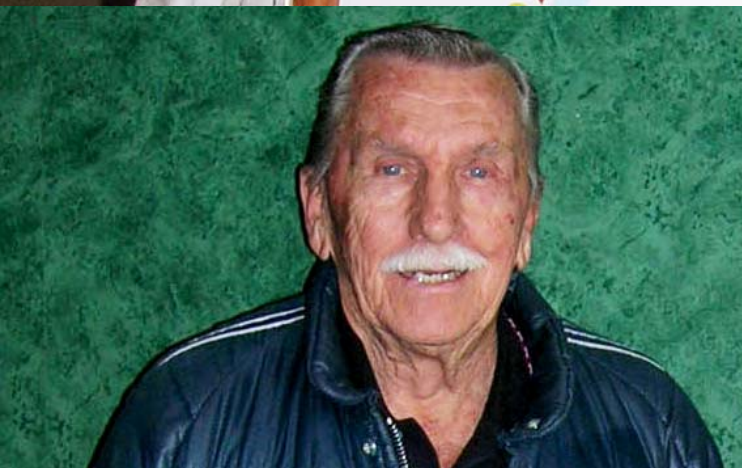


A photograph of two men standing behind a podium. The man on the left is older, with a mustache, wearing a white button-down shirt. The man on the right is wearing glasses and a white polo shirt with a name tag that says "VOLAND". A microphone is positioned in front of them.

# *The Solid Scoop*



**REMEMBERING A  
LEGEND**



**DICK GULDSTRAND**



# **September 2015**

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

**Vol. 11 Number 3**

## **SCOOP FRONT COVER**

**Front Cover Photo:** Dick Guldstrand was a SoCalSACC Chapter Honorary Life Member, member #001H. This Legend in Corvette Racing History is well known and documented in many books. The SCOOP Cover is a small collage of pictures taken by the SCOOP Editor and pictures supplied by members. The top picture is Dick and Noland Adams addressing our 2009 National Convention in Ventura, CA. Jim Gessner sent the PHOTO of Dick down on the right. The photo was taken by JIM LOUSHIN and is a copyrighted photo. The photo was taken in 1987 at the 14<sup>th</sup> Annual Monterey Historic Automobile Races. Dick is preparing to drive Fred Yeakel's 1957 Corvette. Middle left is Dick when he attended our 1<sup>st</sup> Chapter Meeting in 2005 at the Odyssey Restaurant. The bottom picture IS THE 1963 GRAND SPORT, GS#001, owned by ROGER PENSKE at the time. According to Jim Gessner the car was at Sebring. It had been changed to a convertible. Note the car angle as Dick exits the corner.

Dick was always available to address our club audience with a smile and memorable stories. Dick passed away on September 2, 2015 at the age of 87.

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

### **2015 SoCal Planned Events**

<u>Date</u>	<u>Event Name</u>	<u>Location</u>	<u>Coordinator</u>
October 17	Rose Bowl Tour	Rose Bowl, Pasadena	Charles
November 14	Fall Tech Session	Kent Browning's Facility in Cerritos	Werstein

**“Look Us Over at” [www.socalsacc.com](http://www.socalsacc.com)**

### **Scoop Features Inside:**

- New Members, Chapter Events, Cover Details..... P. 2
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**SPECIAL NEWSLETTER REMINDER:** If you have Email and are not receiving notices please contact Jim Lundal (Editor) [jlundal@verizon.net](mailto:jlundal@verizon.net) or Greg Davidian (Membership) [GDDavidian@gmail.com](mailto:GDDavidian@gmail.com) to make sure we have the correct address. Also, let any changes to home address, telephone, email, etc. be sent to the above individuals.



**Solid Axle Corvette Club (SACC)**  
A National Organization dedicated to  
keeping these Corvettes  
"on the road".

**Club Features:**

- Membership Chapter Clubs across the U.S.
- National Quarterly Magazine
- Annual National Convention
- Web Site: [www.solidaxle.org](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 on 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.

**Solid Axle Corvette Club  
Southern California Chapter Board  
2015 Club Officers**

**CHAPTER VOTING BOARD OFFICES**

President	Phil Roche	pdr44@aol.com
Vice President	Nyma Ardalan	nyma@ardalan.org
Secretary	Larry Pearson	lpears1941@att.net
Treasurer	Jenni Werstein	jennibeth.w@gmail.com
Membership	Greg Davidian	gddavidian@gmail.com
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Newsletter Editor	Jim Lundal	jlundal@verizon.net
Merchandising Manager	Barry Caires	barrycaires@att.net

**VOLUNTEER OFFICE**

Webmaster	Jim Lundal	jlundal@verizon.net
SACC Western Reg. Rep.	Greg Medico	AZ Chapter
Events Manager	Barry Charles	barry@cbc-cpa.com

**TECH ADVISORS**

1953 – 1955	Bruce Fuhrman	805-482-4396	bruce4info@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			
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net



# 10<sup>th</sup> Annual SACC Convention

The annual SACC National Convention was held on July 29 – Aug. 1. The Northwest Chapter coordinated and hosted all the arrangements in Fife, Washington, south of Seattle. The following was submitted by member Bruce Fuhrman.

The event was well planned, great driving tours, great weather (hot and dry) and a good turnout of members and cars. There were (21) C-1's in the covered Emerald Queen Casino parking garage and about 85 members attending the events from 29 July to 1 August. Rick Johnson and Jerry Little, of the N/W Chapter, orchestrated the event which included a driving tour to Fort Nisqually (built in 1833) cruising around Puget Sound on Thursday and ending up taking a Ferry Boat back to Seattle. Then we cruised to a 1949 Hamburger Stand (Pick-Quick) for "dinner". On Friday, we toured the LeMay Family Collection [www.lemaymarymount.org](http://www.lemaymarymount.org) which included over 500 cars of the family collection, not the LeMay America's Automobile Museum in Tacoma. This family collection is where it all started. There were abundant old memories discussed by all. Then off to Griot's garage for a paint restoration demo and a BBQ at the "garage". Saturday included a tour to Classic Reflections Coachworks and the annual SACC membership meeting and Banquet at the Casino convention center. The guest speaker, Larry Webb, and ex Solid Axle racer & Fuel Injection Expert, gave a power point summary of the good ole days of Corvette racing.

Some side notes, NO RAIN and they were in the midst of a drought! Bob Brown (SO CAL) won a trophy and \$\$ for the furthest distance driving a C-1, from San Diego. The next closest was from Colorado. Rex Murray (So Cal) now living in Libby, MT attended and drove his '62. Bruce Fuhrman trailered his '54 from So Cal and it was the oldest C-1 attending and maybe the oldest member?

SO CAL was represented by: Bob Brown, Bruce & Janice Fuhrman, Bob Hurst, Mike Cromer, Rex Murray, Phil & Sondra Parker, Larry Pearson, Darold Shirwo and Bill Stadler.



Bruce trailering the '54 at a rest stop in OR



SACC arrives at Ft. Nisqually, WA



C-1's aboard Ferry



C-1's at Pick Quick (circa 1949)  
"Diner". (Larry Pearson)



Art Morrison's Garage Tour



LeMay- Family Museum Tour



Some of the 500 cars in the "family" collection



Doug LeMay's (Harold's son) first car, a '58



Road tour thru Puget Sound

# Mullin Museum Visit

## Tour Attendees:

Nyma Ardalan

Larry Pearson

Robert & Gail Johnson

Niles Halle & guest

Thomas C Johansen & guest

Jon Kechejian & Sandy Schonefield

Barry Charles & guest (David Westley)

Andy Bressler & wife

We had a terrific Docent who spent almost 3 hours with us and has a very nice C-2.

Only 4 members brought their C-1's, it must have been the anticipated heat that held them back.



The Mullin Museum is located in Oxnard, CA is a premier location for European Designed classic cars. Each has its own "story" of discovery, restoration and history.

The center show car is a 1936 Bugatti 575C Atlantic which is detailed in the adjacent 4 pictures.



Our docent's C2.

## Paradise Cove.....Barry Charles

Paradise Cove is located north on Highway 1 in Malibu. The So Cal SACC Chapter has held a Corvette Corral in the restaurant parking lot each year since our inception 11 years ago. This year the event was coordinated by tour director Barry Charles.

The day begins with Corvettes arriving and parking in a reserved area around 9:30AM and entering the restaurant around 11AM for lunch/Brunch. After eating and receiving parking validation we return to the cars and begin leaving around 1PM. If not before. That is the time the real lunch public begins showing up and SACC loses its reserved parking corral.

We only had 11 cars and only 5 or 6 C-1's; don't know what happened, we had 20 or so confirmed, the rest didn't show up. Personally I think the heat was a deciding factor, close to 110 in the SF Valley



# SO. CAL. SACC FALL TECH SESSION

**Saturday, November 14**

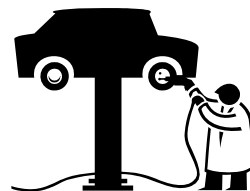
**Cerritos, CA**

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

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

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

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



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

**Cost for the Tech Session is \$25 per person.**

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

**Send your check (Made out to SoCalSACC)**

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

***Meal Cost, \$25,***

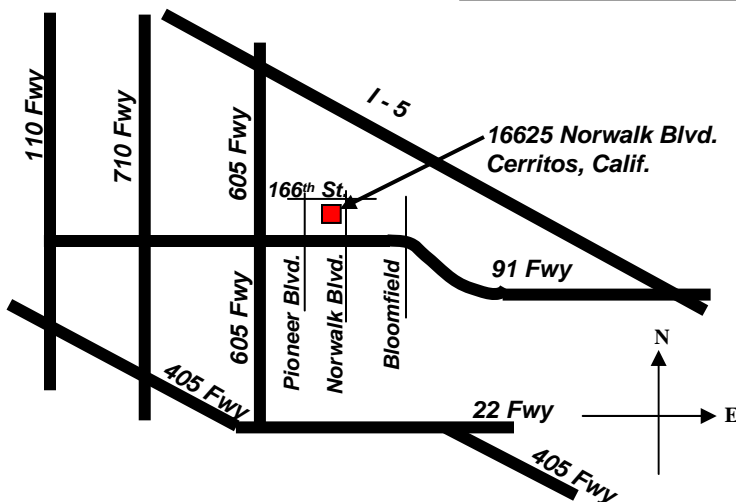
***Payable In Advance.***

***Cut-Off Date is Nov. 10***

## **C-1 Tech Session Topics:**

***Member Car Inspections***

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



### **From Downtown LA/Pasadena (south on 110)**

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

### **From Riverside/Orange County (west on 91)**

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

### **From Huntington Beach/San Diego (north 405)**

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

### **From Ventura/SF Valley (I - 5)**

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

### **From 405 South.**

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



# So Cal SACC Chapter Tour of the Rose Bowl Stadium



## Saturday, October 17, 2015

*Tour is approximately 1.5 hours*

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

*We'll need a minimum of 20 attendee's*

*Adults \$12 ea.*

*Seniors \$10 ea.*

### **We Need Your commitment with your check by Sept. 20, 2015**

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



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



**Address the check to "So Cal SACC"**

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

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## **Misc. Tech Topics .....**

*Our Spring Biannual Tech Session Event took place on Saturday, April 25, 2015. These sessions received a good attendance and is great for experiencing what our Chapter is about. Several Tech Topics and discussions were presented and published in the June Newsletter, The SCOOP. Due to space limitations, the details some topics were shortened and will now be expanded. Other topics brought up by the audience at the Session will be covered in this months issue.*

### **Driving Uphill Is A Problem..... submitted by member Bob Ezra**

*I own a 1962 Corvette that has been fully restored. I bought it with about 9,000 miles on the odometer after the restoration. I figured I would have no problems with it mechanically – pretty naïve.*

*One, among many, problems that popped up was that the car would occasionally sputter and lurch up the hill. I have driven the car for about 2 years and a couple of thousand miles. I have only experienced the lurching a couple of times. I live up a steep hill and, on most days, the car would effortlessly climb it. I did notice, however, whenever the lurching occurred, I was going up a hill. One day, the car sputtered, lurched and died on the way up the hill, I had it towed to my garage. The next day I was going to have it towed to the shop, but I tried to start it...just out of curiosity. It started right away. What was that all about??*



*Driving Uphill is a Problem.....continued*

*The carb was rebuilt about 2,000 miles ago and I had a pressure valve and a filter on the fuel line. The car always started right up. It was just that occasional sputter and lurch up the hill.*

*I thought it might be the fuel pump but had the pressure checked and the pressure was fine, not leaking and probably not the fuel pump. I even called Chip about my uphill sputter and lurch. Notwithstanding his vast knowledge, it was something he had never heard of and could offer no solutions.*

*Maybe it was the spark. After much digging, the mechanic who was trying to solve my problem removed and replaced the distributor cap and rotor, and he found that a condenser, which I believe was used to remove static from the radio, had fried itself by arching against the ignition shield – problem identified. The car must have been shorting as it was going up the hill with the possible tilt of the ignition shield.*

*I picked up the car from the shop and on the way home, up the hill to my home, the car started lurching and died. It was going uphill and would not start. I took off the air filter and inspected the carb. No gas to the carb. I immediately called the mechanic who dropped everything and met me on my hill. We did a pressure test on the fuel pump as the car faced uphill, no pressure on the fuel pump. By pushing it, we turned the car around to face downhill and it started 1-2-3. Apparently, when the car was on a flat surface, the fuel pump had no trouble delivering sufficient gas to the engine, but with the load on the engine of going uphill and the effect of reverse gravity requiring the pump to pull harder, it was just not able to do so.*

*So, if your car is not smooth running up a hill, but otherwise drives fine, my advice: check the fuel pump.*

**What better Tech Tip to follow the previous “Uphill Sputter” article than, “More Fuel Pump Issues” when changing a Fuel Pump.....Editor comment**

## **More Fuel Pump Issues.....Larry Pearson**

*My usual procedure for starting a car that has been sitting for awhile is to pour a small amount of gasoline into the carburetor, and this gets the engine running long enough for the fuel pump to fill the carburetor and the car continues to run on its own. This did not happen after two attempts, and the glass bowl fuel filter showed that the fuel pump was not pumping. I disconnected the fuel line from the fuel filter and used my hand vacuum pump to attempt to suck fuel through the pump, which it did. I then reconnected the fuel line to the fuel filter, and then the engine started and ran. I reasoned that the rubber parts in the fuel pump had dried out and needed to get these items wet with gasoline to soften up and start working properly. I ran it for a few minutes and then I shut it off. I happened to look down at the garage floor next to the engine and saw that the floor was wet - with gasoline! I looked under the car with a flashlight and saw fuel pouring out from the bottom of the fuel pump onto the garage floor under the car. Panic! This needs to stop immediately! I quickly disconnected the fuel line from the fuel filter, got my air hose, and blew the gas back into the tank. The leak stopped. Because the fuel tank on our cars is higher than the fuel pump, if there is a leak at the pump, a siphon will be set up and the entire fuel tank will empty onto the ground before it stops. I then jacked the car up at the front and inspected the fuel pump. The AC #4656 style fuel pump that the 62 uses has a bottom cover and rubber gasket held on with two screws. I removed the cover and inspected the gasket. It had solidified and shrunk up sufficiently that it could no longer seal the cover. I had a fuel pump rebuild kit available and took a fresh gasket and replaced it. I was then able to start the car and no more leak.*

*I told this story to several SACC Members, and one of them advised to use caution when using a high pressure air hose to blow the gas back into the gas tank to break the siphon. The end of the pickup in the tank has a nylon strainer on it that is held on by a friction fit. A high pressure air blast could damage the strainer or blow it off the pickup tube. Whenever replacing the fuel pump or the rubber hose that connects the pump to the steel gas line on the frame, gas will siphon out. When disconnecting this line, be ready with some way to stop the flow of gasoline. Plug the line with a small rubber stopper or wood dowel or take a LOW PRESSURE air line and blow the gas back into the tank to stop the siphon. It helps to remove the gas cap from the tank filler to allow the air entering the tank a way to dissipate. Always plug the line to the gas tank when leaving the car unattended. A change in air pressure could somehow cause the siphon to start up again. This happened to me many years ago with this very car. Fortunately it was outside, but the entire gas tank emptied onto the driveway without my knowledge.*

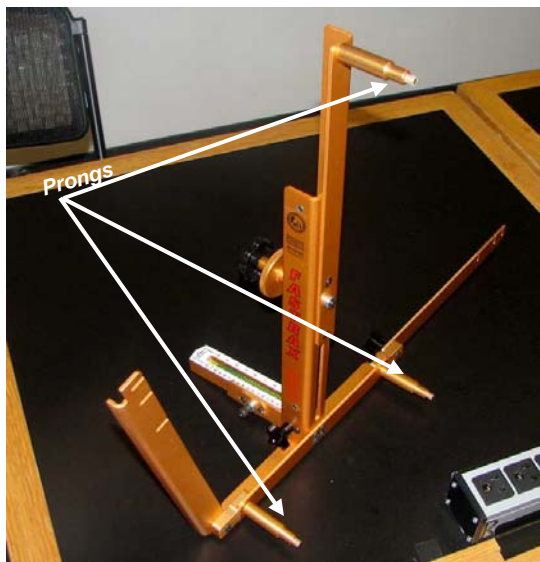
*I decided to order a new service replacement 4656 fuel pump from Corvette Central and replace the pump on the car, which was over 20 years old. Today's gasoline with ethanol can destroy yesterday's rubber products. Hopefully the new pump uses a better grade of rubber.*

## Misc. Tech Topics .....continued

# Front-End Alignment.....with Joe Lemay

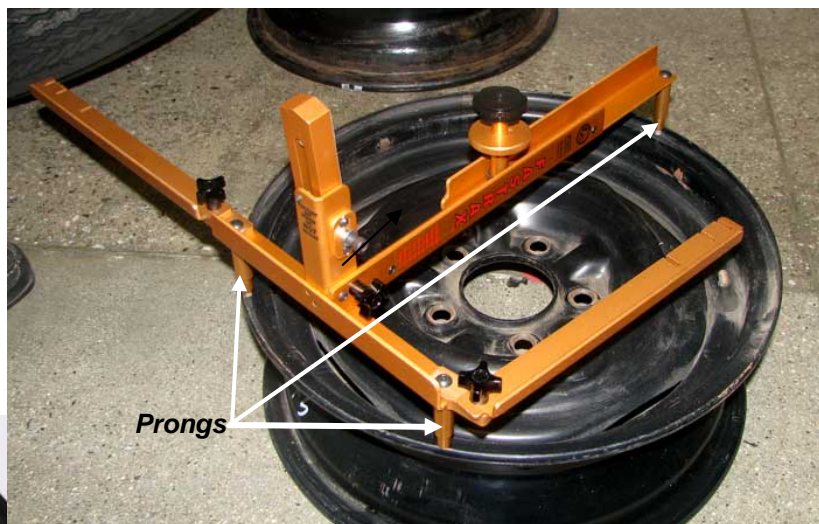
Chapter member Joe Lemay covered a topic that had many in the audience to keep wanting more information. Front End Wheel alignment for the most restorers is an area where the response is "just bring it down to a alignment shop, they will take care of it". When working on/or restoring the C1 suspension components, the question of correct tire alignment will come up to haunt all your good work. Those who have an alignment shop they can trust are fortunate. Sometimes most shops just look at you blankly. The C1 front suspension is basically a early 50's large Chevy car but most alignment shops still aren't familiar with the parts, etc.

Joe Lemay completely rebuilt the front end on his 57 and wanted to complete the whole job by himself. Front end alignment cannot be that difficult. Beginning with the ST-12 Corvette Service Manual and searching the Internet for parts he ordered a "device" claiming to perform the Front-End alignment measurements at home, in your garage. Pictured below is the device/contraption. Performing the alignment using this method also provides the restorer a better understanding how all of the front-end mechanical assembly interacts.



The device is known as the Fastrax (Adjustable Camber/ Caster Gauge). Chapter member Chuck Gibney has already purchased the Fastrax tool but as yet has not performed his alignment. Chuck's chassis and body are in the paint shop.

Chuck Gibney & Joe Lemay purchased their Fastrax on Amazon for \$139. Model SPT 91000.



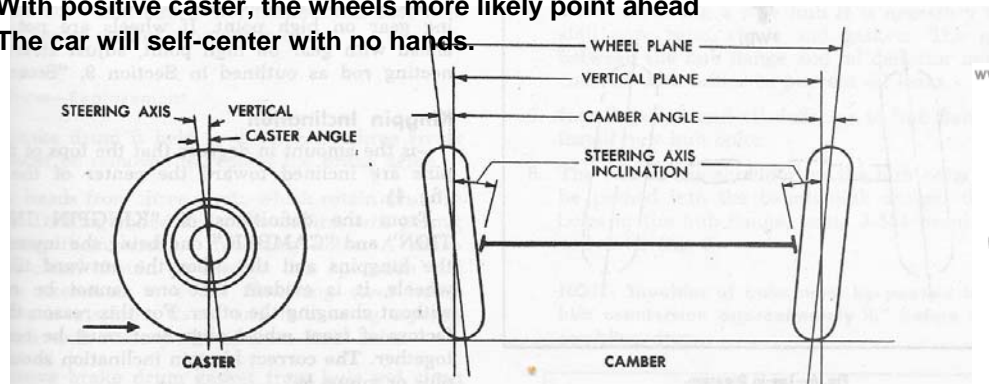
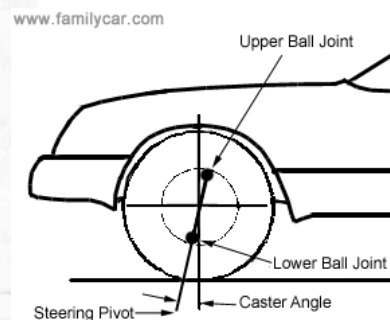
The Fastrax device/alignment fixture contains: 3 prongs for fixing/fastening to the steel wheel by adjusting the supplied knobs. The left picture indicates the correct installation on a mounted wheel.



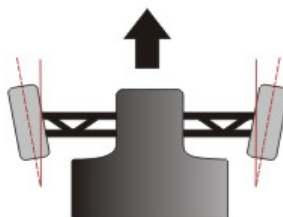
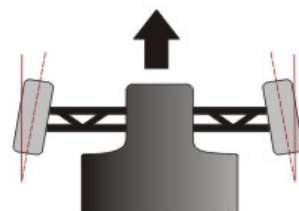
This procedure describes the process for taking your front-end alignment measurements and does NOT include alignment adjustments! Alignment adjustments are explained in the Corvette Service Guide, ST-12.

**Front End Alignment.....continued****Basic Facts on Front-End Alignment.....**

- Caster- we want the wheels pointing forward like a bicycle
- Visualize your bicycle front end and how the steer tube is angled to tilt the front wheels forward
- With positive caster, the wheels more likely point ahead
- The car will self-center with no hands.

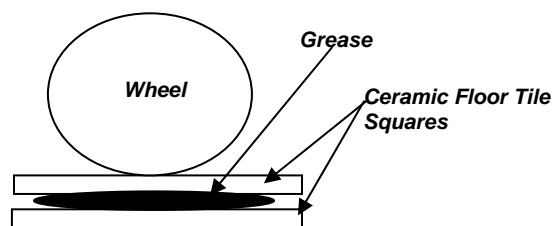
**CASTER & CAMBER****CASTER ANGLE****Front****TOE-IN OR TOE-OUT ALIGNMENT?**

- With some amount of + toe-in at rest, at speed, the wheels will align to be straight ahead. Also helps the car track straight.

**Toe Out****Toe In****Begin Alignment Measurement****Position the car to start the process.**

- Check the angle of your garage Place the front wheels on a Low Friction Surface

- 2 pieces of floor tile with grease between them. Require 2 pieces for each front wheel.
- Allows wheels to turn easily with car stationary (emergency brake applied).



Prepare your work space beginning with you having a level surface. Any out of level condition makes the alignment more difficult.



Attach Fastrak Device Normal (Perpendicular) to floor. A carpenter's level along the device will be Normal (front to rear) to the floor of car. The Wheels are now pointed straight ahead.



## Front End Alignment.....continued

### Initial Camber Angle Measurement



Read The Camber Angle or the position of the middle of the Bubble on the gauge.

This should be  $\frac{1}{2}$  degree  $\pm$   $\frac{1}{2}$  degree. Record this reading. The bubble center in the picture is at  $+1 \frac{1}{4}$  degrees.

Repeat this measurement procedure for the remaining front wheel.  
Document the initial readings.

### Initial Setup: Caster Angle Measurement

Start by installing Fastrak on one of the wheels as indicate in the beginning of this procedure. The first picture below indicates the initial installation. **NOTE: Fastrak does all the work, you just turn the wheel.**

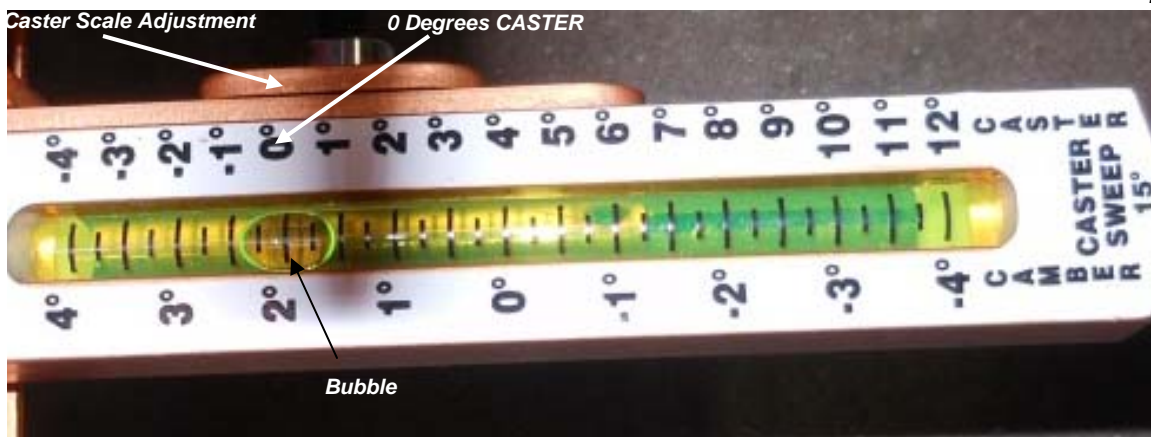


Note: Edge End of Fastrak Scale is parallel to car with wheels turned OUT to 15 degrees.

The wheels are pointed straight ahead for the start of this measurement.

Turn wheel OUT to 15 Degrees. Remember how many turns you rotate the steering wheel (about  $1 \frac{1}{2}$ ) so you can repeat for turning the same wheel IN.

With the wheel turned OUT 15 degrees, adjust the Fastrak Gauge Caster Scale position to CENTER the bubble at 0 degree CASTER. See left Figure.

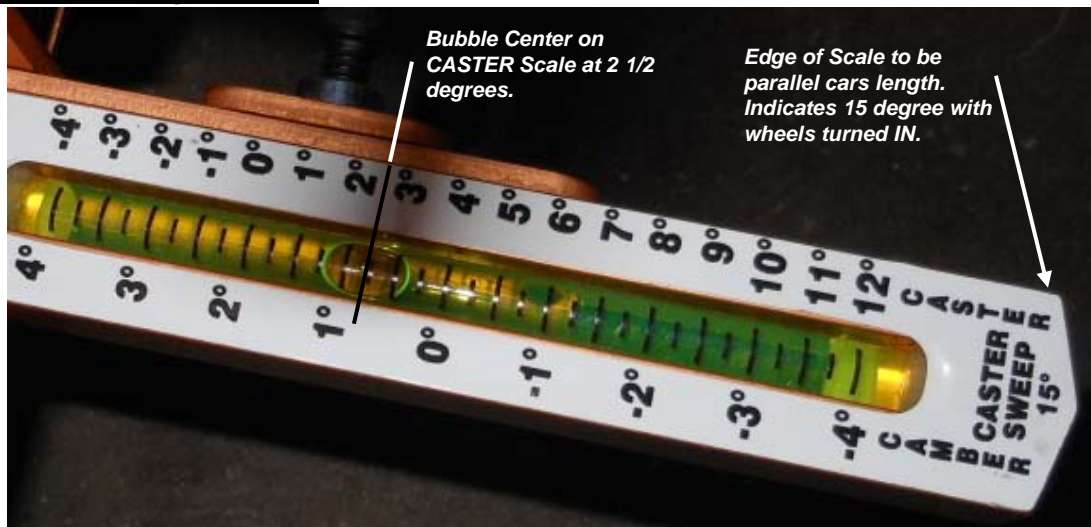


The previous setup description is the beginning for measuring the Caster Sweep.

Next rotate the wheels IN 15 degrees, or the same amount of turns on the steering wheel.

Repeat the same steps in the previous step of this procedure again aligning a straight edge along the car and a level to set the CASTER SWEEP angle at 15 degrees with the wheels turned IN.

## Front End Alignment.....continued



Read the center of the Bubble position on the Caster Scale. The reading should be 2 degrees  $\pm$  1/2 degrees. Record this reading.

## Toe-In Measurement.

Begin by setting the wheels STRAIGHT.

Re-Attach the Fastrak Gauge to either wheel with the supplied Toe Kit. This is illustrated in the picture to the right.

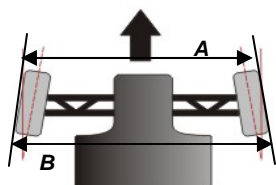
Using a Tape Measure even with the outside of the tire at the farthest point forward on the tire, usually the rib on the sidewall is used.

Measure distance from gauge to specific part on opposite tire. The tire "rib" may be useful. See illustration. Perform Measurement A & B defined in the Toe-In illustration at the same location on the front and rear on both front tires.

Calculate the Difference between the measurement and the TOTAL result is Toe in or out.

The steering wheel should be centered, and the drag link adjusted so that the third arm is aligned per ST-12. Check the steering wheel when driving straight and determine if one of both TIE ROD ENDS need adjustment.

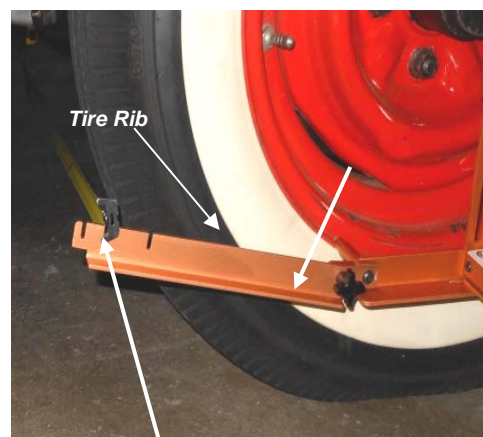
You will also straighten the steering wheel with this adjustment. This will insure the steering wheel is centered. If toe-in is correct and the steering wheel is reasonably close to straight, adjust the drag link length to center the steering wheel straight ahead.



Toe In

The Total Toe-IN 1/8 inch to 1/4 inch TOTAL.

That means Measurement A should be less than Measurement B by the total tolerance listed.



Measurement Pin

This concludes the process for measuring the Front-End alignment characteristics on your C1. This might be your initial assessment on your car to determine if further alignment/corrections are required. Refer to the Corvette Servicing Guide, ST-12, Chapter 3, for further discussions and adjustments to correct any misalignments.

## Steering Mast Jacket/Firewall Grommet Replacement

The Steering Mast Jacket is the metal tube surrounding the steering rod/worm gear assembly. This mast jacket attaches behind the steering wheel, travels through the firewall into the engine compartment and attaches to the steering gearbox. Two rubber grommets are located at the inner firewall and surrounds the mast jacket to prevent air leaks from the engine compartment into the passenger compartment. Unless your removing the steering column assembly, you probably have the original grommet which has most likely gotten hard and may have broken due to the heating and cooling from the engine. The grommet is two pieces inside the firewall. A plate is screwed on the engine compartment side of the firewall.

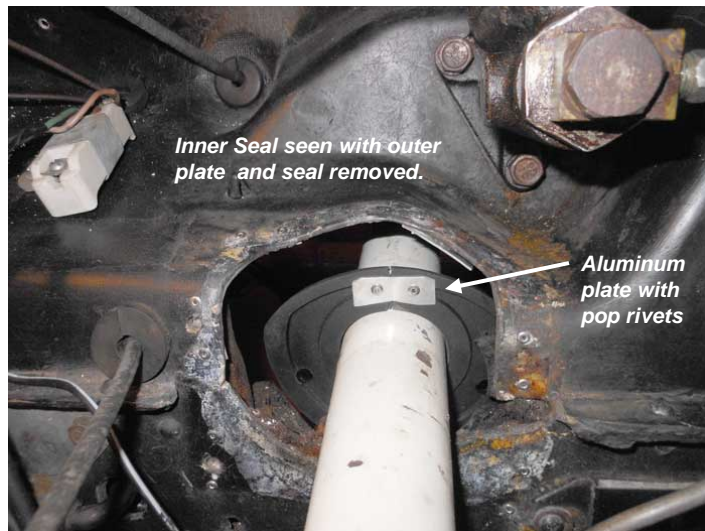
The following is member Joe Lemay's explanation to replace these parts without removing the steering assembly.



Upper picture of hard inner grommet with rubber and metal inside. Lower soft inner grommet.



Replacement grommet/seals



Inner Seal seen with outer plate and seal removed.

Aluminum plate with pop rivets

New split Inner Grommet with pop rivets and aluminum plate.

These seals can be replaced without dropping the column or removing it by modifying the seal. Unbolt the outer (engine compartment) steering column plate and slide it toward the steering gear to have access to the seal and grommet. The inner grommet is a metal plate with rubber molded to it. Cut the old grommet off. Cut the new grommet through the upper half only. Now cut a piece of aluminum sheet  $\frac{1}{2} \times 1 \frac{1}{2}$ ". Prepare the grommet for pop-rivets. Drill through the sheet aluminum and grommet so that it will be held together when assembled. Bend the grommet and slip it on the steering column so that it is on the interior side of the firewall. Then pop riveted it together. It will be very difficult to spot this as the rivets are at the top and against the firewall. Cut the second new steering column inner soft seal and slip it on the column (between the firewall and hard grommet). Be sure to locate the aluminum on the inside for a smooth fit.



I also had an issue with the outer steering column plate. The screws that were previously used were large #14 and much larger than stock. I obtained the correct size screws and found the screw holes in the firewall were too large. Using the same procedure described in the Spring Tech Session (June 2015 SCOOP), I then riveted aluminum pieces to the firewall, drilled them for the correct size screw, and installed the outer plate. See the above picture. The two screws and nuts are what attaches the inner hard rubber seal.

Note that the plate on a '55-'57 is as shown while the plate used on a '58-'62 is flat. The procedure for replacement is still the same. Corvette Central stocks the seals, plates and correct sized screws.



'55-'57 Steering Plate



'58-'62 Steering Plate

### Corvette Central Parts

561140 Steering inner hard grommet; 561141 Steering inner Soft grommet; 561143 '55-'57 Steering outer plate; 561144 '58-'62 Steering outer plate; 561142; '58-'62 Outer Plate Gasket; 561147 Screw and Bolt Set.

# SoCalSACC Member Profile

## Jim Gessner, #29C

*(Editor's Note) This months Member Profile will review the profile of SoCalSACC Member, Jim Gessner, #29C. Jim's career and life belongs to Corvette Racing over many years. He is totally involved with the Registry of Corvette Race Cars. In the two previous issues of the SCOOP (March & June 2015) the "Air Box" car belonging to Kent Browning was discovered by Jim.*

*Jim's email and his Registry Web Site are [www.vettefinderjim.com](http://www.vettefinderjim.com) and [www.registryofcorvetteracecars.com](http://www.registryofcorvetteracecars.com).*

### The Registry of Corvette Race Cars

- Conceived in 2002 at the Monterey Historic Races
- Jim Gessner in Mentone, California
- Jan Hyde in Brooklyn, New York
- Wayne Ellwood, in Ontario, Canada
- Website started in 2007

In October 1958, I attended my first road race at Lime Rock, Connecticut helping the VOLVO team crew. I was Born in Washington, DC, raised in New Jersey and schooled in Detroit and Pennsylvania, I moved to California in 1965.



*I never realized how ones young life experiences can impress the brain. I was hooked on cars, and used my education and college degree toward that goal.*

*I worked for Shell Oil for six years, then took a Shell station. It was located on the new I-5 in Laguna Hills, CA across the street from the new LEISURE WORLD Senior Retirement community*

*(right) Picture of Jim (left) standing with a employee in front of his Shell station.*



*Little did I realize that during these days I would discover a great life with vintage cars. We serviced vehicles from these seniors, which included Corvettes and Muscle cars from the 50's and 60's. I met great friends long before NCRS. Here I am below at a Cal Club SCCA Autocross in one of my 57 Corvettes. I had 9 of them over the years. Note: The Lion Country sign on the hill.*



*The following interesting information was supplied by Jim Gessner.*



*Cars raced with a door number identification ONLY, until 1972 when log books and identification numbers were issued to every race car. VIN #s were*

*never used as many cars came from the junk yard when converted to race cars.*

The first two numbers are the region, like 19, 33, 41, 84 for Southern California Cal Club, San Francisco, Texas, South Jersey, etc. The next set of numbers are for the car type, owner and record. This same number is on the log book also. All were recorded by the SCCA regions. If a car is discovered today, and no one knows the history, often the Region will have the history.

Roll bar numbers. 19 1780. Region 19= Cal Club, 1780= the #1780 car entered into Cal Club of Southern California, Region 19



Richard Jalbert, 1957 Air Box, vin #4231. Today owned by SoCal member Bob Pinkney



Freitas, Sherry MacDonald, Bondurant, Guldstrand, Hooper, Skip Hudson, Reinhart at NCRS National 1991, Anaheim

Our Racing Icons are moving on..... Since late 2013, several of these great drivers of our favorite car passed. Doug Hooper, Jim Jeffords, Ronnie Kaplan, Tony Settember, Dr. Dick Thompson and now Dick Guldstrand. Since 2008, many have crossed over.

All were good friends of mine. We all recognize that when our time comes, hopefully we have had a full and fun life. I must say that every Corvette driver I have ever known, has had a full and exciting long life.

I could fill long biographies on each, but will leave that for another time. I am a very lucky man to have known some of the best drivers in the world.....and they called me "a friend". How special is that?

## ATTENTION!!

### **National SACC & SoCal 2016 Dues are now payable. Late after Dec 1st!**

For reasons to better comply with National SACC dues deadlines all **dues must be paid by Dec 1st** at the latest. SoCal chapter collects Chapter dues (\$20) & National SACC dues (\$35) and passes on the \$35 to Natl. SoCal must collect Chapter dues and National dues and transmit National dues by Dec 1<sup>st</sup>. After the Dec 1<sup>st</sup> deadline, if National doesn't receive their renewal dues, they send post cards indicating that members should pay the \$35 dues directly to them. The post cards tend to cause major confusion, as some SoCal's late members simply send National \$35 and think that both Chapter and National dues are paid. It then becomes quite time consuming to collect the \$20 for Chapter dues. Anyway we need to collect dues in a timely manner! Please remit \$55 to SoCalSACC for dues we will send National's their \$35.

**i.e. never never ever send Natl SACC any dues regardless of any requests from them ---SoCal handles both chapter and Natl's dues!**

Please forward a check for \$55 payable to:

**SoCal SACC**

c/o Greg Davidian / SoCal SACC Membership

1686 Mesa Ridge Ave

Westlake Village, CA 91362

## ATTENTION!!

**If you need an application rip off or copy the application on the back page of this SCOOP. A copy of the Registration is also on the Chapter Web Site, [www.socalsacc.com](http://www.socalsacc.com).**

**Remember: If you are RENEWING your membership and there are NO CHANGES in you data (address, phones, cars, email, etc.) just send a check for \$55 to Greg Davidian. Greg will take care of it.**

**Do Not Send the National SACC a separate Check!!!!!!!!!!**

ATTENTION!!

ATTENTION!!

# C1 Restoration, Article 12 .....

Chuck Gibney & others

**Editor note:** Two 1962 C1's in-process of restorations began during 2011. Both C1's are being worked somewhat concurrently. I (Editor) thought it would be of some interest to follow the restoration on-going process issues in the SCOOP. These articles might also be some assistance to motivate others or restart their work and/or also share the steps and recommend "how" best to proceed. Both restorations began by dismantling the cars and have completed the Frame restoration stage. The SoCalSACC member owner's of the '62's being reported are Chuck Gibney, #139, and George Iverson, #62. Assisting both owners are Steve Clifford, #58, and a couple additional non-members. The June 2012 SCOOP was the kick-off article and all copy's from previous SCOOP's are posted on the Chapter Web Site ([www.socalsacc.com](http://www.socalsacc.com)).

## Another Delay

At the time I wrote the last article for the June issue of the June Scoop, I fully expected to be describing the final paint process in this issue. However, we experienced another delay. As we were giving a final inspection to the car body, prior to painting, we noticed that the fiberglass at the front edge of the left front wheel well was out of line with the rest of the fender. It protruded by about 1/4 to 1/2"

from the straight line that the rest of the fender follows. It was only noticeable when viewed from the very front of the car, and when comparing it to the other fender or to another car. See picture 1. We knew that the fender had been repaired before I had bought the car. Many of the early Corvettes needed wheel well repairs after the bias ply tires in use at the time blew out, and destroyed part of the fiberglass fenders.

My car had been repaired poorly, as is seen in this view of the inside of the fender. See Picture 2.



picture 1

Inner Fender Repair  
Brace missing. Repair  
used big glob of epoxy  
causing left Fender to  
"Bow" out.

picture 2

The Corvette bodies consist of multiple fiberglass body panels joined together with heavy fiberglass "bonding strips". This is the way the inside of the fender is supposed to look. See Picture 3.

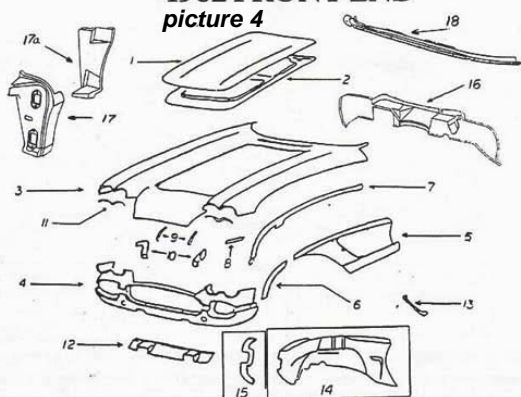
The body shop owner, Randy Gerstenstein, decided we should order a new fiberglass fender lip, and a new bonding strip, so it could be repaired properly. These are part numbers 6 and 7 in the drawing in picture 4.



Picture 3

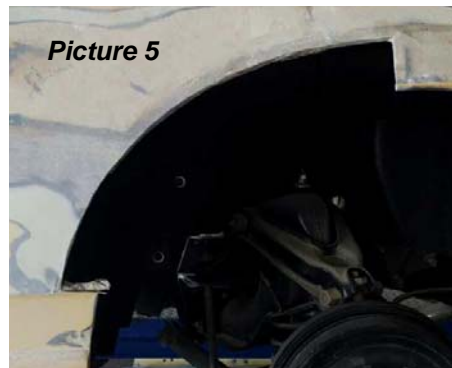
## 1962 FRONT END

picture 4



I spoke with a few Corvette parts suppliers, and found they all quoted 6-8 weeks for delivery. It seems that since the recent recession there are only two major suppliers of Corvette fiberglass parts in the U.S. I contacted Sermersheim's in Indiana, and was quoted 6-8 weeks. I ordered from the other supplier, Corvette Image in Oregon, 800-550-1200, as they quoted a two week delivery. It actually took 4 weeks for the parts to arrive, but they were made properly, so the wait was worth it.

Randy began the repair by cutting away the damaged fender lip, and the old bonding strip. Picture 5.



Picture 5

Picture 6

Bonding Strip  
glued in place.

picture 7



Then the new bonding strip was "glued" in place with Vette Bond, picture 6. Then the fender piece was put in place, picture 7.

The new bonding strip is seen from the inside of the fender in pictures 8 and 9. The final repair is seen from the front in picture 10, and the fender has the proper contour. The car will be left to dry for a couple of weeks before the final primer, and paint is applied.



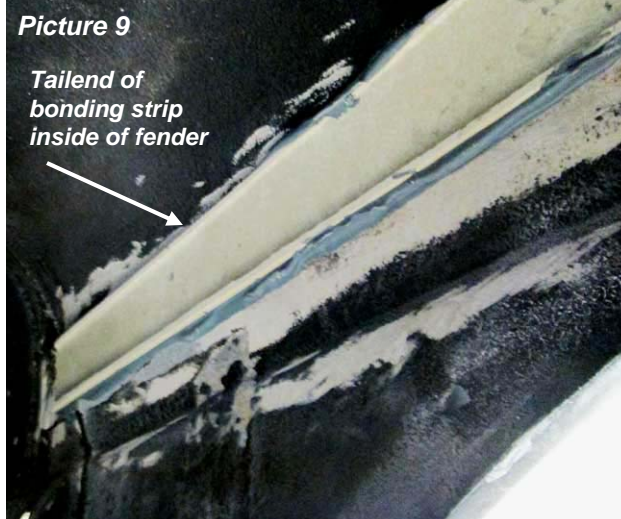
Picture 8

Bonding Strip  
from inside  
fender.



Proper Fender Contour

Picture 10



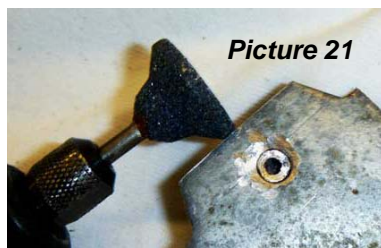
Picture 9

Tailend of  
bonding strip  
inside of fender

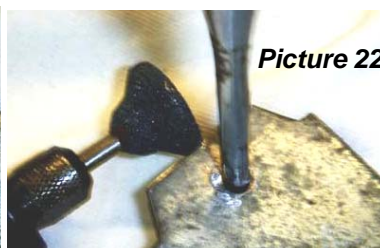
## Window Regulators.....

While waiting for the body to be finished, I have continued some of the unit restorations for the car, preparing them for placement later. My windows did not roll up and down very easily. I suspected some of that might be due to worn rollers on the regulator and the window track. There are 4 rollers in each door regulator, riveted in place, and are sold as a set of 8 from Corvette Central. I began by grinding off the ends of the rivets, as in picture 21.

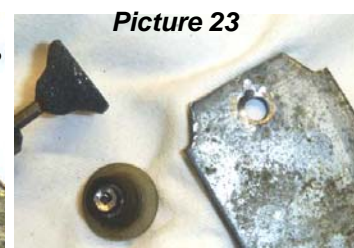
When almost ground down, the rivet can be removed with a punch, picture 22. The old roller and rivet are seen in picture 23.



Picture 21

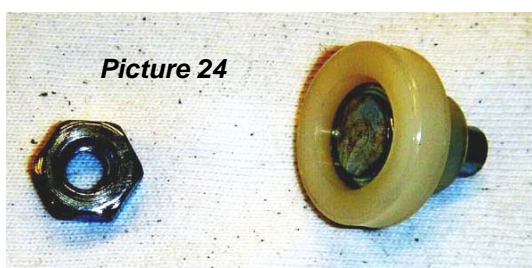


Picture 22



Picture 23

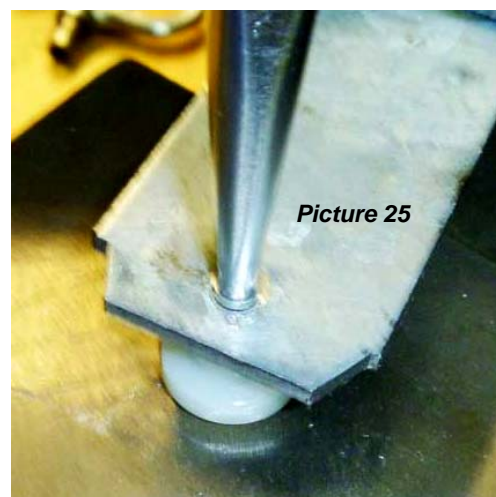
The new roller fits over the rivet, but is countersunk into the roller. The rivet head will need to be supported while being put in place, or we will destroy the roller. I used a small nut that exactly fit into the roller, as in picture 24. In picture 25, a punch is used to spread the rivet out. Then a hammer was used to flatten the rivet to hold it securely in place. Picture 26. With new rollers in place, the window should operate much better picture 27. (Please note that one of the rollers in the regulator is on the opposite side from the other two).



Picture 24



Picture 26



Picture 25



Picture 27

# Classified Ads...

## For Sale:

1962 #1110985 dual point distributor. Rebuilt and Restored with dual-point Delco cap;  
 1957-61 Restored Dual Quad Intake #3739653;  
 1958-62 Orig. male and female Deck Lid Latch Assy. With rod + clips;  
 1961-62 NOS Delco fuel tank sending Unit #5642125 in orig. box;  
 1958-59E and 59L-62 male and female hood lock assemblies, complete and restored, just button;  
 1961-62 speedo and gauge dash pads, both top and bottom, (no holes drilled) excellent condition;  
 1957-59E small "022" and 59L-62 large "022" brake master cylinders rebuilt w/stainless steel sleeves and restored;  
 1958-60 #351 and #352 and 1961-62 #441 and #442 orig. horns rebuilt and restored;  
 1958-1959 FI Unit #7014900R serial #2536 w/orig restored 914 distributor, rebuilt and restored w/drive cable and housing  
 + spacer for dist. (can be seen on ebay).

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

## For Sale:

Set of 1959 – 1962 Corvette Hubcaps with spinners. Excellent set with no dents or scratches. These hubcaps are reproductions and do not appear to have been used. Pictures are shown on right.  
 Price is \$550.00. Call: Bob Brown, 760 715-0756 or silfox@san.rr.com



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

**For Sale:** 1961 Hardtop – Black w/ White headliner. Weather strip needs replacing; paint and headliner excellent condition.

**Complete Fuel Injection** (removed from my '61 Fuelie) - air cleaner, fuel filter, drive cable, manifold etc. Parts numbers supplied on request. Sold only as a package. Dave Trigg – [dtrigg1460@sbcglobal.net](mailto:dtrigg1460@sbcglobal.net)

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

**WANTED,** 1962 Corvette horn. Number 442! Contact Andy @ 805-404-0861 or [carole.vette@att.net](mailto:carole.vette@att.net)

## FOR SALE:

'58-'60 original front bumpers (rechromed) \$750/pair  
 '58-'62 used heater/defroster control switch  
 w/spacer, nut & mount kit \$100.  
 '56-'60 new rear soft top latch on top \$70/pair  
 '61-'62 new rear soft top latch on top \$70/pair  
 '62 new front nose emblem \$65.  
 '56-'60 new door locks w/keys \$43/pair  
 '53-'57 new grille mount bracket (set of 5) \$40/set  
 '60-'62 new radio speaker bezel \$20.  
 '62-'63 new side fender flag emblems \$48/pair  
 '53-'62 new tach face bezel \$34.  
 '58-'62 new male deck lid latch assembly \$36.  
 '58-'62 used (very good) rear view mirror support \$25  
 '58-'62 new red dashpad \$250  
 '60 new kick panel inserts \$40/pair  
 '58-'62 front bumper bracket set of 8 New set \$195.  
 Used set \$125.  
 '56-'57 generator pulley 3 5/8" \$90.  
 '62 rebuilt Carter WCFB 250hp 3191S \$350.  
 '62-'65 rebuilt Carter AFB 300/340hp 3721SB (Sept. '71) \$350.  
 '58-'62 new upper center console molding \$40.  
 '59-'66 used valve covers GM #3767493 \$135/pair  
 \*\*Many other parts available...C1, C2, C3  
 Call Joe LaGreca @ 909-499-5873  
 Email: [joe.lagreca@att.net](mailto:joe.lagreca@att.net)

**FOR SALE:** 56-57 Door pull assembly (the part that the white ball screws on): \$15  
 C1 Front Spindle, either side: \$15  
 Carter WCFB Choke Housing, cover etc \$15  
 AC 4# RC-2 Radiator Cap ... not chrome: \$5  
 56-57 Red Interior parts (not seats or carpet): Inquire  
 Low HP Fan pulley \$5 I'm winding up my extra 56-57 parts John Costales 805-642-3662, [costales@west.net](mailto:costales@west.net)

## Wanted

56 windshield washer bag and mounting brackets  
 56 heater box and hoses  
 56 windshield wiper motor part # 5047799 or 5047924  
 56 generator Part # 1102043  
 56 jack and handle (at a reasonable price)  
 Jim Plowden [jimp\\_99@yahoo.com](mailto:jimp_99@yahoo.com) 310-291-4756


**FOR SALE:** 1957 thru 1961 aluminum dual quad intake manifold (cast #3739653) with Cast #3837233 aluminum thermostat housing. Needs the studs for the carbs and the oil fill tube. \$185.00 (Jerry Louer, [pnjlouer@sbcglobal.net](mailto:pnjlouer@sbcglobal.net) 951-734-9818)

**Wanted** I am a SACC Member interested in obtaining the winter 2000 issue of "On Solid Ground". Please email particulars to [djiran@cox.net](mailto:djiran@cox.net)

## SoCal SACC FREE COMMERCIAL VENDOR LIST

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

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

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



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**Southern California Solid Axle Corvette Club (SoCal SACC)****Chapter & National Dues Notice – 2016****Renewal Dues are Due on December 1<sup>st</sup> (12/1/2015)**

SoCal SACC membership requires current membership in the National SACC organization. For recordkeeping purposes SoCal SACC collects both the National and Chapter dues and remits to National your dues. **Please do not pay National directly.**

Make checks payable to: SoCal SACC and mail to:

Greg Davidian / SoCal SACC Membership  
1686 Mesa Ridge Ave  
Westlake Village, CA 91362  
gddavidian@gmail.com  
(818) 282-3277

SoCal SACC annual dues are **\$20** and the National SACC dues are **\$35** for a total of **\$55**. Annual dues are payable starting in November and are due by December 1st.

SoCal Chapter publishes ***“The Solid Scoop”*** and SACC publishes ***“On Solid Ground”***. Our Chapter website is: [www.SoCalSACC.com](http://www.SoCalSACC.com)

\_\_\_ I would like to volunteer for the National “Road Assistance” list for members traveling.

*If not checked you will not be on the National “Roadside Assistance” list*

\_\_\_ I do not wish to be included in the National SACC roster

*If not checked you will be on the National SACC roster*

Please fill out the information below. If you are renewing your membership and have no changes simply enclose your check for **\$55**. **Please do not pay National directly**  
Member Name \_\_\_\_\_

Co-Member Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip Code \_\_\_\_\_

Home Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_

E-Mail (please print clearly) \_\_\_\_\_

Corvettes presently owned – Please include VIN for all C1’s. C1 ownership not required for membership.  
\_\_\_\_\_  
\_\_\_\_\_

Auto liability carrier and policy number \_\_\_\_\_