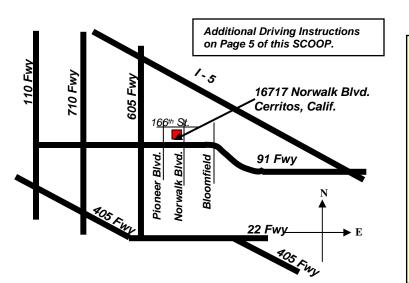
RSVP before April 11th?, to Chip Werstein at (818) 883-5766 or at chipsgarage@aol.com.

We need a headcount for food!

C-1 Tech Session Topics

- Steve Clifford, Repro Exhaust Systems Installation
- Walden Dahl, C-1 Windshield Washers....can they work?
- Len Marino, Aftermarket Stereo Wonderbar Radios
- Kent Browning, History and Content of his automobile collection.

Meal Cost, \$20, payable at the Door. Please have EXACT Change.



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 and go north on 605 Fwy. Exit 605 east on 91 Fwy. Exit on Norwalk and go north to address.

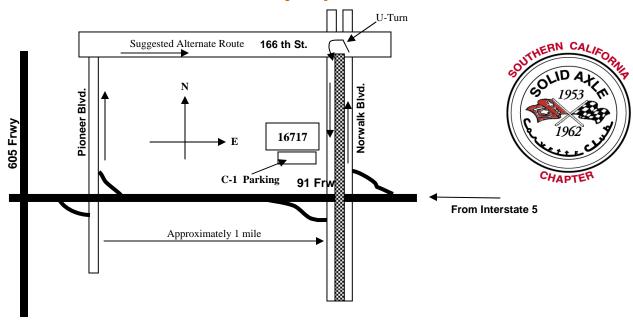
From Ventura/SF Valley (I - 5)

•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.

SoCalSACC Tech Session Driving Directions, Saturday, April 17.



Note: The Meeting Location is at 16717 Norwalk Blvd. This location is approximately one block north of the 91 Frwy. on the West Side of Norwalk Blvd.

Norwalk Blvd. has a center island preventing north bound traffic from making a left turn into our meeting location. In order to enter the parking lot go north on Norwalk Blvd. and make a U-turn on 166th St. and come back south. Norwalk and 166th intersection is not a controlled left/u-turn intersection making it more difficult to u-turn, but it can be done

There is another suggested alternate route:

If your traveling west or east on the 91 Frwy. exit at Pioneer Blvd. (west of Norwalk) and go north. Make a right turn on 166th St. and travel east to Norwalk Blvd. and turn right to go south to our meeting location (see map above). This places you on the correct side of the street.

<u>C-1 Only Parking</u> is on the South side of the building. Members will be available to assist you in parking.

There are 5 spaces in front of the building for moderns. The spots in front will most likely fill up quickly. There is some parking at the adjacent building to the north for moderns. There is no street parking on Norwalk Blvd.

Additional parking is in the area of an adjacent building to the north side of our meeting location. There is some parking spaces at this building and we can use them.

Remember, C-1 Only Parking is in the lot to the south of our meeting building.

If you get lost or have "in-transit" Questions, Call Jim Lundal (714) 335-2963

The Corvette Hobby's Best Kept Secret!!



July 16-18, 2010

SLOAN CONVENTION CENTER-HOLIDAY INN 1021 WILKINSON TRACE

FRIDAY

8:00am

SET UP & MOVE IN FOR VENDORS & SAN PAREIL, SHOW & SHINE ENTRANTS

PLANT AND MUSEUM TOURS (IF AVAILABLE)

by Invitation Only
Meet & Greet VIPs,
Celebrities, KY and
City Officials.
Hordourves
Cash Bar
Complimentary Wine

MISS CORVETTE HOMECOMING BEAUTY PAGEANT

SATURDAY

Gates Open 8:00am

Joe Spielman, Grand Marshal Vice President GM (Ret)

SANS PAREIL

SHOW & SHINE SHOW

DRIVE & SHINE SHOW

SWAP MEET

PARADE THROUGH BOWLING GREEN (FREE)

OPEN CRUISE IN/LIVE MUSIC CONCERT (Open to the public)

SUNDAY

Gates Open 8:00am

FREE SEMINARS

ALL MAKES CAR SHOW

SWAP MEET

CORVETTE REUNION CAR SHOW FOR 1960, '70, '80, '90 models

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Bowling Green

FOR MORE INFORMATION AND FORMS
HTTP://WWW.CORVETTEHOMECOMING.COM

Go To the Chapter Web Site for Sign-up Application: www.socalsacc.com and click the 2010 Convention Button on the Home Page, or, find application in "On Solid Ground", the SACC National Magazine.

SoCalSACC 5th Anniversary Party

Planning, Planning & more Planning is the game idea for these events. Our SoCal SACC Chapter is now 5 years old, and growing. Many members stepped in to make this "Party Happen" and for all intensive purposes the planning was successful. Only one of our non-members, El Nino', also planned the same day for a big rain event.

Our SACC Chapter began 5-years ago in the Parking Lot at the Odyssey Restaurant in Granada Hills. A good participation was evident at that time with approximately 30+ C-1's in attendance. Richard Block was president and was a chief instigator obtaining names of local SoCal National SACC members and sending out letters to generate some interest. 5-years later we have a membership of approximately 170+ members and a good consistent participation for our events.

The initial expectation for our 5th Anniv. Party at a Odyssey Restaurant luncheon was 50, or at best 60 people. However our meeting rooms kept increasing in size until we filled a room with 116 people. This was a great success considering it was one of the wettest days of the winter season. On the downside, it was one of the lowest participation days for our C-1's with only 3 showing up. Larry Pearson, Evan Williams and Jerry Kahn did drive to the event in their C-1's. Jerry Kahn is one of our newest members and he drove from Orange

County. There may have been other C-1's but I missed them.

The luncheon was a buffet and all tables were decorated and seated 8 people each. A slide show compiled by member Jim Lundal continually cycled showing chronological scenes of our events over the last 5-years.

President Phil Roche welcomed all before dinner and introduced the Chapter Board afterwards. An award was scheduled to be given to Dick Gulstrand to be a life member of our Chapter for his support during the last 5-years. However a conflict occurred that morning and he could not make the event.

Even though we expected the weather would lessen some of the attendance it was very pleasing to have 116 show along with many wives.



Jenni Werstein & Anne Roche attend the attendance table at the luncheon entrance. Jenni is now our Chapter Treasurer and has a vested interest in accounting for all out money. Anne is the wife of chapter president, Phil Roche.





(right)
President
Phil Roche
addresses
the
audience
while the
slide show
is off to the
right.





Evan Williams and Greg Dividian slosh through the parking lot. Larry Pearson's '60 is seen in the picture to the left.

SoCalSACC President's Message......Phil Roche

HAPPY NEW YEAR!..... so far so good. Hope this message finds you and yours in good health and as happy as the current economic situation will allow. Having missed the dead line for the last Solid Scoop and now running very close to doing it again, I'll make this "Presidents Message" short and to the point. As for the Happy New Year lead in, hay, I haven't had a chance to wish that to everyone in person yet so I'm using the shotgun approach, but it's meant with a sincere heart.

This being the middle of March already, it looks like this year is going as fast as last year did, so hang on. If you missed the Clubs first event, the 5th Anniversary Party, shame on you, you missed a great one and you in turn were missed as was our guest speaker, but things like that make life interesting ! right ? On that note, Mr. "G" was extremely apologetic that he was unable to make it at the last minute and wanted me to express his deep regrets for "standing us up" that's ok, we'll get even with him and I don't know about you but it's not the first time I've been stood-up! But there is a lesson to be learned, ALWAYS, always have a back up agenda, no matter how famous (or infamous) your main guest is. My apologies for that laps in planning, it will not happen again. I feel the last part of the party was a little bit of a let down, it sure was for me, but everyone seemed to have a great time in spite of that unfortunate incident and that's what counts in the long run. The food and service was good if not excellent and the camaraderie was very much "excellent", as always. Let me take is opportunity to thank everyone who helped to put this event on, your time and effort was very much appreciated. And to those who attended, lousy weather and all and those hardy souls, I believe there were six or seven, that brought their C-1's out even in the heavy down pours (who said it never rains in California ?) WOW, that's the spirit !! and one other thought on the subject, it was very good to see so many women in attendance, I hope that trend continues. The Board has taken note and we'll work on events that appeal to all.

We have a lot of exciting events coming up and some still in the planning stages so keep an eye on the "Calendar of Coming Events in our Area" in the Solid Scoop or on line in your good 'ol computer, then clear your agenda, warm up the C-1 and support your Club's events. From first hand knowledge, I know how many hours of hard work go in to planning these endeavors and when Chip or whoever the planner is for the current event is rewarded with a large turn out, oh man, that makes it all worth while! By the way, if YOU have an idea for an event please don't be bashful, doesn't hurt to throw it out there, the Board is always looking for input and you can let any one of us know by e-mail, phone call, snail mail or whatever, just don't keep it to yourself.

Moving on, 2009 was a fantastic year in the life and times of this Club and to think we're only five years old! What with the normal Board Meetings, two FANTASTIC Tech Sessions, a somewhat wet but very interesting Road Tour, the Paradise Cove Tour/Meeting, a General Meeting (required by National) not to mention putting on a world class National Convention, that was indeed a very busy year. We received nothing but rave reviews from everyone that attended the Convention and that's due in large part to the time and effort put in by the "Convention Committee". At the risk of missing someone and if I do I'm sure I'll hear about it and will most certainly correct it in the next Scoop, the Committee consisted of; Bruce Fuhrman, John & Judi Costales, Chip & Jenni Werstein, Richard Block, Larry Pearson, Mike Gibbons, Jim Lundal, Larry Wright, Rick Dufresne and yours truly. Yes, I know most of this was covered in the September issue of the Scoop, but one of the penalties I must endure for missing the editors (Jim Lundal) dead line is being very late with my comments, hopefully the 'ol "better late than never" still applies. That being said I just had to put my two cents worth in and add my voice to the accolades that came in. Most of all I want to thank EVERYONE that had anything to do with our SACC National Convention that was the culmination of a lot of work by a very dedicated group of enthusiasts and in turn it gave a lot of people a beautiful and memorable experienceand isn't that what it's all about!

CONVENTION RAFFLE PRIZE CONTRIBUTOR LIST:

CORVETTE CENTRAL ECKLER'S PARAGON ZIP- PRODUCTS SSNAKE-OYL PRODUCTS

CORVETTE MIKE CORVETTE CLOCKS BY RODGER EDELBROCK HAGERTY INSURANCE

GULDSTRAND MOTORSPORTS CALIFORNIA CAR COVERS CHUCK SMITH MOTHER'S WAX

MID-AMERICA MOTORSPORTS SCOTT DANES RICHARD BLOCK CHIP WERSTEIN MIKE GIBBONS

BRUCE FUHRMAN FOUR POINTS HOTEL

President's Message continued......

In closing just a few thoughts; Thanks for all your support last year and I hope you do the same THIS year! As I stated earlier, the work that goes in to putting on the Tech Sessions and Road Tours or whatever we do is really amazing, fun yes, but still somebody (Chip, Bruce, Mike, John, Jim and even 'ol Larry) dedicates a lot of hours to the event and when it's rewarded with a good turn out, that makes it all worthwhile.

Keep your ears and eyes open, there are many different "Bills" floating around in both state and federal agencies that are aimed at getting the older vehicles off the highways and / or taxing the living -- out of them. Most of the major enthusiasts magazines and organizations like SEMA run editorials and post information on the web but it's up to you to stay current then contact your local representatives and voice your opinions.

If you have any thoughts on how we might improve this SoCal Chapter; meetings, tech sessions, road tours, whatever, I would be like to hear from you

......Save the Wave......Phil

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Use Application on Page 19 and send a single check and we WILL RENEW YOUR National Membership, also!!

Tremec 5-Speed Transmission Installation, Tips for a 1960 Corvette.....By Bret Botzong, #40C

A popular upgrade to our early Corvettes is the installation of a 5 speed overdrive transmission. In addition to the improved drivability, improved gas performance and relative ease of installation, it makes the cars much more fun to drive. This article details some of the things I learned performing this conversion on my 1960 C-1.

Being a dedicated shade tree mechanic, one of my main priorities in selecting a conversion is that I have to be able to perform the installation myself, in my garage with the tools I own. This means I was looking for a conversion kit that is complete and did not require extensive fabrication or modification of the car.

After much research, I settled on the Tremec TKO conversion kits for the early Corvettes. These kits come with a choice of transmissions, the TKO500 or the TKO600. The major differences between the two are power rating (500hp vs. 600hp) and gear ratio selection. The TKO500 has a much lower first gear (3.27 vs. 2.87) and a slightly lower fifth gear (0.68 vs. 0.64). Internet research indicates that the 3.27 first gear performs like a granny gear with the standard rear end – good for spinning the tires but not very street able. I opted for the TKO600.

The next issue is who to buy from? There are two vendors that sell the Tremec conversion kit for the early Corvettes: Keisler and Hurst Drivelines (formerly Classic Motorsports). After doing some comparison shopping, I settled on Hurst Drivelines – the biggest factor being that they are located in Carlsbad, CA – an easy trip from my home enabling me to look at the kit before purchase. In retrospect, I had a great experience with Hurst Drivelines and would recommend them highly. (http://hurst-drivelines.com/index.php, then navigate to the Corvette page.)

The TKO600 conversion kit comes with the following components:

- TREMEC TKO600 with a modified offset shifter to fit through the original shifter hole in the C-1 Corvette (the standard TKO600 has the shifter located in the center and would require a new center console ruins the stock appearance)
- New driveshaft shorter than the original with heavy duty Spicer U-joints
- New speedometer cable plugs directly into original instrument
- 5-speed shift plate for the shifter console
- New rear transmission mount mounts on original cross-member
- Pilot bearing with needle bearings (no bushing)
- Complete bolt kit

What is not included:

- Hurst lockout T shifter and knob
- Clutch plate 26 spline
- Oil GM Syncro-mesh fluid \$\$expensive\$\$

The installation of this transmission was straight forward with the instructions provided. Copies of these instructions are available on-line so I will focus on the things they don't mention and some lessons learned.

1. The instructions strongly suggest removing the engine from the car for installation. After completing this conversion, I cannot imagine performing this work with the engine in the car. The Tremec transmission is much larger and heavier than the original T10 making it harder to manhandle the unit into place. It is also dimensionally longer making it impossible to clear the frame x-bar with the bell housing and/or pressure plate installed. The "supplied" kit instructions cover installation with the engine in the car, but it is not straight forward. Lastly, there is a procedure called bell housing alignment that is very challenging with the engine out, I wouldn't want to perform this procedure while lying on my back looking up – no thank you!



2. <u>Bell Housing to Engine Alignment:</u> The transmission main shaft mounting diameter alignment to the flywheel pilot bearing/bushing, in our original cars, usually does not meet the tolerances required for the newer Tremec transmission. Tremec voids the warranty if this is not done correctly. In order to verify this Tremec requirement, the alignment must be measured and if needed, a lateral offset adjustment may be needed to the bell housing. This measurement determines how centered the engine crankshaft rotational center (i.e. center of the flywheel) to the bell housing diameter center which the transmission mounts into. This diameter is seen in the picture below. This is a run-out measurement using a "dial indicator" requiring the engine to be manually rotated through 360 degrees (one revolution), several times. A discussion of this measurement follows and is also written on Tremec's Web Site previously discussed.

Measurement Discussion (Reference Picture Below):

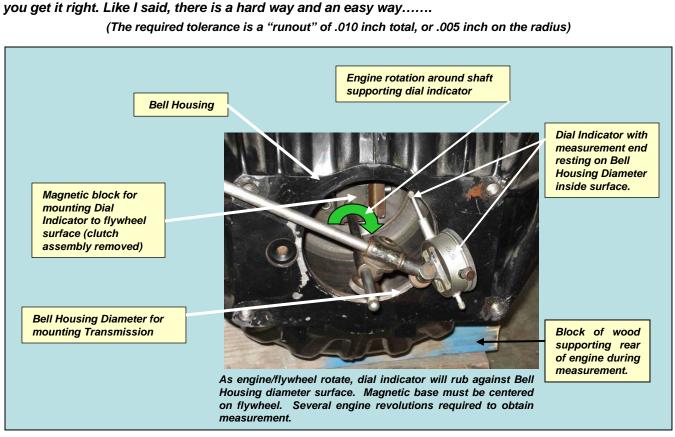
As always, there are two ways to solve this problem. 1) You can simply buy a new bell housing from a suggested supplier that is machined to the required alignment tolerances – problem solved. Or, 2) align your original bell housing using offset dowels to meet tolerance specification. Making this decision is liken to the old adage – you can do this the hard way (#2 above) or the easy way (#1) – "I of course picked the hard way and proceeded to align the original bell housing".

<u>First</u>, I built a wooden engine cradle permitting me to work on both ends of the engine at the same time (out of the car) – You will need to use the front pulley to turn the crankshaft while measuring the run-out centration on the bell housing diameter (not possible with my engine stand).

<u>Secondly</u>, remove the spark plugs because you will be rotating the engine many times to get an accurate reading and you don't need the compression of the engine to make it harder.

<u>Third</u>, obtain a gauge called a dial indicator to make the alignment measurements. This device needs a magnetic base to attach to the flywheel for the measurement. This measurement set up is indicated below. Once measured and depending on the centration required, the bell housing may need to be removed and laterally shifted.

<u>Lastly</u>, forget fixed offset dowel pins (e.g. Lakewood offset dowels). For a first timer there is a lot of trial and error in this process. A company named RobbMc Performance (www.robbmcperformance.com) sells an adjustable offset dowel that works great. The procedure consists of rotating the engine, take measurements, do a calculation, remove bell housing and adjust dowel pins. Repeat many times until you get it right. Like I said, there is a hard way and an easy way......



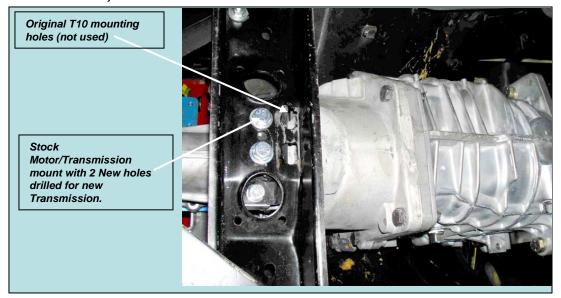
3. Two body alterations are required to make the transmission fit, the metal scatter shield in the driveshaft tunnel needs to be removed so the larger Spicer U-joints fit and the console ashtray must be modified. The scatter shield removal was straight forward by grinding a couple of rivets out and the metal piece fell out. The ashtray assembly required two modifications. The ashtray itself needs to be cut ¾" and a new bottom welded in. Also, the fiberglass housing on the console needs to be cut to about ½" deep and re-glassed. I ended up using a additional foam padding under the console carpet to make all the pieces fit together but in the end, you cannot tell it is not a stock appearing job (see below).







4. The overall fit of the transmission into the car is tight. (There is less than ½" clearance between the top of the transmission and the fiberglass tunnel in my 1960. I have not seen any evidence of the transmission hitting the fiberglass after 5000 miles. I assume that it is also OK for the 1958 and 1959 models because of body style similarity. I do know that there is a major clearance fit problem with the 1957 model. (See member John Costales for details)



Overall this is the best upgrade I have made to the car in the 31 years I have owned it. I can now run comfortably on the freeway at 75 mph for long durations averaging 20 mpg. The noise level of the car has diminished significantly to the point that my wife will now accompany me on long trips – gladly. The short throw shifter makes the car feel like a true sports car and best of all, this upgrade has made the car really a pleasure to drive. Where I averaged 500 miles a year before the conversion, I now average over 3000 miles a year after the conversion. As I said, the best upgrade yet

Jenni's Vette - Time for a Progress Report......Chip & Jenni Werstein

Background:

The 1960 Corvette was purchased in June of 2005 thanks to SoCalSACC member George Tuers who found the car but decided not to buy it. Restoration began on 11-5-05 when I began to disassemble it and SoCalSACC member "Glassman" Dan Dempsey started the body work on the passenger side cove which had been damaged at some point. The rest of the body was perfect. It is a So. Cal. car, factory black/black with original 245 hp engine and 4 speed trans and 2 tops. The following list are contributors during restoration:

- Paint by Dave Schwartz of Euro Body in Tarzana (he spoke at one of our tech sessions on body/paint.
- Interior by SoCalSACC member Little John Englehardt, Interior Concepts in Fountain Valley.
- Engine by Quarter Mile Performance, Brad Lagman, Chatsworth, CA.
- Transmission rebuilt by Steve LuVisi, Automotive Expertise in Huntington Beach.
- And lots of help from numerous friends and SACC members

Original Car Color found when cardboard removed in trunk.



Removed body above awaits the "Glassman". Body (right) receives primer coat after repair.







1960 Corvette frame waits for attention.



The front crossmember on the chassis contains the code indicating the body color that will be assembled down the line. This "written" color provides a cross check to the assembly person that a black body will be set on the frame. If the color written does not match the body color, everything stops.



NOTE: A previous Tech Session noted as "War Paint" can be visited on the SoCal Web Site.

At the Corvette Assembly Plant, inspection of assembly progress was verified by paint codes which can be easily seen by inspectors down the assembly line. Chip has included many of these codes as he progressed with the restoration. Chevrolet dealers many times covered these codes prior to vehicle delivery.





Original block, 30 over 292 ci. Ported cylinder heads, hydraulic roller cam with original dual quads. Dyno results 304hp at 6000 rpm. Torque 314lbs @3700rpm. Note that factory specs were 283ci, 245hp @5000, and 300lbs torque @3800rpm.

NOTE: The modifications done to this engine is also a discussion presented at a previous Tech Session and reported on the SoCal Web Site.





<u>Progress Report Summary:</u> Looks like a winner! Just keep up the good work Chip.



Wild Flowers and Springtime in Bakersfield!



Photo submitted by Eric Hershkowitz, #15C

Article submitted by Joe LaGreca, #105

OCTOBER, 1956 FUEL INJECTION PRODUCED

he Chevrolet small-block V8 engine was introduced to the Corvette in 1955. Its horsepower output and light weight put Chevy into the performance market with Ford and Chrysler, but Ed Cole knew that performance leadership was difficult to maintain. He knew he had to continually improve and enhance the engine if it was to stay ahead of its competition.

Cole, then General Manager of Chevrolet, called Zora Duntov and offered him "... the job I would give my right arm to do myself." The job was to lead the Chevrolet team in developing Fuel Injection for the small-block.

While fuel injection had been in use for many years, namely in the aviation industry in World War II, and for diesel automotive engines, applying the technology to gasoline engines to improve performance would be a challenge.

Carburetors had been used on gasoline engines since the beginning of time. They supplied fuel to the engine by mixing the correct volume of air with the proper amount of fuel. This mixture was sucked through the intake manifold, into the engine

cylinder, then compressed and exploded to

produce power. While an effective method for delivering fuel, it was not the most efficient. Greater power could be developed if the fuel was delivered closer to the cylinder, eliminating the problem of disturbing the air/fuel mixture as it flowed through the intake

John Dolza, Manager of the Power Development Staff, joined with Zora and GM's Rochester Products Division in Rochester, New York, to develop the new technology. Their greatest challenge was to determine how much fuel to deliver through the fuel injectors at any given time. The Duntov/

manifold.

Dolza team struck upon the method of measuring the mass of the air being consumed by the engine at a given RPM, then adjusting the amount of fuel accordingly.

Zora designed a two-piece fuel injection manifold to route individual ram pipes to each of the engine's eight cylinders. It was affectionately called the "dog house". The unit improved performance significantly, and after a stubborn "high speed rich" condition was corrected, the new Fuel Injection System was ready for production.

On October 22, 1956, Rochester Products completed the first production unit for Chevrolet. The skinny upper plenum, running fore and aft on top of the engine, made the 283 C.I. small-block look exotic. And its output of 283 horsepower achieved the amazing one-horsepower per cubic inch milestone, a performance high water mark at the time.

RPO 579, the Fuel Injection Option for Corvette, was made available in April of 1957. Of the 6,339 1957

Corvettes made that year, only 1,040 buyers chose the pricey \$484.20 option.* While those choosing fuel injection remained low throughout the nine years it was offered, reaching a high of 2,610 buyers in 1963, fuel injection provided Chevrolet a performance image that no amount of money could buy. Seeing the script "Fuel Injection" written on the side of a Corvette said all that needed to be said: "I'm the meanest animal in

> * Corvette Black Book by Mike Antonick

the jungle!"

AMERICA'S SPORTS CAR 15

SoCalSACC Member Profile...... Larry & Jeannie Lutz, #31C

Larry and Jeannie's 1957 Corvette.

I was looking for a hobby in 1970 and decided it would be fun to restore an old car. I started looking for a Model A Ford. After looking at several I decided that \$2500 was way to much. My Dad found one in Nebraska for \$225 and even though it was an extreme basket case, we still decided to give it a try. Four years and many dollars later we have a very nice 1930 Deluxe Coupe.



In 1990 we decided it would be fun to have a Corvette. We decided on a 1957 or 58 and started looking around. My brother who lives in Denver had a neighbor who knew of a 57 for sale in their area. I was in Denver on business so took at look at it. It had a fresh Venetian Red with white coves paint job along with some other restorations although not complete. We reached a deal and a couple of weeks later it was on a truck headed to Thousand Oaks. After I rebuilt the existing dual quad 283 engine, the transmission and brake cylinders she was ready to go. It is a number 1160. The car is a lot of fun to drive however the last few years she has become pretty much of a garage queen.

C-1 Member Classified Ads

1954 CORVETTE VIN#3936, White with Red,98% FACTORY CORRECT AND ORIGINAL.

Body off frame restoration in the early 2000's. The differential was upgraded to a 1956-62 style hub to hub with a 3:55 ratio and works perfectly. All the driveline numbers are correct and original except this upgrade. The original clunking differential and banjo goes with the sale.

Low \$60's. Car can be seen at Jeff Reade's shop, Or call 310-397-3800. It is owned by one of Jeff's and Jim Gessner's long time friends.

1962 fuel injection engine from vin # 9630. This 62 original short block was stamped at Chevrolet 2109630 F0222RF. The casting date is B202 (Feb 20, 1962). It is assembled with the original crankshaft, pop-up original standard pistons. The camshaft with casting 3849347 with a green dot on the end is out of the engine. I believe this is a 1964-65 solid lifter 30-30 unit used on 365 and 375hp engines. There is very little wear on the engine, so it may clean up with ease. No rust or grime. Call Jim Gessner at 909-794-7905 for more details and photos.

I also have the original short block as above from 1963 pilot line vin #00022. FACTORY stamped 3100022 F0618RF= Flint plant, fuel injection June 18, 1962, The cast date is E102, Thursday May 10, 1962. Complete with pistons, cam front cover and 6 qt. oil pan with trap door windridge tray. JIM GESSNER 909-794-7905 WWW.VETTEFINDERJIM.COM

1960 CORVETTE, 283/270 HP, 4 SPEED, WONDERBAR, HARDTOP ONLY. IT HAS THE CORRECT 719 BLOCK DATED L 79, WITH CLEAN FRONT PAD. CORRECT HEADS, CARBS, SOLID LIFTERS, DUAL POINT DISTRIBUTOR, ETC. CORRECT BORG WARNER T-10 TRANS AND DATE CODED REAR END. DETAILED UNDERCARRIGE, COKER WIDE WHITEWALL RADIALS, POWDER COATED WHEELS. VERY NICE PAINT, ALL NEW CHROME AND NEAR PERFECT INTERIOR. EVERYTHING WORKS. GREAT RUNING AND DRIVING CAR. \$64,900 EMAIL: ronjulroot@yahoo.com .CELL PHONE 805-218-1651

TRADE: I would like to trade my Black '61 Stock Steering Wheel for a Red '61 Stock Steering Wheel. My wheel is a Corvette Central Repop in excellent condition. Would like to trade for same. Evan Williams - 818 640-6319.

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

WANTED of '57 Corvette Parts. Original interior mirror. Base not necessary, just mirror and threaded stem. Contact Ralph at rehater@aol.com

SoCalSACC FREE COMMERCIAL VENDOR LIST

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

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
Car Appraisal Service 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	(909) 945-3111 Cell (909) 519-7977 rdlef@aol.com	C-1 Hardtop Restoration

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



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January 2010 Minutes Approved at March 15,

2010 Chapter Board Meeting.

EXECUTIVE BOARD MEETING MINUTES SOUTHERN CALIFORNIA CHAPTER, SACC

MONDAY, January 25, 2010

This Meeting was held at Big Mo's Café in West Hills. The Board Meeting was called to order by President Phil Roche at 6:48pm. The following Board Members were present: Mike Gibbons, Larry Pearson, John Costales, Jenni Werstein (newly elected Treasurer), and Chip Werstein. Also present was Bruce Fuhrman, and Larry Wright.

Officer Reports:

Copies of the Minutes from the January 25th E-Board Meeting were e-mailed to the Board Members by Secretary Larry Pearson for review by the Board. There were no corrections. John Costales made a Motion that the Minutes be approved. The Motion was seconded by Phil Roche, voted on, and carried unanimously.

John Costales, outgoing Chapter Treasurer and current Membership Chairman, gave the Financial Report. John reported that we are financially sound. Treasurer Elect Jenni Werstein will assume the Treasurer's position as soon as the Chapter obtains a Taxpayer Identification Number (TIN) and Directors & Officers (D&O) liability insurance. Bruce Fuhrman reported that Richard Block, a tax attorney, is working on obtaining a 501.c.7 (Non-Profit social club) tax status for the Chapter, and that the paperwork is done. Chapter Member Greg Davidian is working on a D & O insurance quote for the Board to consider.

John Costales, Membership Chairman, reported that Chapter dues are coming in as a result of the written notice that he sent out in December. We have yet to hear from 30 Members on their renewal, and John will send out a reminder post card and e-mails to delinquent Members. John reported that as of tonight, we have approximately 160 active Members, and are up to #177in Chapter membership numbers.

Chip Werstein, Technical Chairman, reported that we are on track for our Spring Technical Session at Kent Browning's on Saturday, April 17th.

Phil Roche reported for Newsletter Editor Jim Lundal, who was not present. The next Solid Scoop is due to be published in March and Jim needs articles. John Costales reported that he received an excellent article on differentials from Tom Parsons in Oklahoma and recommends it for publication.

Vice President Mike Gibbons reported on tours for 2010. A tour to the Eddings Machine Shop, engine rebuilders in San Fernando, is being checked out by Mike. A Road Tour to the Regan Ranch in the Buellton area is still up for consideration, but the condition of the roads needs to be checked out. Edelbrock is difficult to deal with because they want a list of attendees before they will schedule us. The proposed Lunch Run to a restaurant on Sierra Highway needs to be checked out.

Old Business:

Fifth Anniversary Celebration Party at The Odyssey Restaurant in 2010: This is scheduled for Saturday, February 27th and the flier has been prepared and e-mailed out to the Membership. We have made a \$500 deposit, and we need a firm number of attendees 30 days before the 27th so the room size can be determined. John Costales reported that we have 21 signed up as of tonight. Dick Guldstrand will be the guest speaker. We will give him a plaque and honor him as our #1 Honorary Chapter Member. This will be a social event with no Club Business, just tire kicking and fun. Jim Lundal will provide a slide projector and a slide show giving an overview of the five-year history of the Chapter. Chip Werstein advised that we need to call members to get a good attendance.

<u>Chapter Insurance</u>: Bruce Fuhrman gave the report. SACC National does not provide Directors & Officers (D&O) insurance for the Chapter officers, just the National officers. Bruce brought a copy of National's D&O insurance policy for Chapter Member Greg Davidian to review to make a price quote. Jenni Werstein made a Motion that the Chapter purchase D&O insurance for the Chapter officers. The Motion was seconded by John Costales, voted on, and carried unanimously. New Business:

Larry Wright, liaison with SACC National, had nothing to report.

Phil Roche proposed that the next Board Meeting be held at a location to be determined on Monday, March 15th at 6:30pm. There being no further business before the Board, Chip Werstein made a Motion that the Meeting adjourn. The Motion was seconded by Mike Gibbons, voted on, and carried unanimously. The Meeting adjourned at 7:50 pm.

Respectfully submitted,

Larry Pearson

Secretary

Highlights from the March 15, 2010 Chapter Board Meeting!

- Voted in New Chapter Board (voting member positions). Max number is 9. New structure is as follows: President: Phil Roche, V.P.: Mike Gibbons, Secretary: Larry Pearson, Treasurer: Jenni Werstein, Membership: John Costales, Newsletter Editor: Jim Lundal, Technical Manager: Chip Werstein, Member at Large: Dick Block, Events Manager: (Open).
- •A Spring driving tour is planned (member Randy Solle).
- Remember the 2010 SACC National Convention in Bowling Green, KY, July 16-18.
- •Next Board meeting on Tuesday, April 27 at Weilers in Conoga Park.

USE THIS FORM TO MAIL IN YOUR NATIONAL SACC & SO CAL SACC CHAPTER DUES!

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

So Cal SACC Chapter & National Membership Application for 2010

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

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

Chapter dues includes our quarterly Newsletters "The Solid Scoop" Natl. Membership includes quarterly magazines "On Solid Ground"

If you are a new member, the National SACC will send you your membership # separately. If you are an existing National member please insert your national membership #

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

Our Chapter Web Site: www.SocalSacc.com	
Make checks for \$55 payable to: "SoCal SACC	" and mail to:
John Costales / SoCal SACC Membership 7026 Sonora Ct. Ventura, CA 93003 Or Contact at (805) 642-3662 or Costales@west.net	
Applicant: Name:	
Co- Applicant:	
Check the boxes below that apply: If not checked you and you WILL be put on the National published Roste	
I would like to volunteer to be listed for National my area. I prefer NOT to be published in the National Mem	"Road Assistance" to SACC Members traveling in bership Roster.
Address:	City
	_ City
State: Zip: Cell Pho	one:
E-Mail (Important!):	
Corvettes presently owned and please include VIN #'s	
I would be interested in participating in the following	club events:
Driving Tours	Technical Clinics
Overnight Driving Tours	Newsletter Contributions
Tours to Museums	Tour/Event Planning
Tours to Shops	Other
My liability insurance company on my Corvettes is; _	
Liability insurance policy #	

