

The Solid Scoop

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



September 2012

Vol. 8 Number 3

“Look Us Over at” www.socalsacc.com

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

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

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

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

Also visit the SACC National Web Site
www.solidaxle.org

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

CHAPTER VOTING BOARD OFFICES

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

VOLUNTEER OFFICE

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

TECH ADVISORS

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



The SoCal SACC Chapter Welcomes our Newest Member!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C1 Year</u>
No New Members Since the June Issue of the SCOOP			

Calendar of Coming So Cal SACC Events:

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

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

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

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

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

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Coordinator</u>
September 21-23	*Vintage Car Races in Coronado Island	San Diego	Solle
October 20	*Paramount Raceway, Revisited	Agoura	Williams
November 10	*Fall Tech Session	Toyota Facility	Werstein

2013 Planned Events

February	*General Membership Meeting	94 th Aero Squadron Rest.	Roche
March 1&2	*60 th Corvette Anniversary-Petersen Museum	Los Angeles	Davidian
April	*Spring Tech Session	TBD	Werstein

Scoop Features:

• Chapter Information	p. 2
• Calendar of Coming Events	p. 3
• Paramount Raceway – Revisit Flyer	p. 4
• Vintage Car Races on Coronado Island Flyer	p. 5
• Spring Tech Session Flyer	p. 6
• Paradise Cove Tour, 2012	p. 7 – 8
• Chino Air Museum Tour	p. 9
• Member Profile, Doug Prince	p. 10 - 13
• C1 Restoration, Part 2	p. 14 - 17
• So Cal Apparel	p. 18
• Classified Ads	p. 18
• Commercial Ads	p. 19

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

**SEE PAGE 18 OF
THIS SCOOP FOR
INFORMATION AND
COST.**

MADE IN USA!

SCOOP COVER: 1961 Corvette owned by Evan & Suzana Williams, #108. Our 61 Corvette has been in our family for 16 years. I got it 5 years ago when I retired from the LA Fire Department. The car is mostly original and still has the original 283 270hp engine. I'm hoping to finish the interior restoration in the fall. It's literally a "Daily Driver".

BACK COVER CAR:

Top: Scene in the Paradise Cove parking lot. Bolt missing from generator mount on Lee Barry's '62. (Pictured LtoR) John Costales, Orwin Middleton, Jim Nielsen and Little John Engelhardt. Little John took the bolt out of the seat frame and it fit the generator mount perfectly. Tech Tidbit!

Bottom: Beach Scene outside the Beach Café at Paradise Cove.



SO. CAL. SACC



Paramount Raceway Revisit

(Site of Paramount Ranch)

Saturday, October 20, 2012

Agoura, Calif.



ITINERARY

**Meet up at World Class Motoring in Agoura (see map) at 9AM
Kick Tires till 10AM.**

Caravan to Paramount Raceway.

2-hr. Presentation, Tour and Pictures of Cars on the Track.

Caravan back to World Class Motoring for Lunch.

Post-Lunch spirited drive on Mulholland for those interested.

Only C-1's are requested on this tour.

LIMITED TO 25 C-1'S AND 50 PEOPLE!

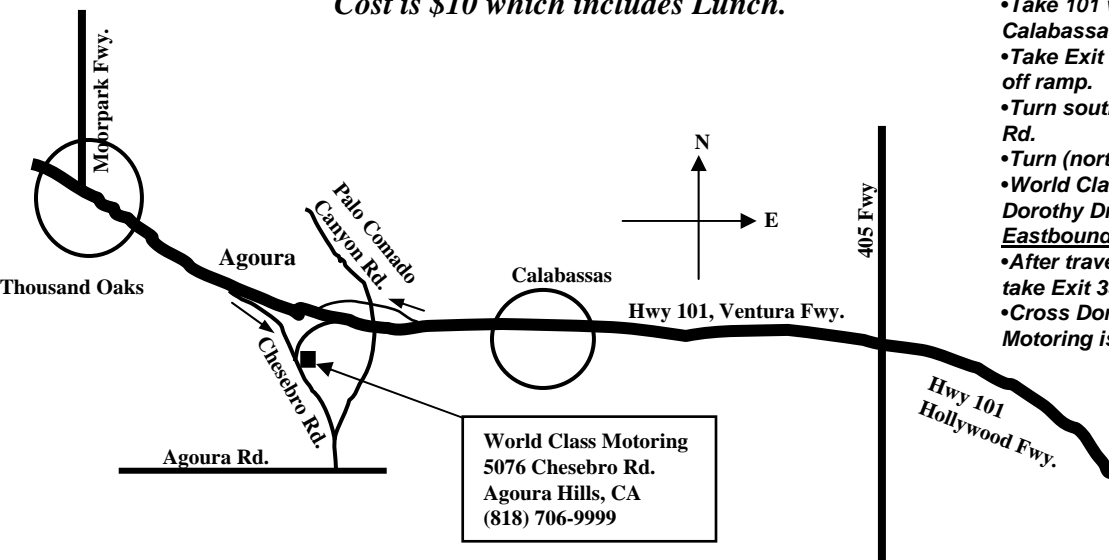
No Name on List, No Tour! So call Evan ASAP!

RSVP TO EVAN WILLIAMS

(818) 640-6319

esema@aol.com

Cost is \$10 which includes Lunch.



Driving Directions:

West bound 101:

- Take 101 west of the 405 through Calabassas.
- Take Exit 35 Chesebro Rd./Agoura Hills off ramp.
- Turn south (left) at Palo Comado Cyn. Rd.
- Turn (north) Right at Chesebro Rd.
- World Class Motoring on Right at Dorothy Dr.

Eastbound 101:

- After traveling through Thousand Oaks take Exit 35 Chesebro Rd. off ramp.
- Cross Dorothy Dr. and World Class Motoring is on left side of Chesebro Rd.

So Cal SACC Weekend Tour



September 22 and 23, 2012

Vintage Car Races at Coronado Island

in San Diego Bay

Tour Coordinators: Randy & Diane Solle
760-742-2405 Home
760-505-7789 Randy Cell
rsolle@adnc.com

Friday Night:

Directions to Cruisin Grand in Escondido (See map below)

Highway 78 East to Center City Pkwy
South on Center City Parkway Past Valley
Parkway, and left onto Grand Ave.

Just past first Stop Sign, I will be parked on either
side of Grand (Silver/White) 60.

Come early, eat early, then look at cars.

Contact me to get directions for run to Encinitas.

Stop by or call my cell 760-505-7789.

We will leave at 6:00 for the cross country drive,
and get to the Hotel before dark.

Directions to Hotel: Those Driving Freeway

Take Encinitas Blvd Exit off of I-5, and go west.

At first Traffic Light, turn left in to Denny's

Parking Lot, and then an immediate right up the
hill to the Hotel.

We will leave at 8:00 a.m. Saturday to drive down
to Coronado.

Dinner Saturday night at 6:30 in local restaurant in
Solana Beach.

Reservations: Friday (optional) & Saturday Nights:

Best Western Inn & Suits, at Moonlight Beach, 85 Encinitas
Boulevard, 760-942-7455 . The smaller rooms were already spoken
for, but I have blocked 15 Suits, 5 King and 10 Queen for Friday and
Saturday night. The rate is 129.00 per night which includes a
continental breakfast.

Saturday:

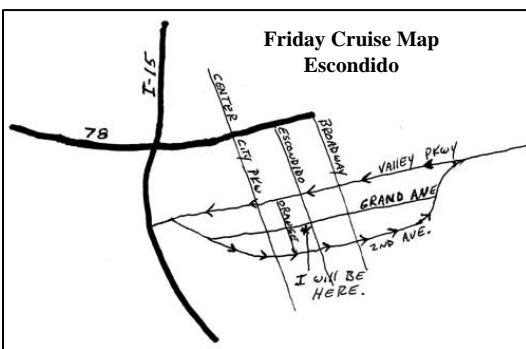
We will leave Saturday morning for the
races at about 8:00. We will need to get
race tickets, but also Car Corral passes
to be able to park in the Car Club area.
Steel cars will need Race Tickets only,
all corvette's will need Race Tickets
plus the Car Corral passes (there is no
fee for the Car Corral passes, but you
must have one to get into the select club
parking area). The races last until 5:00,
but you are able to leave at any time.

Saturday Evening:

We will be driving down the coast, and
eating at a restaurant in Solana Beach.

Sunday Morning:

We will take a drive up
the coast and possibly
visit another venue
before heading out.



Tickets & Money:

**IF you are attending, send a check for \$12.50 per
person in your party made payable to Randy Solle
(10780 San Gabriel Way, Valley Center, CA
92082). Parking is taken care of for Free. The
ticket permits you to all the Event on Saturday
when we attend.**

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

SO CAL SACC LIABILITY WAIVER

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

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

Car Make _____ Year _____

Insurance Co. _____

Signature _____

Proof of Insurance verified by _____

License # _____

Policy # _____

Date _____

Date _____ "



SO. CAL. SACC

FALL TECH SESSION

Saturday, November 10, 2012

Toyota Museum Center, Torrance, Calif.

Tire Kicking begins around 9:30 AM,

Enjoy the spacious fully equipped Toyota Museum.

Sessions will begin around 11:00 AM with a catered lunch and more sessions after lunch.

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

PLEASE RSVP, to Chip Werstein at (818) 883-5766 or at chipsgarage@aol.com.

THIS WILL BE A PAY IN ADVANCE EVENT!

RSVP DEADLINE of November 6.

Make Check out to SoCalSACC and mail to, Jenni Werstein, 23317 Schoenborn St., West Hills, CA 91304

C1 Tech Session Topics:

More information will be published before the Tech Session Date.

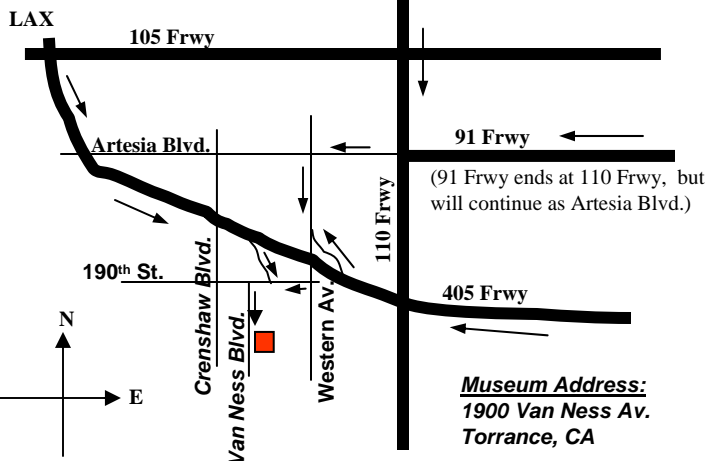
Only: \$20 per person!

A “Pay in Advance” Event!

Come out and Join the Fun!

Bring your C1!

Invite Prospective Members!



From Downtown LA/Pasadena (south on 110)

- Exit on Artesia Blvd West, make a left (south) on Van Ness St. Cross over 190th St.. Continue south to Museum on left side of Van Ness.

From Riverside/North Orange County (west on 91)

- 91 Frwy becomes Artesia Blvd., continue on Artesia Blvd to Van Ness St. and turn left (south). Cross 190th St.. Continue south to Museum on left side of Van Ness.

From Huntington Beach/San Diego (north 405)

- Go north on 405 Frwy. and exit at Western Av.. Turn left (south) on Western to 190th St. and turn right (west) on 190th. Turn left at second light (Van Ness). Go south on Van Ness to Museum on left side of street.

From Ventura/SF Valley (south 405)

- Exit at Crenshaw Blvd south. off ramp. Travel south on Crenshaw to 190th St. At 190th St. stop light turn left (east). Drive on 190th St. to Van Ness Blvd and turn right (south) onto Van Ness. Go south to Museum on left side of street.

Paradise Cove 2012 – Another Record Turnout!!

32 C1's, 2 C2's, 1 C6 and a modern metal.



It was a HOT week in So Cal (by our usual standards) and it did not deter our members from driving to the Paradise Cove beach in Malibu for a breakfast/lunch. Participants drove from San Clemente in the south and from Bakersfield on the north. They just kept coming! Our surf-front parking was different this year primarily because the Beach Café at Paradise Cove was expecting to see record numbers of customers come to the beach and seeking coolness. By the time our gathering had eaten and were ready to leave and the record number of beach goer's came.

So Cal Member John Costales has been coordinating this event annually (7 years, I think) and it seems that when attendance would drop off we might find somewhere else to travel. Last year set a attendance record but this year had greater attendance. I guess we will try it again for another year.

Upon leaving the Cove a traffic control officer was coordinating all the traffic on Pacific Coast Highway. This is very unusual since the Cove is several miles outside downtown Malibu. They were even charging to just visit the beach.



(Left to Right) Jim & Judy Lundal get opportunity to visit with the ever-popular Eric & Fran Hershkowitz from Bakersfield.



(Right) Gary & Sonja Gray drove their "Harry-Mann" Corvette from Newport Beach.



(Above) Judi Costales visits with Jim & Joan Nielsen from San Clemente.



Chino Planes of Fame Museum

Saturday, June 23rd So Cal SACC President, Phil Roche, coordinated a tour of the Planes of Fame Air Museum in Chino, CA. Phil, "having connections with the museum" got our tour group in with a walking tour headed by his brother, Richard, a docent at the museum. Pictured at the right, standing at the nose of a P-38 Lightning is the Roche Bro's, Phil & Richard



(Above) The B-17 sits next to the Museum. It is usually manned by ex-WWII vets and flyers. Visitors can climb through the plane. (Middle to Right) So Cal member Joe LeGreca takes position behind the waist gun waiting for those pesky German fighters while to the right Randy Solle has a more difficult task as he tries to figure out how to fit into the Belly Gunner Position.



(Story of B-17 sitting in Museum Bone-Yard) On February 23, 1942, while participating in the first long-range U.S. bombing mission of World War II at Rabaul, this aircraft was hit by ground fire and ran out of fuel. It crash landed in the Agalampo Swamp in Papua New Guinea. Assisted by natives, the nine crew members



took six weeks to walk out of the jungle subsequently rescued. The aircraft remained in the swamp for 64 years until Fred Hagen and David Tallichet had it removed and brought to the United States. The forward section of the aircraft is being made available for viewing through the courtesy of Fred Hagen and John Tallichet.



SoCalSACC Member Profile

Doug Prince, #47C

THE BEGINNING.

By 1963 I was just beginning to notice the cars in my neighborhood that I grew up in. I was now subscribing to Hot Rod and Car Craft magazine and of course all the "credits" were to articles about Southern California locations and car dealerships. Living on the East Coast and being born and raised in Pittsburgh, PA I could only dream of car crazy California not suspecting in the least that I would some day put down roots there.

By 13 years of age I was beginning to become car crazy myself but my first mechanical exploits were dragging home some old worn out lawnmowers and completely taking apart their engines and making them all run again. My family from Pittsburgh had an Aunt who lived in Columbus, Ohio that we would visit every summer. My cousin was three years older than me but it may as well have been light years because his parents were very wealthy. I remember one summer when I was just 14 years old he had 1957 Ford Fairlane convertible with "three on the tree" and "glass pack" mufflers. One summer night we had three courageous girls in the back seat and we were doing burnouts at every stop sign. This was my first clue that fast cars equaled good looking girls riding along!

The next summer that I visited my cousin he had a 1960 Chevy Impala convertible that had a super high performance tri-power 348 engine with a four-speed transmission and real "lake pipes." Same scenario with girls in the back seat and full bore power shifts of the four-speed transmission. Now I am really starting to get hooked on this "car thing." The following year in the summer of 1963 the cousin had a 1961 Corvette, dual quad 270 horsepower, 4 speed with 4:56 posi-traction gears and he took me to my first ever drag strip. Folks, this was the beginning of the end as I completely overdosed on the sounds and smells of the drags. Open headers, burning drag slicks, 7000RPM launches and full on power shifting. This was the beginning of the Detroit horsepower wars and I saw them all. There were numerous Corvettes, 409/409 and 409/425 Chevie's, 406 tri-power Fords, 421 Pontiac Catalina's and 413 Super Stock Mo-par's. This experience, like Jimmy Hendrix, changed my life forever as I acquired the dreaded and incurable "drag race fever." I knew from this summer that someday I just had to have my own Corvette. I graduated from high school in 1966 and went on to college and like most "gear-heads" I worked in corner gas stations and Pittsburgh steel mills in the following summers while saving up my money. All my friends were driving \$50.00 dollar "beaters" but I refused to give into the temptation for my first car was going to be a Corvette. In the summer of 1968 I finally had saved up enough hard earned money to buy a Corvette. I searched the For Sale ads in the local paper and came across a 1961 Corvette convertible, V8 engine, four-speed transmission with radio and heater for \$1595.00. I went out to see it with a friend and bought it on the spot as it was red on red.



Pic 1. The beginning with my cousin's 1961 270 horsepower drag car.



1968 & 21 years old and bringing home my Corvette I purchased in Pittsburg.

My Corvette was a base engine 230 horsepower engine that I converted to 245 horsepower dual quads and then finally to a 270 horsepower dual quads with the installation of the solid lifter camshaft.



(left) My new Corvette and Winter 1968 in Pittsburgh and notice the chrome reverse wheels which was the hot set up in the day.



My parents were not real big on me buying a Corvette and were very worried that I would become just like my cousin but I was 21 years old and it was my money. They preached to me not to modify it at all and I said "nah don't worry" heh, heh, heh. Being very anal as I am I have saved every receipt for everything that I ever bought for my Corvette.

First up was a Hurst Competition Plus 4 speed shifter for \$109.00 which was a lot of money in those days. Next was a set of Hedman Hedders for around \$100.00 and then a used set of dual quad carburetors for \$40.00. The dual quads were really old and greasy so I put them in a pail of gasoline and washed off all the old dirt and grease. I installed them and the car would barely start and run! I bought a set of "Zip Kits" and rebuilt them on our backyard picnic bench.

Now I was a legitimate 245 horsepower Corvette and I next bought and installed a used 4:11 posi-traction rear end to replace my original 3:70 one legger for \$40.00 Last but not least was the purchase of a pair of Traction Master traction bars for \$10.00 so now I was getting ready for street racing. Additionally I knew that to be competitive and be a player I needed a solid lifter cam shaft and valve train so I stepped up for this combination. Now suffering from a bad case of "instant gratification" I went into my local "speed parts store" to buy the camshaft and wanted something in the 280 degree duration range but they only had something in stock that was 310 degrees duration. I said what every kid ever said "big is always better." My Corvette became a real dog on the bottom end, but it would rev to 7000rpm all day long!

My journey now complete it was time to take to the streets and cruise all the local hamburger joints looking for some action. Back in Pittsburgh we had the equivalent to Bob's Big Boy but they were called Eat'n Parks with drive up speakers to order from and nice little girls on roller skates to bring you your food. Friday and Saturday nights were always nights to drive around to the many locations in town looking for the action. Now I am a firm believer in preaching to today's kids "don't do this at home" but I was just another young kid in a hot Corvette fueled up with testosterone and probably too much of our favorite beer. A bad combination but that was how it was back in the day. Now I won my share of street races but I lost some too and most guys will only tell you about all the ones that they won. I am going to tell you about the worst ass whipping I ever took just to keep everything honest. A typical Friday night, having just left my local Eat'n Park and heading out to another one about 20 miles out as I knew there was always some action after midnight.

IT WAS A REPUTATION LOSING PROPOSITION!!!!!!

I am sitting at a signal light waiting to make a left hand turn onto a four lane highway to head out to the next Eat'n Park. A car pulls up behind me and has a real nasty solid lifter cam idle but I figure this guy could become my first victim of the night. The light turns green and most street races were always from a "roll" since there is never any starter to call it. I am in first gear at around 3000 rpm and I put my foot into my dual quads and at the top of first gear I shift into second and all I hear and see is this 1968 Chevy II Nova's taillights. He came by me so bad that I thought he sucked the headlights right out of my Corvette! Now as we made the turn I gave him a cursory look but I failed to note the SS 396 badges on the front fender and I figured I could take him out no problem. I soon arrived at the Eat'n Park and quickly found the Nova parked there as well. I walked up to the guy and said "what have you got there"? He said he just bought it and it was 396 cubic inch 375 horsepower Turbo 400 automatic Nova with 4:10 gears. Well if you knew anything about the Detroit horsepower wars they were all really lying through their teeth and the Nova really had the 425 horsepower Corvette engine only rated at 375 horsepower for government and insurance purposes. Well my puny little 283 cubic inch 270 horsepower Corvette got its doors blown off but I didn't feel too bad as I really didn't stand a chance this time!



Hurst Competition Plus shifter with Hurst shifter glove. Ready for action.

I also acquired another reputation with the ladies that if you were out on a date with me and it started to rain that all bets were off and I headed home to dry my Corvette off and put it away for the night. Over-anal Dougie was never going to let his Corvette get wet and dirty!

I graduated from college in 1970 and got drafted into the military the same year. I received an honorable early discharge from the Air Force in Tucson, AZ in 1974 as the Vietnam War was finally winding down. I decided to move out to Southern California to begin a new life in the car crazy capital of the world.

I ended up in Santa Monica two blocks from the beach and I read the local paper looking for a local Corvette club that might be in the area. Sure enough there was one called The Vette Set that met every third Weds of the month at a Chevrolet dealership in Manhattan Beach called Champion Chevrolet. After my first meeting we went to a local Shakey's Pizza for what else, pizza and a lot of beer! I overheard this guy woof-assing about how fast his Corvette was and so I sat down beside him to listen to his spiel. Turns out he became my best friend of 38 years. Over the years we built a lot of engines always living to the adage "bigger is better."

I then moved to the San Fernando Valley in 1977 and was an outside salesman for various companies. I started restoring cars for other people in 1991 and to this day I still do so. I have worked primarily for Vic Preisler who is a SoCal SACC member from 2001 to the present date maintaining and restoring his collection of cars. I also currently rebuild and restore Rochester Fuel Injection Units.

The Restoration

As time went on my Corvettes paint and interior became pretty tired and in 1986 I decided to give it the full on restoration. Prior to the restoration I built and installed, in 1979, the current combination that is in the car today. This combination is a .030 over 350 cubic engine with 10:1 compression, hydraulic camshaft and Rochester Fuel Injection. The transmission is a wide ratio Muncie four-speed coupled to a 3:70 posi-traction rear end. I tried to do most of the work myself and subsequently reinvented myself as a Corvette restorer of some repute. I also became self taught in Rochester Fuel Injection and went on to enter many Corvette car shows over the subsequent years.



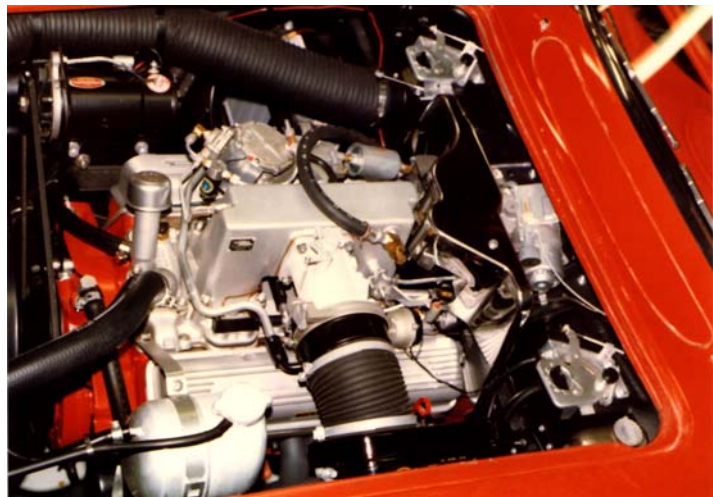
Decided to repaint and restore my Corvette. I found muscles that I never knew I had sanding off the primer down to the bare fiberglass.



What is wrong with this picture? Driving my newly painted Corvette over to my painter's body shop to have the body color sanded sans windshield, any gauges, headlights, taillights, seats or seat belts and sitting on a plastic child's seat with a pillow for back support. I passed two LAPD squad cars and they gave me the triple take but never said a word to me. I guess they figured that if I was crazy enough to drive it this way I probably did not just steal it!



Straight out of Central Casting for the movie Hollywood Knights.



How I got my nickname Mr. Fuel Injection.

I won numerous trophies and made a lot of friends along the way many of which I associate with to this day. I joined NCRS in 1974 and SOCAL SACC, when we first originated. I bought my Corvette in 1968 which was the very first car I ever owned and 44 years later I still own it to this day! How many people can say that and I still have the original worn out factory ignition key. How cool is that?



Started to collect many trophies at local Corvette shows around town.



Best Paint and Best interior at a local Corvette show.



Here I am winning Best of Show at yet another local Corvette show. You should recognize some SOCAL SACC members in this picture! (LtoR) myself, an old drag race friend Jerry Collins, Loretta and Steve Conway, Chip Werstein, a woman who is to remain anonymous and Dale Schaum



Getting my picture taken by late Jerry Norton while entering the Red Line Corvette Show.



Here I am at Pismo Beach. Picture taken while on a run with some of the current SOCAL SACC members. I really used to be that skinny?

C1 Restoration Part 2.....Chuck Gibney & others

Editor note: Two 1962 C1's in-process restorations began during 2011. Both C1's are being worked on concurrently. I (Editor) thought it would be of some interest to follow the restoration process over several issues in the SCOOP. These articles might also be some assistance to motivate others or restart their work and/or also share the steps and recommend "how" best to proceed. Both restorations began by dismantling the cars and both are in the Frame restoration stage. As expected, when you view the frame on any C1, there are going to be surprises.

The SoCalSACC member owner's of the '62's being reported are Chuck Gibney, #189, and George Iverson, #62. Assisting the owners are Steve Clifford, #58, myself and a couple additional non-members. The June 2012 SCOOP was the kick-off article and a copy is posted on the Chapter Web Site (www.socalsacc.com).

Chuck's Write-up!

We began this article in the June '12 SCOOP, with my decision to do a full "body off the frame" restoration of my 1962 Corvette, and Part 1 highlighted the process we used separating the body from the frame. We ended with a view of a very dirty frame (seen on the right).



FRAME RESTORATION

The first job was to remove all the suspension parts, and the front cross-member from the frame. This proved easier said than done, as many of the bolts and fasteners were very rusty.

Liberal use of penetrating sprays and wire brushes helped loosen stubborn bolts and nuts. Some were so rusted, they broke off during removal. But, everything will come apart eventually. You just need longer wrenches. It became very clear that I would need to buy all new fasteners, for reassembly.

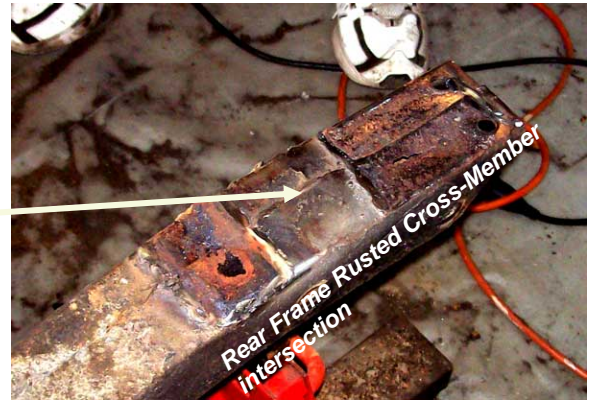


An initial inspection of the frame clearly showed that the rear cross-member was badly rusted through, and would need to be replaced. We also found that someone had used the car to tow something, and that a trailer hitch support bar had been welded to the frame, and should also be removed.

Some previous owner had also added two leaves to the rear springs to help support whatever was being towed. (Maybe that's why my Corvette always rode so stiff). These would need to be removed, and the springs rebuilt properly. The front springs had been replaced at some time with heavy-duty springs, and would need to be replaced with original ones.



Amazingly, I found that Corvette Central supplies a new rear cross-member for about \$295. This is certainly preferable to trying to fabricate one myself. A grinder and some very good friends helped remove the cross-member and the tow hitch support. I shouldn't have been surprised when I found that the frame was rusted through at the intersection with the cross-member on both sides.



Lesson Learned, to myself, THINK TWICE before buying an East coast car.

Dirty, Labor Intensive and Skilled Help?

Before you attempt a project like this, make sure you have a lot of skills yourself, or that you have friends that possess them, like welding. Luckily, I have the latter. We turned the frame over, and ground off the welding left on the frame from the tow hitch, to provide a smooth surface. Then, using a Sawzall and the grinder, we cut out the portion of the frame that was rusted through until we reached good metal. See below for the repair sequence:

When the metal from the old cross-member was the same thickness as the frame, we used it to provide pieces of metal to repair the frame. The metal was cut and ground off to provide the same overlap as the original frame. Here the new pieces are being welded into place. Then the excess weld was ground off, and the repair was complete.



We drilled new holes in the repaired frame to hold the rivets for the new cross-member, and installed the rivets. Then the cross-member was welded to the frame to duplicate the factory installation.

The old battery tray was in bad shape. So it was cut off with a grinder, the frame was ground smooth, and the new battery tray (from Corvette Central) was welded into place.



Rivet
Installation



Battery Tray
Surface Prep



(left) Rivet installation to attach new cross-member. (top) Frame surface prep for welding (right) new battery tray.

Finishing both '62 Frames (Geo. Iverson & Chuck Gibney).

George Iverson, who is also doing a '62 Corvette frame off restoration, and Chuck, have been working on both cars together. George's frame required a lot of de-greaser, a power washer and elbow grease.

Next, George was to have the frame sand-blasted (using aluminum oxide). He took his frame to Media Resurfacing Systems in Huntington Beach for blasting. It came back nice and clean. After receiving his frame we had numerous discussions about how to finish the frame, comparing paint and powder-coating. We both decided we would powder-coat the frames and suspension components as we preferred the high durability and smooth finish, even though it is not "factory correct". We chose Newport Mesa Powder Coating in Newport Beach to do the powder-coating.



Much of the frame and body of Chuck Gibney's car had received a liberal coating of undercoat many years ago. This would need to be removed before we could refinish the frame. Many hours were spent in removing the old grease, dirt and undercoating (See pic to right). Grease and dirt came off fairly easily, using engine de-greaser. The real problem was the undercoating. Like George, I was planning to have the body "sand blasted", but the soft undercoating would need to be removed first, as sand blasting wouldn't remove it. Power scrapers, and a heat gun worked best. But, there are many nooks and crannies in the frame that were almost impossible to reach and clean. So, we began to look at alternatives to sand-blasting. The idea of having the frame dipped in acid seemed to be the best way to clean off the remaining undercoating. We took the frame and major components that would not fit into a blast cabinet, including front cross-member, radiator support, axle housing, and anti-sway bars to Strip Clean Co. in Santa Ana. This place has been there for 37 years and did an excellent job. The components were washed in an acid bath, and then dipped and sprayed with neutralizing chemicals to protect the metal. Every bit of undercoating, rust, and dirt was removed. I'm just sorry that my friends and I spent so many hours cleaning the frame, when it was unnecessary. The acid would have removed everything. The acid bath cost about \$300 more than the cost of sand-blasting, and is well worth it if the parts are covered in undercoating or heavy grease. I'm not sure how long businesses like Strip Clean will be around, as it's clear the EPA would not let anyone open a business like this in the future due to strict air quality standards. This has to be a concern for future restorers.



During the process of cleaning on the Gibney frame, we noticed that the right front frame "rail" was bent on the inboard side. It appeared like it had been straightened out, but we couldn't be sure if the frame was straight. I recalled that during disassembly, as the bolts holding the front cross-member to the frame rails were removed, the frame rails "sprang" in slightly. Also, the brackets holding the front bumper pieces to the frame had been badly bent. These thoughts all led me to believe that the frame might be bent. The Corvette Restoration Guide has a very good view of the frame with the correct measurements between major body support points. We measured my frame and checked cross frame distances. All looked OK, but it seemed that it would be a good idea to have the frame checked by a frame straightening expert, before I had it powder-coated. We took the frame, and the restoration guide, to Dave's Frame and Alignment in Huntington Beach. They put the frame through a series of preliminary measurements to determine if the frame was straight in all directions, including elevations above the floor at all points. Initial measurements indicated everything was within "tolerance" (these early frames did have some variations in "fit" that were typical of hand welded metal). So the frame straight-ner felt it was unnecessary to go to a more extensive series of measurements. They only charged me \$35 to do the testing. George and I definitely plan to go back here when the cars are completed to have them do a proper front end alignment. Now that the frame was determined to be straight, we could have it powder-coated.

The acid wash also leaves the metal very smooth, whereas sand blasting gives the metal a "tooth" for a coating to adhere to. So, at the recommendation of Jeff, at Newport Mesa Powder Coating, I had a primer coat placed on my frame before it was powder-coated to help the coating adhere. Everything looked great after powder-coating, and, Jeff offered to deliver the frame to me. Here is a picture of him next to the frame, following delivery.



Sandblasting small parts in garage.

All of the suspension and frame parts needed to be washed in a parts washer, blasted with Aluminum Oxide, and powder coated or painted. We had most of the suspension parts powder-coated to improve durability (though not factory correct).



11/16/2011

Finally, Re-Installation of Suspension components

Now that everything was clean and coated, and we had bought many new fasteners from Corvette Central, we could begin assembling the chassis. Corvette Central provides a 12 % discount to customers planning a major restoration. The initial order must be \$2500, and each subsequent order must be \$500, to get the discount. George and I decided to order together, to ensure we received the discount every time we ordered. There are other parts houses, but we are pleased with CC's stock of parts, and their support.

The first assembly step was the front cross-member, with new aluminum shims between it and the frame. The old shims had been eaten away by electrolysis. We painted the shims liberally with clear paint to help protect them in the future. New fasteners made reassembly a real easy and enjoyable job.



11/19/2011



So Cal SACC Apparel

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

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

We have tee shirts at \$15 and long sleeve denim shirts \$35.

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

Email or call Bob Crane at

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



ORDER YOUR CHAPTER THROW, NOW!

Want a Chapter Throw?

MADE IN USA

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

Bruce needs 7 more orders to meet the quota for an order.

C-1 Member Classified Ads



FOR SALE: 1959 Corvette, VIN # J59S106825 – 81,590 miles on original California car. Black & Yellow plate # ZYP590. Complete body off restoration in June 1994 by Santa Rosa, CA owner. History of all owners since 1994. Hard top only, original rims & tires, rebuilt 307 engine & four speed. Red & White with black interior. Looks and runs great. Asking \$38,500. Contact Bill Ulmer (714) 473-5111 or email wwwulmer@gmail.com

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



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



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

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


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

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

SoCal SACC FREE COMMERCIAL VENDOR LIST

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

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

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



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

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

Mike Vietro SoCal SACC member #60

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

Visit Us Online At www.CorvetteMike.com



This is Southern California Fun, Fun, Fun Time at the Beach!

