

# *The Solid Scoop*



## *March 2014*

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

Vol. 10 Number 1

*"Look Us Over at" [www.socalsacc.com](http://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](http://www.solidaxle.org) (non-profit affiliation)

**Also visit the  
SACC National  
Web Site**

**[www.solidaxle.org](http://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 in this Newsletter or our Chapter Web Site, [www.socalsacc.com](http://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](http://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  
2014 Club Officers**

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<b>1956 – 1957</b>	Chip Werstein	818-883-5766	<a href="mailto:chipsgarage@aol.com">chipsgarage@aol.com</a>
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<b>Interior</b>	John Engelhardt	714-267-9996	<a href="mailto:littlejohns@sbcglobal.net">littlejohns@sbcglobal.net</a>



## **The SoCal SACC Chapter Welcomes our Newest Members!**

<b><u>Member #</u></b>	<b><u>Name</u></b>	<b><u>Location</u></b>	<b><u>C1 Year</u></b>
• 223	Daniel Johnson	Graham, NC	
• 224	David & Mary Royer	Santa Clara	60

## **Calendar of Coming So Cal SACC Events:**

### **2014 Planned Events**

April 12	*(non flyer Event) Automobile Driving Museum Corvette Day	Block
April 26	So Cal SACC Spring Tech Session @ Rodz	Werstein

\*(nonflyer Event)

### **Scoop Features Inside:**

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## **SCOOP COVER CARS**

### **Front Cover Car:**

The Front Cover Car belongs to a new Chapter member, David Royer, a 1960 Vette. Further pictures are shown on Page 8.

### **Back Cover Car:**

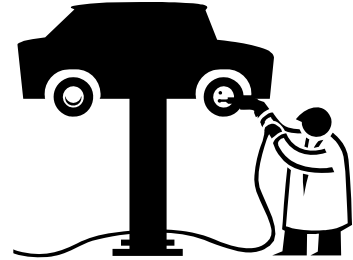
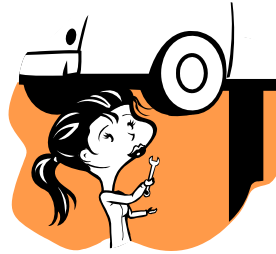
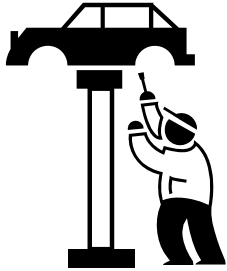
George Tuers standing by his 1959 Custom Mod Vette. The workmanship on this car is great and it has good presence. George and his wife Barbara drove the car to the General Meeting and many commented on the quality workmanship.

# Springtime So Cal SACC Tech Session

Saturday, April 26, 2014

Tire Kicking will begin after 9:30AM with the First Car Inspection starting around 11:00AM

**NEW LOCATION!.....NEW LOCATION!.....NEW LOCATION!**



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

**Any member interested in having their C-1 inspected should contact Chip Werstein ASAP. [chipsgarage@aol.com](mailto:chipsgarage@aol.com) or 818-554-6560. You will be put on the list on a first come first served basis.**

**THIS IS A PAY IN ADVANCE EVENT!!!**

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

•Includes a Sit down lunch and refreshments will be served.

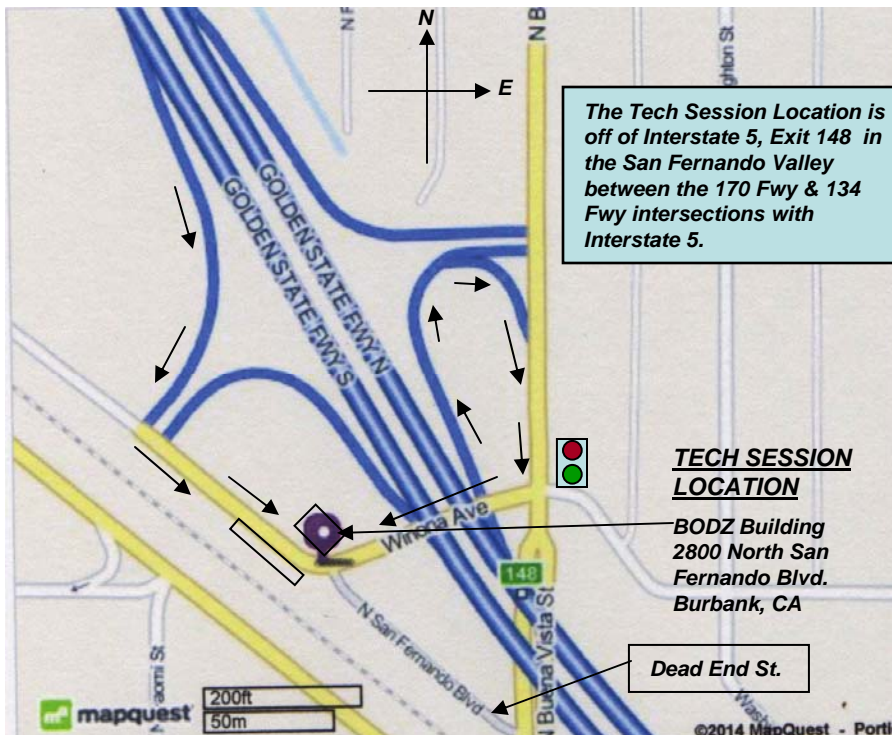
•Cut off RSVP date is April 22.

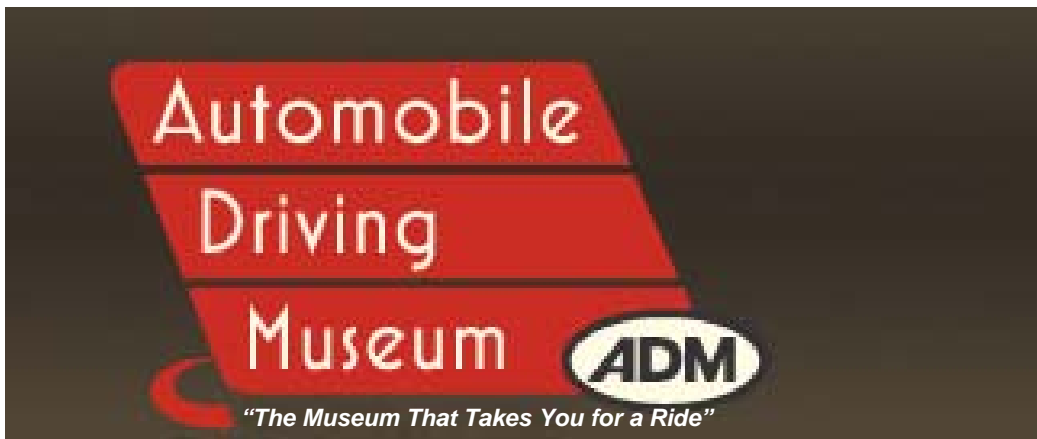
Send your check (Made out to SoCalSACC) to Jenni Werstein, 23317 Schoenborn St., West Hills, CA 91304

**Driving Directions: Arriving on I-5:**

- Going north** from LA on the 5 fwy get off on BUENA VISTA st, Exit 148.
- This off ramp puts you on Buena Vista St.
- Turn right at the bottom of the off ramp and right again at the FIRST signal (Winona Av).
- Drive back under the 5 fwy. to San Fernando Blvd.
- The Tech Session Building, RODZ, is on the right at this Intersection.
- Parking will be indicated adjacent to the building or across the street.

- Going south** (towards L.A.) on the 5 fwy.
- Get off on BUENA VISTA st. Exit 148
- At the bottom of the off ramp turn left and go about half a block.
- The BODZ building will be on the corner of Winona Av. And San Fernando Blvd.
- Parking will be indicated adjacent to the building or across the street.





## ***A Tribute to Corvette Design***

***Saturday, April 12th, 2014***

***Save the Date!***

***Corvette display from March 29th-April 20th.***

***(The Corvette Display will feature cars from the C1 to C5)***

***Event on Saturday April 12th will be from 10:00 am to 2:00 pm.***

***So Cal SACC is invited and will have an Information Table.***

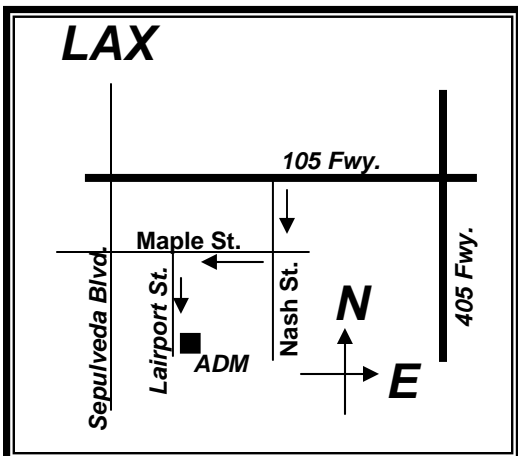
The Automobile Driving Museum (ADM), a non-profit museum that preserves historic automobiles, is proud to present a "A Tribute to Corvette Design" exhibit and show on Saturday, April 12, 2014. The ADM will be hosting the event to Corvette enthusiasts from all over LA County from 10 a.m. to 2 p.m. The ADM will have a display of Corvettes, in addition to legendary designer Peter Brock signing his new book "Corvette Sting Ray, Genesis of an American Icon."

(El Segundo, CA) The first generation Corvette (C1) was introduced late in the 1953 model year. Originally designed as a show car for the 1953 Motorama display at the New York Auto Show. It generated enough interest to induce GM to make a production version to sell to the public; first production was on June 30, 1953.

The second generation (C2) Corvette, which introduced the Sting Ray, continued with fiberglass body panels, and overall, was smaller than the first generation. Larry Shinoda designed the car with major inspiration from a previous concept design called the "Q Corvette," which was created by Peter Brock and Chuck Pohlmann under the styling direction of Bill Mitchell. Production started for the 1963 model year and ended in 1967. Introducing a new name, "Sting Ray", the 1963 model was the first years for a Corvette coupé and it featured a distinctive tapering rear deck for 1963 only, and a split rear window. The Sting Ray featured hidden headlamps, non-functional hood vents, and an independent rear suspension.



So Cal SACC Member Bruce Furhman will have his '54 on display.



**Automobile Driving  
Museum  
610 Lairport St.  
El Segundo, CA 90245  
310-909-0950  
*"Celebrating our 10th  
Anniversary"***



# 2014 General Meeting

## 10-years, and still going really-strong!



### So Cal SACC Chapter Board:

L to R: Jim Lundal (Newsletter & Webmaster), Nyma Ardalan (Vice President), Larry Pearson (Secretary), Phil Roche (President), Barry Charles (Events Coordinator), John Costales (Membership Chair), Jenni Werstein (Treasurer), Chip Werstein (Technical Director), and Jenni and Chip also serve as Merchandise Coordinator.

Holding the General Meeting is a bylaw requirement for the National SACC and is the Meeting that fills our membership Board for the year. 2014 had 3 Board member positions available: Newsletter Editor, Vice President and Technical Director. Each position is a 3-year duration. Election results: Jim Lundal was re-elected to be Newsletter Editor; Replacing Mike Gibbons as Vice President is Nyma Ardalan; and Chip Werstein was re-elected Technical Director.

The 94<sup>th</sup> Aero Squadron Restaurant is located adjacent to the Van Nuys Airport Taxi and Runway. Each visit to the restaurant has some members scanning the airplane traffic hoping for a sight of a vintage airplane. As in past visits, this year we were not disappointed because a P-51 Mustang fighter taxied by the window and took off. President Phil Roche relayed that it could belong to Tom Cruise as he has a P51 based/stored nearby. Next year, if we use the 94<sup>th</sup> as a venue, Phil "promised" a better Air Show. Maybe a B-17.

After our Buffet lunch, Phil introduced our 2 Guest Speakers for the afternoon. They were Dick Guldstrand & Chuck Koch who worked jointly and recently issued a beautiful book, "Corvette Thunder" (50 years of Corvette Racing). The book was sold at the meeting at a discount. Dick and Chuck talked of the work gone into this book and Dick (naturally) retold many of his stories and history of the Corvette car and racing. Mostly Chuck Koch stood by to make sure Dick retold the stories correctly?



(Rt to Lt) Dick Guldstrand, Chuck Koch and So Cal Chapter Phil Roche



Dick Guldstrand taxiing and leaving.

P-51 Mustang taxiing and leaving.







Bob Ezra and his recently acquired '62. Bob is also a new member of the So Cal Chapter.



(It) Steve Clifford's '62. Chuck Gibney rode with Steve. Chuck is doing the series for the SCOOP on his '62 Restoration.



A '68 Squareback VW. Didn't get the drivers name but it was in great condition.



(Above) Chip Werstein (Right) sits at the merchandise table. Chip and wife Jenni Werstein are now taking responsibility of the new and previous club Chapter merchandise. Larry Pearson is sitting on the left in the picture.



A series of pictures of a custom '59 owned by George & Barbara Tuers. This car is featured on Back Cover this SCOOP.



# Front Cover 1960 Vette

By David Royer, Chapter Member #224, Santa Clara

**My 60 Corvette is the Tasco Turquoise Vette with spoke wheels and the hard top on. It was a March 2012 barn find in Nevada which I restored by myself including body repair, except for the final finish and paint, in nine easy months. I was a mechanic through High School and College (mid 50's through mid 60's) so the one or two hours most days that I worked on the car was a fun hobby project. It has dual quads, four speed, dual point ignition. The original engine was a frozen 350 drag racing engine, which I scrapped, and installed a GM Restoration (Universal 350); everything else is nearly original. I use it as a daily driver at least twice a week (3,000 miles in the first year - cars are made to be driven).**

**Here are some pictures. The top picture is when it was rolled off of the trailer, the picture below is in my home garage getting the new engine (note the old chain hoist from the 1940's), the next is in the body shop, and the last is just out of the paint booth.**





## Keeping Track of our Moving Members.

### Colorado to Texas: Diane Veiller

Diane is So Cal SACC Member #127 and owns a 1961 Fawn Beige/Fawn Beige Corvette. This car originally belonged to her father but Diane has had custody for many years. While residing in CA she joined our So Cal Chapter and participated in a few Tech Sessions to learn more about her pride and joy. Diane drove the car to Chip Werstein's initial Member Car inspection Tech Session and she was really pleased with the many helpful comments on the car.

Diane relocated to Colorado for a time and last year again relocated to Breckenridge, Texas. Once reaching TX Diane sent a couple of pictures and the following words.

"I have moved again this time from CO to TX to take care of my elderly father (original owner.) Needless to say, much of my mail has not caught up with me.

I drove the '62 down from Colorado in August with my older brother. Attached is a picture of my dad helping me check and add anti-freeze before the recent polar vortex. The lawn mower in background is his local transportation and the RV in the background is my temporary home. Same email and phone numbers and the Vette still has its California plates! Cheers  
".....Diane



## A Prince of a Wedding Car.

Photos and text supplied by Doug and Sharon Prince

It was a beautiful day for a wedding – April 13, 2013 – also a beautiful day for a ride in Doug's 1961 corvette out to Robinson Ranch, Santa Clarita California for the Wedding Day photos of Jessica Rodino and Brian Voogt (Doug and Sharon's Prince's nephew and his bride to be). They were thrilled to add Doug's Corvette to the beautiful setting of the Golf Course and surroundings at Robinson Ranch. The moment the bride and groom saw each other first that day was at Doug's Corvette – and well, we will let the pictures tell the story.



# SoCalSACC Member Profile

## Steve Clifford, #58

**SCOOP Editor (Jim Lundal):** Acquiring a Member Profile from our SACC members is sometimes a struggle but this particular member, Steve Clifford, was "a long-time coming". I have known Steve for a longtime. We first met returning from one of the Rt. 66 Fun Run's in AZ in the early 90's. Steve has helped me more on my C1 and other cars that I have worked on over the years. I consider him a very good friend and he is always available when I need assistance on cars, moving to a different house, driving to haul a vintage trailer to LA, etc. It goes on and on.

The information below was compiled by SoCalSACC member, Chuck Gibney (who Steve is helping restore Chuck's '62 C1) and myself who "had" to throw in some adlibs that Chuck probably wasn't aware.

Steve was born in Colorado in the late 40s, but due to his leap year birthday, he is only 16 years old. As was true of many young people living on farms and ranches, he learned to drive tractors and trucks at an early age. He also learned a lot about cars while working in a gas station. His first car was a 1946 Ford, which he purchased in 1963 for the princely sum of \$25. He had to tow it home, and of course it didn't run. With help from friends who knew a lot more than he did, and shade tree mechanic neighbors, he learned how engines and drive trains worked, and soon had it running.

Steve fell in love with cars, and especially with Corvettes in the late 50's. It would be some years before he could afford to buy one. In 1965 he bought a '56 Chevy two door sedan to replace the Ford. It was in good condition and became a great "driver". A few months later he bought a '55 Chevy two door sedan for only \$20 that needed a lot of care. He put a 409 Chevy engine into the 55, and kept it until 1982, using it as his daily driver in the early years before he bought his first new car, a 71 Monte Carlo.



He worked as a long haul trucker from 1974 to 1991, criss-crossing the country in an 18 wheeler. He soon came to hate snow, while putting chains on. One of the more fascinating, and difficult moves was transporting a railroad locomotive 12 miles in Colorado for the Historical Society.



Steve has held a number of jobs during his career. He wouldn't say which ones he quit, and which ones were involuntary departures. He says his worst job was working in an auto body shop one summer during college, as he didn't like working on cars that he didn't like. His best was operating a video camera for IBM. Steve moved around a bit, first to Minnesota during college, then to Nebraska for nearly 10 years, and then back to Colorado. He moved to California in 1991 to work for an aircraft fastener company, and has been here for 23 years. He still returns to Colorado for a few months each year, to visit family and to work on the family ranch.

His most harrowing trucking experience occurred one night while he was driving his 18 wheeler, loaded with beef from Colorado to California. He was going down Vail Pass when the brakes failed completely, and he quickly began accelerating. Engine braking helped reduce his speed at first. But, the grade was too steep, and the engine just couldn't slow it down. Steve knew there was a runaway truck ramp just a few road bends ahead. He rounded the bend, preparing to run up the runaway ramp, and saw a Colorado Highway Patrol officer blocking the ramp, as it was already occupied by another truck. Steve's only choice was to try to keep the truck from turning over on the curves until he could get to flat ground a few miles ahead. Unfortunately, as he rounded a curve just past the runaway ramp, the load in the truck shifted, and the truck and trailer flipped onto the right side, and began sliding along the road. He came to a stop more than a quarter of a mile down the highway, leaving parts of the truck and trailer all along the road. The highway patrol officer arrived a few minutes later to help Steve out of the truck. He was bruised up, but alive. She said that Steve was doing more than 100 MPH when he went by the runaway ramp. This may be a new speed record for a truck and trailer.



During the mid to late 60's he began driving midget racers in Colorado, even winning a couple of races. He did manage to flip the car over one night, resulting in a quick separation between Steve and the car's owner.

He is married, and has one daughter, two sons, and 5 grandchildren (2 girls and 3 boys). He survived colon cancer in 2003, and currently suffers from baldness.

Steve finally got his Corvette in 1970 while living in Minnesota when he bought a 1967, 427 Corvette. He owned this beautiful car until 1971 when it was totally destroyed by an errant driver while it was parked in front of his house. He did save the 427 engine, and transferred it to the 55 Chevy, replacing the 409. He bought his next Corvette in 1982. He still owns this 1962 black on black 340 Hp C1, driving it to many SACC events. He has completely rebuilt the drive train, updated the paint; and rechromed most of the exterior in 1992. It still looks like new 30 + years later.

His favorite cars are the Corvette, especially the 1962, and the Kurtis Craft midget. His favorite pastime is driving his Corvette and he has driven it to every Route 66 Fun Run in Arizona for more than 25 years in a row.



Steve collects model trains, loves old movie trivia, old toys, and eating. Steve's primary hobby is helping out countless friends to restore their cars and trucks. He is currently restoring his own 1952 Chevy pickup, and a 1965 Chevy Malibu, while helping a number of friends with their own car restorations. Steve can be found most days under one car or another, in Westminster.

Steve and myself (Jim Lundal) also have a common admiration for old cowboy actors, especially Roy Rogers. When attending the AZ Rt. 66 Fun Run each year our Sunday night stay in Barstow always stops at Roy's Museum (now gone) in Victorville on Monday morning. You could almost count on Roy being at the museum and Roy would spend time talking with us.



Another very common interest is model trains (Steve has American Flyer and I have Lionel) and interest in large trains. Seligman, AZ on Rt. 66 is great for train watching at the old station (a Harvey House now torn down). Below are some pictures during the Rt. 66 trips.

(above) Steve and Roy Roger's cut-out at Roy's museum, (far right) Jim Lundal & Steve stand by the Grand Canyon engine in Williams, AZ prior to taking trip to the rim, (lower rt. Corner) Steve & George Iverson attending Rt. 66 Fun Run in Seligman, AZ, (right) Steve and son Cameron riding train to Grand Canyon rim.





# ROCHESTER FUEL INJECTION FOR YOUR SMALL BLOCK CHEVY V8

Article Submitted by SoCalSACC Member Tom Parsons, #183, Mustang, OK

**SCOOP Editor Note:** The 1962 Restoration article by Chuck Gibney is missing in this issue. It should continue in the June issue.

Anyone who owns, or has owned, a 1953-62 Corvette, or even a 57 Chevy passenger car, is aware that the Rochester Fuel Injection system was introduced during the 1957 model year on both Corvettes and passenger cars. Fuel injection was a regular option on Corvettes through the 1965 model year, but only through 59 on passenger cars. Beginning in 58, the 348 engine was introduced in the passenger cars, and by 59 a 348 with a solid lifter cam three 2bl carbs and 4 speed transmission was available, with more power and less money than



fuel injection. So fuel injection was dropped for pass cars but remained for Corvettes. Unknown to many people, Rochester FI was also available on 57-58 Pontiacs and scheduled for the 59 model Pontiacs, but dropped in favor of the less troublesome triple carb setup.

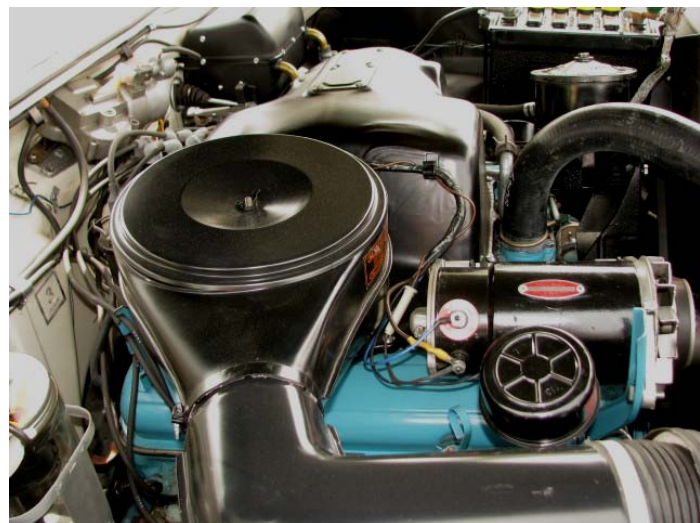
Oh yes, and FI was also developed (and installed) for the 57 Olds, but again dropped before going into regular production in favor of a triple carb engine (J2 package).

Fuel injection was also being developed for the 57 Buick and Cadillac. Little known GM documentation shows that in fact 5 FI units were installed on Cadillac's, but none have survived and no known photos exist. Originally, GM had intended for Cadillac to be the leader with FI, but the top floor GM executives cancelled it before it could reach production.

Only a couple of photos exist of a 57 Olds with FI which is a very similar unit to the 57 Pontiac FI unit.

Below are examples of Rochester FI units for both 57 and 58 Pontiacs.

For 57, there were only 600 Pontiacs built with fuel injection and all of them were ONLY on the 57 Bonneville convertible (no other model), compared to over 2500 FI units combined on 57 Corvettes and pass cars. And a handful of service units were available through the Chevy Parts departments.



**58 Pontiac FI**







*In the beginning, FI developed a reputation for being rather cantankerous, and in many cases, it was well deserved. During its introduction in 57, there were 4 different models of FI, with several changes and improvements on the very first model (7014360), as well as numerous factory service bulletins issued to dealers for accomplishing modifications and/or wholesale replacement of FI units on customers' cars.*

### **58 Pontiac FI (cont.)**



*As is common in the media, negativism and sensationalism sells copies of their publications. And there were plenty of automotive "experts" who enjoyed the attention they received from exposing the problems and disappointments of Rochester's super high tech fuel injection system, which ironically has turned out to be an excellent fuel system, and properly restored units command astronomical prices today.*

*In reality today, any and all models of the Rochester FI system can be rebuilt, restored and tuned to a very high state of dependability. By the end of the 57 model year, Rochester had produced a very dependable FI unit. As mentioned above, the first units for Chevrolets were the 7014360 and they were used on both hydraulic (250hp/283) and solid lifter (283hp/283) cam engines. The second production FI unit was the 7014520 unit which incorporated many of the various upgrades that were incorporated during the production of the 4360 units or later added to sold cars. The 4520 unit was **ORIGINALLY** intended for use only on the hyd cam engines, but later 4520 units were also calibrated for solid lifter engines.*

*The 4520 units for a hyd cam engine had a serial number stamped on the plenum tag beginning with 1001, whereas the 4520 units calibrated (richer) for the solid cam engines started with 2001. The third FI units for 57 were the 7014800 for hyd cam engines only and the forth 57 FI unit was the 4960 for the solid lifter engines. Even though there were officially only four FI models for 57, because of the various modifications and upgrades done to the early 4360 units, there were more than just four configurations of FI units for 57.*

*The **FIRST** Chevrolets to receive **PRODUCTION** FI, as a regular option, was the Corvette. The option for FI on the 57 **PRODUCTION** pass cars (contrary to common belief!!!) **DID NOT** occur until the end of Feb or 1st of Mar 57. The very first **PRODUCTION** FI units, installed on pass cars, were the 4520 units, which was the second FI model produced. It is highly probable that some 57 pass cars received FI units **BEFORE** the end of Feb 57, but those were on "special" cars such as SEDCO cars which were developed for competition (translate NASCAR).*

*With the introduction of the 58 models, fuel injection enjoyed a much better reputation for dependability and improved performance, which continued to improve with successive FI models up to the end of FI production in 1965.*

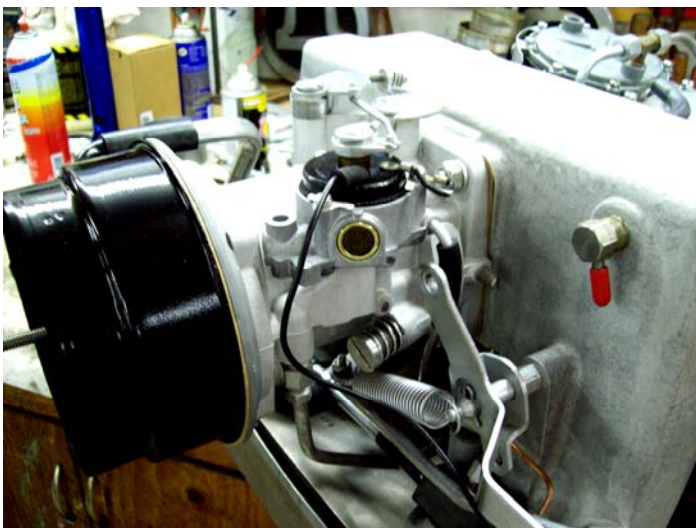
*Most owners of early Corvettes are aware that the 57-59 FI units had a plenum with the finned top, as seen on the left below.*



*And most owners of early Corvettes know that the smooth top plenum was introduced in the 1960 model year, as seen on the right above.*

*But what many people do not know, is that the finned top plenum continued in use through the 1961 model on HYDRAULIC CAM ENGINES ONLY!*

*The quantity of hyd cam FI engines for 61 was only 118 (275hp/283), compared to 1462 solid lifter FI engines (315hp/283).*



*Above is a 57-61 style "choke" on the air meter.*

*For 1962 the 283 engine was replaced with a 327 and a somewhat new FI unit was produced. ALL 62 FI engines were solid lifter only. The hyd lifter FI engine was gone, never to return.*

*As far as appearance is concerned, the 60-61 FI units with a smooth top plenum and the 62 units LOOK almost the same to the novice FI person. They were not! They are completely different units in many ways, with the 62 unit being the most upgraded unit of the early (57-62) FI units.*

*One of the most visible distinguishable features of the early units is the choke on top of the 57-61 units. For 57-61, the choke housing really is NOT a choke (even though it looks like one). It is a fuel ENRICHMENT circuit for cold starting purposes and it serves exactly the SAME FUNCTION as a conventional choke-----*

*----that is, it delivers a richer fuel mixture to the nozzles on a cold engine, but it does it with vacuum signals.*



Below is the 62 style air meter with a TRUE choke on the rear side of the air meter. The 62 choke actually has a shaft with a butterfly valve at the opening of the air meter and it operates just the same as a conventional choke on a typical carburetor for starting a cold engine. This style choke on Rochester fuel injection continued through the end of FI production in 65. But on the 63 FI models, the choke housing moved to the forward side of the air meter. The 57-62 chokes were heated with an electric heating coil inside the housing, whereas the 63-65 chokes were supplied with hot air by a tube coming from the exhaust manifold, just as it was done on carburetors up through the 60s.



As mentioned, the 62 FI units looked VERY similar to the smooth top 60-61 units to the FI novice, but almost everything was improved and upgraded. The air meter was completely different-----a one year only air meter. The 62 fuel meter was nearly the same as the 60-61 fuel meters, but with some internal improvements. The calibration of the 62 units was different for the larger displacement 327, as well as larger nozzles were used.



63 FI Unit (7017375)

Even though the 63 FI units are completely redesigned and have a totally different appearance from the 62-earlier units, they are still rated at 360hp on the same 327.

Right is a 63 FI unit, which is a ONE YEAR ONLY unit. Even though the 63-65 units LOOK the same, again, they are not. Notice on the main diaphragm cover on top of the fuel meter, there is a T with two vacuum lines, which is 63 only.

The next 2 pictures below are the 64-65 unit. Notice the main diaphragm cover has a 90deg elbow with only one vacuum line. Also, the 63 unit has TWO vent lines around the front of the unit, whereas the 64-5 unit has only one vent line. As mentioned, the 63-65 units LOOK the same to the novice FI person, but they are considerably different in many aspects. The 63 FI engines were rated at 360hp, and because of internal engine and cylinder head changes, the 64-65 engines were rated at 375hp-----THE ULTIMATE FI ENGINE!

64 - 65 FI Unit (7017380)



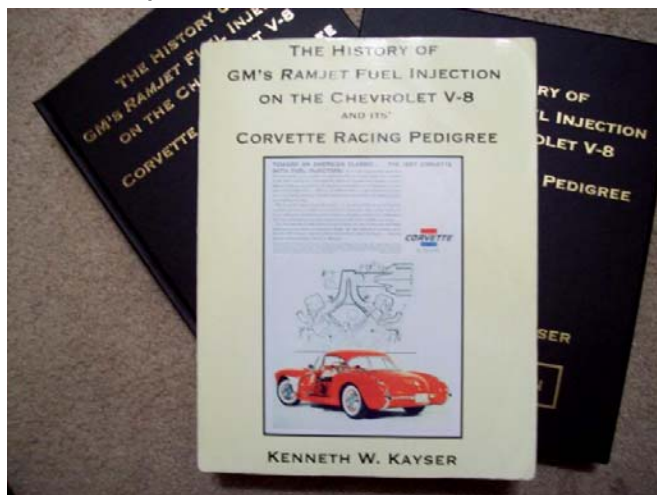
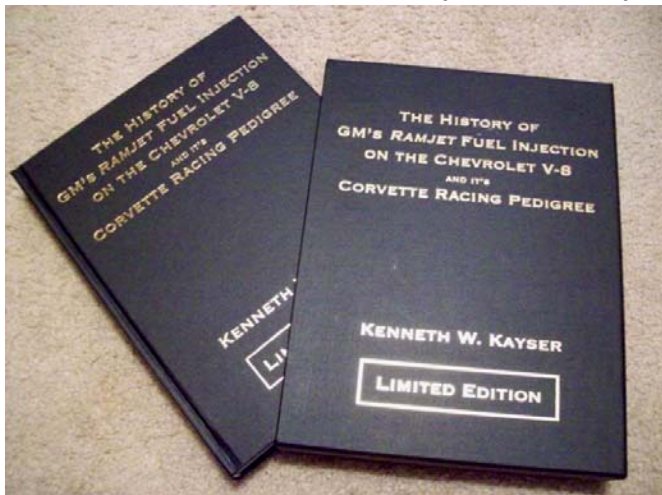
From the earliest days of fuel injection, there have been numerous attempts to improve their function and dependability, usually to increase performance. A majority of those efforts have either decreased or failed to provide any benefits, and often have just completely screwed up the FI system. As years went by, there have been some FI gurus who have risen to the top of FI improvements. People such as Smoky Yunick, Bill Thomas, Norm Berger are a FEW, and I emphasize that only a FEW people have worked a little magic with the Rochester units.

Today, there are a FEW people around the United States who can be labeled expert gurus when it comes to a state of the art FI restoration. The main parts of FI units, such as the air meter, fuel meter and plenum are NOT reproduced. Whatever Rochester built is all there is. BUT, most of the parts for rebuilding any model FI unit are available (albeit rather pricy because they are a low volume product) as reproduction. And MOST of the reproduction parts are very high quality (there are some poor/marginal repo parts). MANY of external parts, such as vacuum lines, fuel lines, linkages, hardware, etc, are also available as reproduction parts, and again, rather pricy.

Most, if not all, GM FI publications are readily available in reprint and some of the articles published in years past by some of the well known FI people are also available. Generally, the Rochester FI systems are not for the average home mechanic. BUT, if a person wishes to acquire and restore an FI unit, it will provide the best performance and dependability if restored to its ORIGINAL CONFIGURATION, with no home spun "improvements"! Put it back factory and leave it alone. The earliest units can be challenging, the latest units are almost a piece of cake.

One of the best ever, if not THE BEST FI publications, is a recent book by Ken Kayser who was a GM engineer and accumulated large amounts of data, drawings, photos and documentation during his GM career. His book is a virtual Bible of Rochester history with FI development. Plus, his book dispels MANY old wives tales and myths about FI, it clears up a lot of confusion and misunderstanding about FI development, and has undoubtedly embarrassed several FI "gurus and experts". If a person is going to own, maintain and rebuild their own FI system, Ken's book is a must for the FI library. It was available in both a hard bound in a sleeve as well as a soft bound. The hard bound was available in a limited number and is probably not available.

<http://www.whitefishpress.com/bookdetail.asp?book=72>



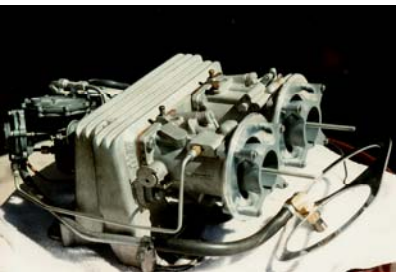
As mentioned above, FI may not be something for the average home mechanic. But, if FI is a "must have" option for an early Corvette, Chevy or streetrod, then any of the Rochester units are basically a bolt-on system for any small block. Even though it was only offered on 283 and 327 engines, it can be installed and if properly tuned, will work just fine on a SB400.

It is a system that the average person should not just jump into. Buy the books, study the systems and circuits, and understand how they come together under cold, hot, idle, transition, cruise and power conditions. It is not recommended to modify or attempt changes from the factory configuration, but, there have been, and are a few misc things that can be done to some of the units that will produce a worthwhile benefit.

And, on the extreme end, there have been various modifications, mainly for serious competition as well as larger displacement engines, which are best left to the most experienced FI gurus.

The next page illustrates some examples of some extreme modifications.





**SCOOP Editor:** Thanks to Tom Parsons for permitting us to run his article. This article also appeared in the AZ Chapter Newsletter.

## **Barrett Jackson Scottsdale, AZ January 2014 C-1 Corvette Sales**

Submitted by Bruce Fuhrman

The following is a summary of C-1 Corvette sales made at the B/J Auction in mid January 2014. Descriptions of the cars is available on the Internet as follows;

Google Barrett Jackson-Scottsdale ([www.barrett-jackson.com](http://www.barrett-jackson.com))

Go to their home page and select Scottsdale

Select Scottsdale 2014 car list

Select ALL which is all days

Find the auction # you want and double click on the photo and all the details and sold price will pop up. Incl. buyers fee. All cars sold for "No Reserve". I think that is why the place was PACKED WITH PEOPLE! Also, the size of the event doubled.

<u>Auction #</u>	<u>Year</u>	<u>Description</u>	<u>Sold For \$X 1000</u>
534	62	Recent Restoration disc brakes	60.5
838	61	4 sp- nice	77.0
958	57	Aztec Brown, older rest. driver	73.7
959	58	4 sp, driver	55.0
1011	56	Dual quads, P/G	93.5
1012	61	P/G driver	60.5
1019	58	47K mi. F/I 4 sp.	113.5
1020	57	Nice #'s matching	83.5
1021	61	NCRS- 4 sp	99.0
1025.1	58	F/I nice	132.0
1033	56	P/G 225 HP	95.7
1050	62	4 sp Duntov 2008 poor paint	128.7
1050.1	61	4 sp matching #'s F/I	128.7
1051	62	Custom Mod	198.0
1089	60	Custom Mod	110.0
1105	61	Custom Mod	137.5
1251	58	Dual 4's 4 sp	70.4
1298	58	"Joey Chitwood" 19 K mi.	99.0
1305	58	Custom Mod nice	200.2
1314	62	Custom Mod	200.2
1319	57	4 sp F/I nice	110.0
1330	60	Custom Mod nice	220.0
1350	54	NCRS-2010 VIN# 2773 nice	98.8
1635	61	Matching #'s	66.0
5008	60	Custom Mod nice	220.0
5038	53	Chip Millers original! VIN #181 9.2 K mi.	660.0
5065	53	VIN # 83 ALL ORIGINAL	275.0
7003	59	Big Brake, F/I Bloom/ Gold	211.2
<b><u>OTHER CORVETTES</u></b>			
5022	69	"Rebel" Sebring Race car	2.88M

# Member Classified Ads

**For Sale** 1953-55 Reproduction exhaust extensions, both short and long styles available. Windshield post tab repair, \$65 ea. Plus shipping. 6-piece Horn ring insulator kit, \$20. Gary 909-437-9288 or arunner@frontiernet.net Member # 26

**For Sale** Kent Moore "J-2958" Upper Control Arm Shaft Remove & Replace Tool (for front ends) shown on 3-11 & 3-16 of ST-12: \$45

Kent Moore "J-3183" Main Shaft Bearing Cup Remover (for steering Box) shown on 9-8 & 9-13 of ST-12: \$40  
ST-12 Corvette Service Guide (C1 repair book) ... nice condition \$15

John 805-642-3662 costales@west.net

## FOR SALE:

'58-'61 used dual quad intake (3739653) \$375.

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

'56-'60 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 \$30.

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

'57-'62 new ignition shield RH Vertical \$64.

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

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

'60 new kick panel inserts \$70/pair

'58-'62 front bumper bracket set of 6 New set \$175. Used set \$140.

Many other parts available.

Call Joe LaGreca @ 909-499-5873

Email: joe.lagreca@att.net

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**Tee Shirts - \$15**

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**Emblem - \$20**

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**Please send requests or questions to Chip Werstein at Chipsgarage@aol.com**



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

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



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