



The Solid Scoop



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

September 2008

Vol. 4 Number 3

Future SoCalSACC Events to Plan For!

Saturday, October 4th: Annual General Membership Meeting in Fountain Valley, Ca.

Saturday, November 15: Fall Tech Session in Torrance, Ca.

July 17 – 21, 2009: National SACC Convention in Ventura, Ca. (hosted by SoCalSACC Chapter)

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August 2008

38 Cars in Attendance at Paradise Cove, in Malibu.

"Look Us Over at" www.socalsacc.com

Calendar of Coming Events in our Area:

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

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

2008

Sat., October 4:

***SoCalSACC General Member Mtg. in Fountain Valley, Ca. SoCalSACC Flyer Event. See page 3 of this newsletter.**

Sat., November 15:

***So Cal Tech Session in Torrance, Ca., SoCalSACC Flyer Event. See page 4 of this newsletter.**

2009

July 17 – 21, 2009:

***SACC National Convention in Ventura, Ca. Hosted by SoCalSACC Chapter. See page 5 of this newsletter.**

SoCalSACC Web Site Notice!

Events listed above as "Flyer Events" indicate that an informational flyer is available describing cost, location, dates and itinerary to be covered at the Event. Flyers are usually available in each Scoop Newsletter for any future Event within the forthcoming few months.

Our clubs Web Site (www.socalsacc.com) also contains these flyers for review and printout. Any changes after the Scoop is published will also be reflected in the Web Site Flyers.

Welcome New SoCalSACC 2008 Members!

The following List have joined our Chapter since June 2008.

<u>#</u>	<u>NAME</u>	<u>LOCATION</u>	<u>CAR YEAR</u>
147	David Payte	San Diego	1962
148	Tom Clayton	Valencia	1960
149	Steve Ives	Huntington Beach	1958

So. Cal. SACC

General Membership Meeting

Saturday, October 4, 2008

Claim Jumper Restaurant in Fountain Valley, Ca.
See map below!

Parking is to the rear of the Claim Jumper and it will be secure. The restaurant banquet room is near the parking. Lunch will be \$25 per person for a buffet lunch including nonalcoholic drinks and dessert.

Tire Kicking begins around 10:00 AM,
Lunch and the meeting (\$25) will begin at Noon.

General Meeting Guest Speaker is SoCalSACC member Jim Gessner, #29

Jim is a longtime Corvette racer, restorer & owner. Jim has great racing experiences and will talk about these experiences to our group.

In 1965 Jim moved to California and immediately hooked up with West Coast Racers and gear heads. In 69 he bought his first Corvette, a 65 fuel injection Coupe. For the last 35 years Jim has owned garage and service businesses, and he has owned and restored over 60 Corvettes.

*This is our only membership meeting during the year.
 Nominations for 2009 SoCalSACC Board Positions will be sought, voting will follow on those nominated.*

RSVP by 26 September to John Costales at constales@west.net or (805) 642-3662. Mail your check, (payable to SoCalSACC), to John Costales at 7026 Sonora Ct., Ventura, Ca. 93003. Send ASAP!

We need an accurate headcount for the buffet.



Driving Instructions:

North on 405 Fwy.

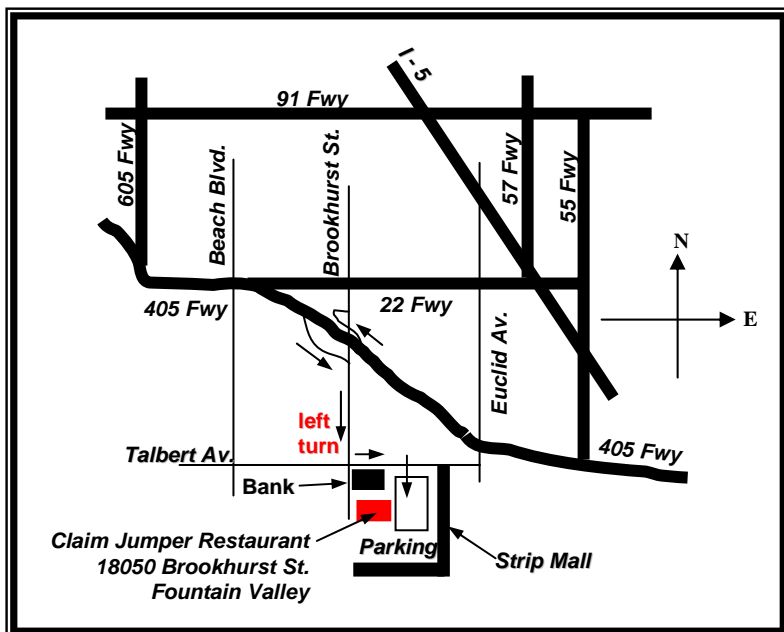
- Drive north on the 405 and exit at Brookhurst St. and turn south.
- Get into left lane on Brookhurst and make a left at the first light, Talbert.
- Get into right lane and enter into parking lot after you pass the bank.

South on 405 Fwy.

- Drive south on the 405 and exit at Brookhurst St. and turn south.
- Get into left lane on Brookhurst (3 lanes over) and make a left turn at the first light, Talbert.
- Get into right lane and enter into parking lot after you pass the bank.

If You Miss the Left Turn at Talbert

- Continue south on Brookhurst and turn left past Claim Jumper into parking for the Strip Mall.





SO. CAL. SACC

FALL TECH SESSION

Saturday, November 15, 2008

“UNDER C1 MAINTENANCE AND ADJUSTMENTS”

Toyota Service Development Center, Torrance, Calif.

2008 Fall Tech Session! This session will return to the Toyota facility but a **DIFFERENT LOCATION** than we previously used (see map below). The Toyota Service Development Center has facilities to provide several car-lifts for observing details “under the C1”.

Don't miss the Session!

Tire Kicking begins around 9:30 AM,

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
chipgarage@aol.com.



We need a headcount for food!

RSVP DEADLINE of November 10.



C1 Tech Session Topics:

1. Clutch adjustment.....Doug Prince
2. Suspension checks, adjustments and maintenance...Phil Roche
3. Shift Linkage
4. U-joints
5. Brake Adjustment
6. Emergency Brake Adjustment
7. Steering Box Adjustment & Maintenance
8. Exhaust Rattles & Adjustments
9. Body Lubrication Points
10. Checking Body Bolts

The Meal!

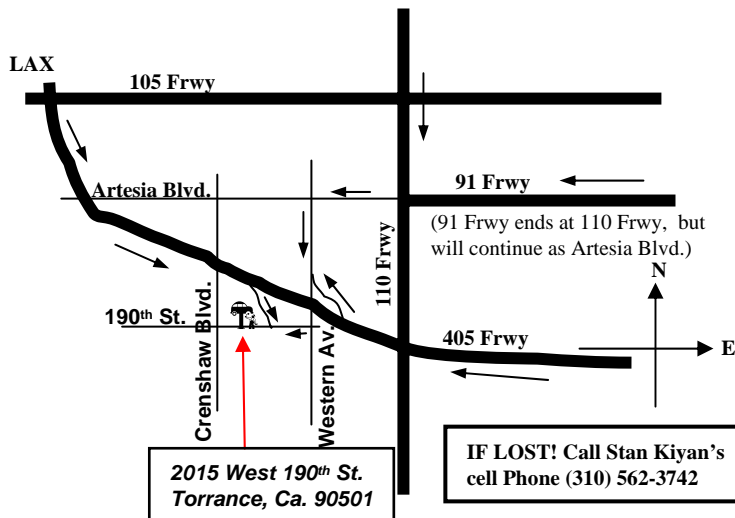
- Catered Lunch payable at the Door.

Come out and Join the Fun!

Bring your C1!

Invite Prospective Members!

***Only \$20
per person!***



**2015 West 190th St.
Torrance, Ca. 90501**

**IF LOST! Call Stan Kiyan's
cell Phone (310) 562-3742**

From Downtown LA/Pasadena (south on 110)

- Exit on Artesia Blvd West, make a left on Western Av.. Go to 190th St. and make a right (west) and then a right at the second light (Gramercy) into parking lot.

From Riverside/North Orange County (west on 91)

- 91 Frwy becomes Artesia Blvd., continue on Artesia Blvd to Western Av. and turn left (south). At 190th St. turn right (west) and then right at second light (Gramercy) into parking lot.

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 right at second light (Gramercy) into parking lot.

From Ventura/SF Valley (south 405)

- Exit at Western Av. off ramp. At stop light turn right on 190th St.. Turn right at first light (Gramercy) into parking lot.



Surf's Up, and get ready for a "Fun, Fun, Fun" Fine Time in 2009!

The Solid-Axle Corvette Club, Southern California Chapter (SoCalSACC), is going to Host the National SACC Convention in 2009. The location will be Ventura, California.

The dates are July 17 – 21, 2009.

The city of Ventura is located on Highway 101, north of Los Angeles. Larger airports in the So. Calif. area are LA International (about 70 miles south), Bob Hope Airport in Burbank (about 50 miles south), and local airports in Santa Barbara and Oxnard (about 30 minutes away). More details on traveling to the Convention will be published, but we encourage as many as can drive their C1's.

The selected Convention headquarters is the Four Points by Sheraton sitting on 17-acres of prime coastal land, overlooking Ventura Harbor, on California's Gold Coast. Summer temperatures average with a high of 75 degrees, moderating at night to the low 60's. "Ocean Breeze's prevail."

SoCalSACC is one of the largest SACC Chapters and is looking forward to hosting this event. Agenda of the Events (tentative) being planned:

- **July 17 – Registration & Welcome by So. Cal. Members C1 vendors.
Reception with hors d' oeuvre's and displaying many Raffle Items.**
- **July 18 Tech Sessions and Business Meetings most of day.
(Optional) Transportation to nearby Historic downtown Ventura. Evening Harbor Dinner Cruise between several restaurants.**
- **July 19 Touring to coast line and back roads
Evening Dinner, Guest Speaker and Raffle winners announced.**
- **July 20 Farewell's and Car Display in parking lot.**

Convention Chairman, Larry Pearson, wants to welcome any questions and encourage all interested parties to contact the members listed below for further information. Also, review the convention section on our Web Site for the latest planned details.

Bruce Fuhrman @ bruce4info@aol.com

John Costales @ costales@west.net

Larry Pearson @ lpears1941@att.net

"Look Us Over at www.socalsacc.com"



Tom Johansen, Member #14C

"A Norway '54 Vette"!



Noland Adams (left) and Tom Johansen (right) discuss the finer points of this 1954 Norwegian Vette in 2005.

So. Cal. SACC member Tom Johansen drove his 1954 Vette to the 2005 first meeting of SoCalSACC. The following is his background on his car.

My parents had moved back to Norway in 1968 after living here in Glendale, CA for twenty years and the car had belonged to my father's employer. He had apparently purchased the car from a man in Colorado who happened to be the brother of another of his employees. From what my father told me at the time, this gentleman, Webjorn (Web) Svendsen (another good Norwegian name!), in Colorado was ill at the time and forced to sell the car. I had only seen photos of the car but I knew that I wanted it as there were so few of them around anymore and it had always been one of my favorites since seeing it first at the GM Motorama at the Pan Pacific Auditorium in

Los Angeles as a child of 8 back in 1954.

I didn't know anything about the car's history prior to its being shipped to Norway in 1987. I tried to research this through the state of Colorado DMV, but they had purged their records going back that far. They did give me the name of the past owner and a frame number that corresponds to the frame on my car. According to my late father's account, the car had been wrecked and put back together in Colorado where they issued it a new Colorado ID#35843, which must be a salvage title. The DMV was able to give me an old chassis ID number that corresponded to the new ID. That number was E54S002900, which would indicate that my car originally was number 1900 off the line that production year. The most disturbing part was that the paperwork they sent me listed the new ID# as belonging to some kind of trailer that had been owned by a Mr. Rick Whitman of Greeley, Colorado! This makes me even more curious and makes me wonder what kind of monkey-business went on back then. I wrote a letter to Mr. Greeley, but got no response. The letter didn't come back undeliverable, but after this many years, who knows if he is even still "of this earth". The stampings on the engine block and cylinder head casting appear to be correct for the car, but I cannot confirm this yet. Some of the unique and somewhat disturbing (to a purist) things about this car are that it was apparently given some more refurbishing while in Norway, including custom fabricating one of the headlight doors, filling the area of the dashboard where the small crash pad should be with fiberglass so that it appears to be all one smooth bullnosed piece. They get an "A" for effort and it doesn't look bad, but it's not correct. They also painted the car again over there, but the same Sportsman red that it had been. I don't know if this can be confirmed as truly the original color, but the color is at least correct for the year. I'm rambling on here, but I would love to find out more about the history of this car prior to its trip to Norway one of these days. Perhaps by putting this information out there in the club, someone who knows someone who remembers someone will help shed some more light on this for me. Regards, Tom Johansen

A little more update from Tom (2008).

Hi, my name is Tom Johansen. I am a designer by trade (residential and commercial interiors) and have always had a passion for cars and their design. My dad said that I knew every make and model on the road by age 5! I am the somewhat accidental owner of a Sportsman Red '54 that was featured in the April '05 issue of the Solid Scoop. I purchased the car from my father's boss in Oslo, Norway back in November of 1999. The car was shipped (along with a bunch of new Volvos & Saabs) and arrived at Port Hueneme, near Oxnard. I had never driven this car (or any Corvette, for that matter) but knew that I wanted it.



Tom Johansen poses with his sister in front of his home.

Tom's Profile continued.....

I remembered seeing the new Corvette as a child at the Los Angeles GM Motorama in the Pan Pacific auditorium back in '54. I was so smitten by it that my dad got me a big plastic model kit of one that must have been at least 1/12 scale, if memory serves. Like most toys, it was actually played with and subsequently went the way of all broken, cast-off toys. Put it away in the original box and keep it perfect for later? Who knew?

In order to receive my treasure, I took the train up to Oxnard and then a taxi out to Port Hueneme to claim my prize. There it sat in the parking lot – dirty after its voyage but beautiful to my eyes. After all the paperwork was completed, the next thing was to get in the car. I discovered this was no easy task, what with my 6'2" frame (the top was up). Well, when I flipped the battery kill switch on (my dad had told me about this otherwise hidden item) and tried the starter – nothing. I had no charger with me and the fellow at the port had only a 12-volt charger. Well, what was I supposed to do? He jumped it anyway and it sputtered to life. I drove off and my first impression was "what the hell did I do?" because this thing drove like a truck. My first car in high school was a '53 Olds 88 convertible with manual steering. I remember it being a chore to steer, but this Corvette was equally heavy to steer - surprising for a much lighter vehicle. I had to stop for gas as the tank was empty. I was afraid to stop the engine in case it wouldn't start again, so I left it running while filling – a big no-no, but was soon on my southbound trip on the 101 to Studio City.

I started noticing a foul burnt smell around the Camarillo grade. I kept looking behind me to see if it was smoking but couldn't see anything. As I got into the valley it started smoking and smelling very bad (folks were pointing!). Finally, I decided I had to pull over near the Woodman off ramp where there is a wide shoulder lane. As I got out of the car to investigate, I stepped into a big pool of burnt black transmission fluid! That odor stayed in the car and in the clothes I was wearing for a very long time. OK, I thought to myself, this is not a real good beginning of an automotive relationship. Well, the flat-bed was there in no time and instead of resting in my garage, it went to my wonderful mechanic at the time, Bill Balduff of Little Willy's garage in Van Nuys. He has since closed his shop and I miss no one like I miss that man (just ask Phil Roche or his brother, Dick, about this guy)! Little, by little and based on my budget and finances at the time, the car was made at least roadworthy. The longest trip I have taken was to San Luis Obispo in mid summer. The car ran like a top – never missed a beat. After returning home, I took the car out to a client's in Thousand Oaks to show it off where it decided to blow a head gasket on the way home. Thank goodness it wasn't on the long trip.

I have had quite a few old cars: '56 Chrysler New Yorker Newport, '62 Studebaker Hawk GT, '62 Imperial coupe, and now the Corvette. None of the old cars ever garnered as much attention as the Corvette. It is really something special. I am glad that we have the club to share our love of these cars and to help keep them on the roads. I don't get to as many events as I would like, but have always had a good time and have felt welcome by all of the members. I'm not a true gear-head like so many of you, so I appreciate pointers and advice when given. I look forward to seeing more of you at upcoming events. - Tom



It's Paradise Cove in Malibu, 2008!



Paradise Cove Meet coordinator, John & Judy Costales arrive in their '57. John is SoCalSACC's treasurer and membership chairman and has coordinated this Meet for the last 3 years.

This year's turnout was 38 cars arriving from many areas of So. California. Small groups arranged caravans to drive to Malibu and as evident below as everyone serpentine down the mile off Pacific Coast Highway to this isolated site.

Paradise Cove has the character of being a "hangout" for the local's in Malibu which many are associated with the Hollywood scene.



"Patti's '57", a restoration recently completed after 5 years. This Cascade Green Vette belongs to Mike & Patti Noguera from Ventura.



**A Paradise Cove Attendee who's car I wanted to know more about (Editor)!
Owner Bill & Bev Kluss #82 from Thousand Oaks.**



Thank you for noticing our '56. We are the 3rd owners and have owned it for 32 years. It came from Palm Springs and has only 57,000 miles on it now. We call the color "Coffee and Cream", but it is actually a '74 Chevy tan with Shoreline Beige coves, painted by the 2nd owner during the 1 1/2 years he owned it. It was originally Cascade Green and the original spare in the trunk is still that color. Our '56 has a late Vin No. 4124, dual quad, pg, pw, hard top, power soft top and all other accessories. The vinyl top was added by the 1st owner during the 1960's.



Another '56, owned by Bill & Teri Kupper from Orange County.



2008 SACC National Convention

Harrisburg/Hershey, Pennsylvania



Theme poster sold at auction for \$325, to the guy who's '58 matched the poster (Panama Yellow!



SoCal SACC members Larry Pearson, Bruce Fuhrman and Bob Pikney at SACC booth



AACA Museum in Hershey, some of our cars on front lawn

Highlights of 2008 SACC Convention- Carlisle...Bruce Fuhrman

The event was hosted by the Mid-Atlantic Chapter and Brad Beam and his team did an excellent job. There was nothing held back with free meals at the AACAA Museum tour, free framed photos for all those who brought their Corvettes to the museum tour. They also had a nice buffet meal served at the sock hop welcome event the first night. They had a good silent auction with about 40 items with 1/2 of the proceeds going to the Chip Miller foundation. They had the annual dinner in the same room as all other events. It was a nice room with a sit down dinner capacity of 190 people. They had 101 at the dinner. They had a "Theme Poster" representing their meeting logo which was nicely done, about 4'x 4'. They auctioned it off for \$325! The 50-50 tickets totaled \$448, so one person gained \$224. There was a lot of printed material including tickets for all pre-paid meals. The goodie bag was full of all kinds of samples we already have plus a 2008 Corvette calendar, a T shirt, small stool and a cold pack with MP3 speakers! The best news was that Brad gave us a bound book summarizing all the vendors who offered goodies plus their budget and duties of all volunteers that assisted in putting on the meeting. There was a lot of enthusiasm about our 2009 event with a lot of wives excited about touring the wine country and visiting west coast friends. There were about 20 hands raised when I surveyed for those possibly attending the "Ventura" event.

Other tid bits:

- There were about 32 solid axles participating, with about 10 being trailered.
- We handed out about 35 of our flyers and hotel brochures.
- I bought the last 2 license plate metal badges for our event. They are ordering more
- When asked what new goodies would be of interest, **Beach Towels** with the SACC logo came out very high. Nice thing for our event!
- The guest speaker was Bill Miller, co developer of the Carlisle Fairgrounds. He gave an excellent talk on how he and Chip Miller got it all started which began with a '54 Corvette!
- SACC had 40 solid axles on display at our Carlisle space.



Carlisle over view.



AACA Luncheon.



'55 6 cylinder, one of 5?



SACC Tent at Carlisle, '53 to '57.



SACC dinner at the hotel. Guest speaker, Bob Miller

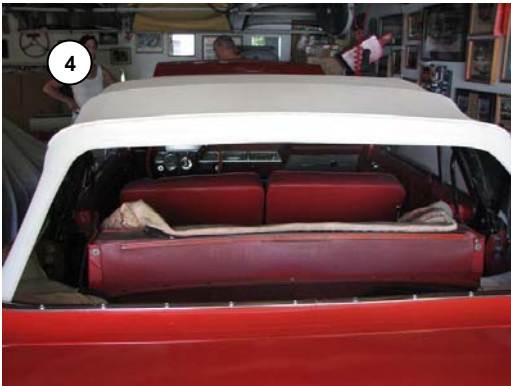
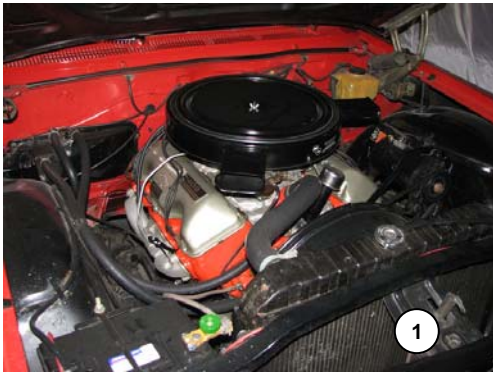
General Membership meeting:

- Old Board re-elected.
- SACC likes to have Chapter collect their dues, however, only 2 Chapters do this.
- SACC membership renewals begin 1 December. They have no policy to sign up new members after September with the current 4 months free.
- Regional Representative positions are being considered for the 2009 meeting.
- Lucy B. is stepping down on 1 January to be the "Charter Manager". Bruce Fuhrman volunteered to replace her as SACC Secretary. This means he cannot serve on a chapter board.
- A question came up after the meeting. Does the SACC insurance policy protect the officers of the Chapters against any liability law suits?

Peeking in Garages, Again!

It always is an adventure to visit various SoCalSACC members garages. Previously, in a SCOOP Newsletter, we highlighted several projects in progress from several members. One member, Chip Werstein, #3F, can always be counted on for interesting garage "happenings". This visit with Chip produced "one of his treasures" unseen by many. It is a 1962 Chevy Impala Convertible with the 409 cu. in. engine option. This particular year and model was Chip's first car in 1963, and when he discovered this one in Huntington Beach, he became the 3rd owner. The car is essentially original except the engine was rebuilt during past years. The paint, convertible top, upholstery, etc. are original.

New for the year 1962 was the Impala Super Sport models, which consisted of the convertible and the hardtop. The sub-series, which normally contained the new 409 cubic inch engine and had a deluxe interior, was identified by the "S" letters within a circle on the rear fender. Note copied from "Sixty Years of Chevrolet" by George H. Dammann.



1. 409 cu. In. engine with dual Quad carb's develops 409 hp. 2. Original interior with 4-on-the-floor. (Note. Towel on drivers seat, not original). 3. 1962 Chev Impala grille work. 4. Original white convertible top. 5. SS hubcaps, the same as Chip's 1st car. 6. 409 insignia. 7. Note: Original Sun Tach on side of steering column.

Chip's 1967 Chevelle El Camino just returning from the Paint Shop. Far rt.: In-process work on installing electric window's, etc..



It's Brake Time

This garage tour was as easy as stumbling out my house back door (Jim Lundal, editor). I had volunteered to assist another SoCalSACC member to modify his 1962 Corvette by installing front Disc Brakes on his (Tony Siragusa, #124) car. Tony loves to drive his car and sometimes the braking action leaves something to be improved. Tony's car was previously quite modified and he is bringing the appearance back to original. Recently, he acquired and installed the folding top framework and installed new top material. Tony has been seen attending many of our Chapter events, most recently Paradise Cove.



Tony contacted me prior to ordering the brake conversion kit and after some discussion the kit advertised by Corvette Central was ordered (Tony received a percentage off and free shipping). My experience a few years ago of installing 4-wheel disc's on my 1956 Bel Air, I convinced Tony to order the pre-formed/bent hydraulic brake lines with the kit. This decision was correct although installing pre-bent lines was the most time consuming task. The solid-axle Corvette brake lines contain several 90-degree bends to snake around the front of the engine and motor mounts. Realizing that bending these lines (with engine installed and body on the frame) would be very time consuming. Also, achieving the correct line length for this type of installation would require cutting and flaring the tube ends. Additionally, with front wheel only disc's and using a dual reservoir master cylinder, a pressure proportioning valve must be installed to maintain the required hydraulic pressure to the disc's and rear original band/shoe brakes. The original 1962 brakes, like most cars of the era, only had a single hydraulic line from the master cylinder to all the wheels. Tributary lines are then used off this main line to each wheel.

Corvette Central's (CC's) kit discreetly places the proportioning valve to the rear of the front cross-member below the front of the engine. This valve position exhibits less parts up near the master cylinder which would be visible, however it does require more brake lines to be routed underneath the car. A good reference is the pictures in the CC catalog.



Original Spindle



Caliper Mounting Plate bolts to original backing plate bolt holes.

Bearing Adaptor being installed on original spindle. Adaptor is sized for new inner hub bearing. Large washer and original spindle nut allows this adaptor to be pressed into place by tightening the spindle nut.

Inner Hub Bearing Adaptor



PVC Adaptor Installation Tool

Three volunteers (?) participated in this endeavor: Tony Siragusa (#124), Jim Lundal (#19C) and David Walsh (#130). David, having 30 years of experience teaching Corvette auto mechanics at a local high school, was our back-up to keep us correct.

I suppose having myself (editor) in the group was because I have a car-lift and the history of doing this task once before. Incidentally, (personal opinion) I cannot imagine doing this brake line installation using jack-stands and laying under a car. CC advertises this job to take about 5 hours and I consider our two days and about 14 hours fairly normal.

Removing the original brakes with backing plates and installing the new hardware was only a couple hours. All parts are supplied along with new tapered roller bearings and brackets to mate the hardware to the original spindle's. The brake lines are another story. The remainder of the first day was spent removing original brake lines and fighting access to install the new lines. One can visualize that this task could be a "piece of cake" with the engine removed and/or the body off. The CC kit does contain all pre-bent line sections including the line which attaches to the original line at the rear of the car for the rear brakes.

The hub/disc assembly supplied does need to have new bearings installed. The bearings are supplied in the kit. The currently installed inner and outer bearing races must be removed and the new races installed in each new hub assembly. We used the hammer and punch technique and hammered in the new races. The new inner hub bearing does require a bearing adaptor to be slipped (an interference fit) over the existing spindle. A installation picture appears on the previous page. A PVC pipe (white in the picture) also slips on the spindle to assist pressing the bearing adaptor on the spindle. A large washer is supplied and the spindle/hub nut can be screwed on the spindle to force this bearing adaptor to its proper location. (See picture).

A dual reservoir master cylinder is supplied. A supplied extension positions the master cylinder further into the engine compartment because the new master cylinder is larger and only has two mounting bolts whereas the original uses three mounting bolts. CC's kit also contains a 'wedged' part to tilt the longer mounted assembly and make it level. The new master cylinder does extend into the engine compartment further than original and if this leveling wedge is not used an interference may occur when the hood is closed. A new longer actuating bar is supplied between the brake pedal and the master cylinder.

Tony Siragusa, being the owner of the car, decided to use DOT 3 hydraulic fluid instead of converting to DOT 5 silicon brake fluid (sorry, Larry Pearson). After a normal hydraulic fluid bleeding procedure and the clearance adjustment of the original back brake bands, the brake pedal travel was short and the pedal feel was hard.

Overall the installation is relatively straight forward and I believe most individuals, with reasonable mechanical experience, could do the job. The instructions supplied took some discussion and more process pictures would be an advantage to the job, i.e. installing the spindle inner bearing adaptor, removing and replacing hub bearing races, etc..



New Disc/Hub assembly requires inner and outer bearing races to be removed and replaced. All parts are supplied.



Completed wheel installation mounts the original wheels.

Undoubtedly the longest, dirtiest and frustrating part of the job was installing the brake lines but when completed, we experienced no leaks. The "thought" did cross my mind, after completion, to remove the motor mounts which bolt to the frame (not the motor mount that bolts on the engine) and support the bottom of the engine from below. This would provide additional access for installing the brake lines. Just a fleeting thought!

C1 Rear Wheel Bearing and Axle Info.....By Tom Parsons (edited for publication by John Costales, #4C)

Frequently the subject of rear axle bearing replacement arises for 56-62 Corvettes. It should be pointed out that "some" differences do exist when replacing the outer rear wheel bearings between the 56, 57 and 58-62 Corvettes. Primarily you should first determine the bearings you currently have prior to purchasing new bearings. Without checking you never know what rear differential is installed in your car.

Over the years there have been a total of 4 (actually 5) axle bearings for C1's.

- 1) The replacement bearing for a 56 Corvette (55-56 Chevy pass car) is the RW507EN or RW507ER (507 series). The RW507ER has a slightly thicker inner race.
- 2) The replacement bearing for a 57 Corvette (57 pass car) is RW307R (307 series).
- 3) The replacement bearing for 58-62 Corvettes is RW607NR (607 series).

All of the above 3 bearings are ball bearings.

4) JNR1542 was a roller bearing for 58-62 Corvettes with positraction as well as 58-64 passenger cars with positraction and also taxicabs and police cars (which may or may not have had posi). The JNR1542 (roller bearing) has been long discontinued and is replaced by (3) above ball bearing RW607NR that shares the same dimensions.

5) Many years ago, GM listed a roller bearing for the 55-56 pass car. I have never seen an aftermarket replacement part number for that bearing, but the GM part number was 7451414 (it has LONG since been discontinued).

Last year, a customer brought me a pair of (what appeared to be) original axles from his 55 Nomad for me to replace the bearings. They had the roller bearings and the RW507EN or RW507ER was a direct replacement (first time for me to actually ever see 55-6 roller axle bearings).

The 507 and 307 series are the same thickness, but the 507 has a smaller outer diameter.

The RW507EN or RW507ER are the only bearing that will fit A 56 Corvette and 55-56 pass car.

The RW307R is the ONLY bearing for a 57 Corvette and pass car.

The 307 (57) series and the 607 (58-62) series bearings have the same outer diameter, but the 307 bearing is about .120" thinner. Note that the wider 607 (58-62) bearing has two "O" rings.

The inside diameter of all 3 bearings, and the bearing surface on the axle shafts 56-62 Corvette and 55-64 pass are the same, and they all 3 use the same lock ring.

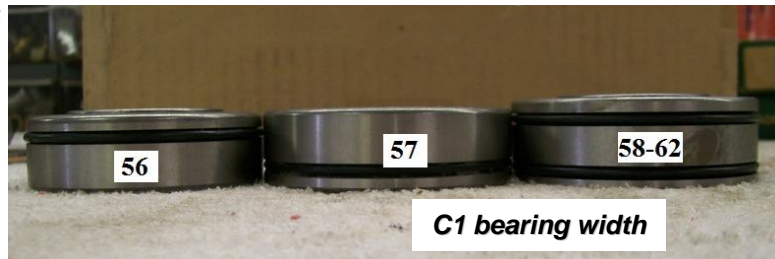
Note: 56 Corvette bearings, axles and rear housings are unique to 56 only! Only the entire assembly can be used on other year Corvettes.

The original bearings used in these cars were usually NDH (New Departure-Hyatt) or Hyatt. If you pull an axle and the Bearing is NDH or Hyatt, it most likely is the original bearing installed in the car.

Shown below are the width differences between the 3 replacement bearings



C1 bearing diameter comparison



C1 bearing width

Before installing new bearings on their axles:

As shown in the pictures below, measure the housing bore and depth dimension and compare it to the thickness and outside diameter of the new bearing to be used. When installed, the outer

race of the bearing should be nearly even with the outer edge of the housing.

If the bearing is recessed or protrudes in the end of the housing by about .100 -.120" you have the wrong bearing for that rear axle housing.

Axles

REGARDLESS of year model, the Left axle is ALWAYS shorter than the Right axle.

The 57 Corvette axle housing is 100% identical to a 57 pass car axle housing, EXCEPT the position where the spring pads are welded to the housing.

The 56 Corvette and 55-56 pass car axles are the same and totally interchangeable.

If your car is a 56, and has a 56 axle housing, ONLY the 55-6 axles and axle bearings will fit PERIOD! I point this out because a 57-62 Corvette axle housing is a 100% bolt-in swap.



C1 axle housing bearing depth



57-62 Corvette
& 57-58 pass car

59-64 pass car

C1 axle hub differences

When searching for a new axle:

The 56 axles are unique to 56 Corvettes only.

Although the bearings might be different, the 57-62 Corvette and 57-58 pass car axles are the same.

Shown to the left is a comparison of a 57-62 Corvette (57-58 pass car) and 59-64 pass car axles.

The splined end of the axle to the shoulder where the bearing seats are the same dimension. The difference is the distance from the bearing seat area to the outer side of the flange. When you look up the axles in the parts book, it shows different lengths for 57-58 and 59-64 pass car axles. As you can see in the previous picture, the additional ½" in length for the 59-64 pass car axles is between the shoulder for the bearing and the wheel flange. If a 59-64 pass car axle were to be installed in a 57-62 Corvette axle housing, the overall tread width would become 1" wider. This was once a method of increasing rear tread width on early Corvette race cars.

Gaskets

The gaskets for the bearing retainer and for the rear end center section are still available from most parts stores (Fel-Pro 5188 or equiv).

I hope this will be helpful to a few who like to work on their own cars.

Tom Parsons

405-745-8383

tparsons6@cox.net

SCOOP Newsletter Classified Ad Cost

SoCalSACC active member ads for C1 parts and accessories by individuals will continue to be FREE (1/4 page max).

Commercial* Ads: C1 related Parts & Services for Members & Non-Members will follow the following Cost Structure.

SINGLE Newsletter Issue:

1/8 Page	\$15
¼ Page	\$20
½ Page	\$35
Full Page	\$65

FOUR Newsletter Issues (Yearly):

	\$50
	\$75
	\$140
	\$250
Business Card	\$20 members, \$30, non-members

Contact Bruce Fuhrman (bruce4info@aol.com) for questions on ads.

Contact John Costales (costales@west.net) for payment.

Contact Jim Lundal (Newsletter Editor, (jlundal@socal.rr.com) with ad.

*Commercial Ads: Advertisement for Parts & Services Business related. Must be C1 related.

The SCOOP Newsletter Classified Ad Cost will go into effect as of 1 January 2009!

FOR SALE: 53-55 reproduction exhaust tips, both early and late (short & long) available. Please e-mail Gary at arunner@frontiernet.net for photos and pricing. Gary Hiltunen #26

WANTED: (a) Firewall insulation for '64; (b) French locks for rear end on '64 (original); (c) Taillight housings for '64 in nice shape; (d) Rear bumpers (original) for '64 in nice shape.

Darold M. Shirwo (310) 278-2000 DShirwo@aol.com

WANTED: 1958 Corvette: Does anyone have or know of a source for good used door panels? I do not need the upper panels, which are in excellent condition. The '58 door trim panel consists of two parts. The upper panel is metal backed and comes down about 1/3 of the door. Mine are in excellent shape and need only a vinyl re-spray. The lower panel is very heavily cardboard backed and is much more difficult to disassemble and reassemble. Metal inserts are available, are expensive, and, as far as I can find, are sold only in pairs. Thus, I want used door panels, drivers or both, lower only or upper and lower, but in good serviceable and appearance condition. Color does not matter, since I will be vinyl rattle-canning in black. Richard Block, BlockRA@aol.com

TRADE: I have a 1958 hardtop, complete, needing restoration. Would like to trade for 1960 hardtop in comparable condition. Chip Werstein 818-883-5766 or chipsgarage@aol.com

FOR SALE: 61-62 Aluminum Bellhousing 3779553. Very nice condition. Also used on some 409 cars. \$360. John (805) 642-3662 or costales@west.net

WANTED IN FAIR TO NEAR NEW CONDITION: "CORVETTE BY THE NUMBERS" BOOK 1955-82 BY ALAN COLVIN. CONTACT STAN BOONE (714) 838-8821 OR EMAIL STANLEYDBOONE@AOL.COM

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- Uses original antenna
- Chrome plated die cast nose piece, Wonderbar and pushbuttons look all original
- Correct knobs
- Wonderbar seeks on AM or FM
- Wonderbar duplicates action of original (seeks UP, then rapidly returns to bottom of dial and starts over)
- 10 presets (5 AM, 5 FM) Why settle for a goofy looking cheap imitation or an original that costs twice as much without these features?
- Fits your dash without any modifications. Uses original antenna. Chrome plated die cast nose piece, Wonderbar and pushbuttons look all original. Correct knobs. Wonderbar seeks on AM or FM. Wonderbar duplicates action of original (seeks UP, then rapidly returns to bottom of dial and starts over) 10 presets (5 AM, 5 FM)

1961-62 model shown. 1958 model and 1959-60 model have different knobs and pushbuttons

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EXECUTIVE BOARD MEETING MINUTES
SOUTHERN CALIFORNIA CHAPTER, SACC
MONDAY, July 7, 2008

*The Minutes listed for July 7, 2008
have been approved by the
Executive Board.*

This Month's Meeting was held at Weiler's Delicatessen in Canoga Park. The Board Meeting was called to order by President Bruce Fuhrman at 6:56pm. The following Board Members were present: Mike Gibbons, Larry Pearson, Richard Block, and John Costales. Also present were Jim Lundal, George Tuers, and Steve Clifford.

Officer Reports:

Copies of the Minutes from the May 19, 2008 E-Board Meeting were e-mailed to the Board Members by Secretary Larry Pearson for review by the Board. There was one minor correction. Richard Block made a Motion that the Minutes be approved as corrected. The Motion was seconded by Mike Gibbons, voted on, and carried unanimously. Bruce Fuhrman and Jim Lundal reported on our Newsletter, *The Solid Scoop*. Leland McCoy has offered to print *The Solid Scoop* free of charge for the next two years via his printer company. Mike Gibbons has offered to do the collating and stapling. Jim Lundal handed out extra copies of the March and June, 2008 issues to use for membership recruiting. The next issues will be in September and December. Tom Johansen, Charter Member #14, will be the featured Member Profile for the September issue, and Eric Hershkowitz, Charter Member #15, will be the featured Member Profile for the December issue. Jim needs technical articles and Member ads for stuff for sale and wanted.

John Costales, Chapter Treasurer & Membership Chairman, reported that as of tonight we are up to Family Membership # 146, with a net Membership count of 134. John reported that as of tonight we have \$3973 in the bank, plus \$145 in petty cash. We lost \$400 on the May 10th Tech Session, because we under charged for the food. Do we need to raise dues next year?

Chip Werstein, Tech. Session Chairman, was still in recovery from knee replacement surgery and could not attend tonight. The fall Tech Session will be at the Toyota Museum, possibly their second facility, which has a car lift we can use for chassis viewing. Chip is still waiting for confirmation on the facility from Toyota.

Old Business:

2009 SACC National Convention in Ventura, July 17-20: Bruce Fuhrman, Larry Pearson, and John Costales are planning to attend the 2008 SACC National Convention in Carlisle to promote our 2009 Convention. We need to make up a one-page handout, a large color poster, and bring hotel brochures to hand out to promote our convention. Jim Lundal prepared three proposals for the poster and T-shirt logo for the Board to consider. The Board selected a seascape logo with three C-1 Corvettes and an ocean backdrop. The Board reviewed and approved a tentative agenda for all three days. We need a speaker for the banquet. Steve Clifford volunteered to ask Corvette Central to attend with their parts truck following the NCRS San Jose Convention.

2008 General Membership Meeting at The Claim Jumper Restaurant in Fountain Valley on Saturday, October 4th: We still need a guest speaker.

Chino Air Museum Tour on Saturday, June 7th: The Tour was a fantastic success thanks to Mike Gibbons' efforts.

Bruce Fuhrman discussed advertising rates for *The Solid Scoop*. A business card ad will be \$20 per year for Chapter Members and \$30 for non-Members. Any Chapter Member that has a product that is C1 related can run an ad up to ¼ page free. The annual rate (four issues) for Commercial ads for Members or Non-Members will be \$250 for a full page, \$140 for ½ page, \$75 for ¼ page and \$50 for 1/16 page. For one (1) issue, the cost will be \$65 for a full page, \$35 for ½ page, \$20 for ¼ page, and \$5 for 1/16 page. All ads must be C1 related and must be submitted as camera ready. These Commercial rates are based on what NCRS SOCAL is charging. Richard Block made a motion that we approve these rates. The Motion was seconded by John Costales, voted on, and carried unanimously. To place an ad, contact Bruce Fuhrman. The rate structure will be published in *The Solid Scoop* and on our website. The ad money is to be sent to John Costales, our Chapter Treasurer.

Paradise Cove Brunch Tour on Saturday, August 2nd: John Costales is in charge. John reports that as of tonight, 45 are pre-registered and he expects a great turnout. He is still working on the meeting locations for the tours to Paradise Cove.

A tour of the Justice Brothers facility and museum in Duarte was suggested for a future joint Meet with NCRS SOCAL. Larry Wright volunteered to make the arrangements, but was not present to give us a report.

New Business:

Richard Block, Member at Large, recommended that we make the Automobile Driving Museum in El Segundo a future Flier event. Bruce Fuhrman recommended that this be considered for next spring.

Bruce Fuhrman proposed that the next Board Meeting be held at Weiler's Delicatessen in Canoga Park on Monday, August 25th.

There being no further business before the Board, Mike Gibbons made a Motion that the Meeting adjourn. The Motion was seconded by John Costales, voted on, and carried unanimously. The Meeting adjourned at 8:21pm.

Respectfully submitted,

Larry Pearson

Secretary

ATTENTION ALL CORVETTE C-1

OWNERS



Southern California now has a Corvette C-1 ('53-'62) Club which is affiliated with the National SACC (Solid Axle Corvette Club) Organization. The SO.CAL SACC Chapter was initiated in February 2005 to provide a place for C-1 owners to meet with other Corvette C-1 owners and enjoy driving their cars as well as socializing during coordinated events. The Chapter covers owners from **Bakersfield** to **San Diego** and from the **Pacific Ocean** to the **Arizona Border**.

As of June 2008, we have 140 C-1 Members. The club holds a couple a General Membership Meetings during each year, several organized tours to various locations and at least two Tech Sessions. The Tech Sessions are held to provide the members a opportunity to find out details about their C1 and fellowship with other owners to discuss specific problems.

Our newsletter, "THE SOLID SCOOP" (Lots of color photos), is published quarterly. This newsletter provides information on club activities, access for selling and seeking "wanted" parts or services, and provides technical information when supplied.

Also visit our Web Site to review more of our activities: www.socalsacc.com



If you are interested in joining the SO. CAL. SACC Chapter of SACC, here are the details:

- Annual dues for the local Chapter are \$20 per year, renewable in December.
- Membership in the local Chapter requires membership in the *National SACC*. The *National SACC* dues are an additional \$35 per Year.
- Your membership in both organizations entitles you to quarterly issues of the local Chapters Newsletter, "*The Solid Scoop*" and National SACC's quarterly magazine, "*On Solid Ground*".

If you are interested in joining or have any questions, please contact

John Costales (Membership Chairman SO. CAL. SACC)

(805) 642-3662 or costales@west.net

Membership application(s), for both organizations, will be mailed to you, and, those joining late in the year, copies of that years "The Solid Scoop" Newsletter will be mailed to you.

We hope to see you soon at one of our events!!!

"SAVE THE WAVE"

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

So Cal SACC Chapter Membership Application Year 2008

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

SoCal SACC annual dues are \$20 and National SACC dues are \$35, renewable every December.

Chapter dues includes our quarterly Newsletters "The Solid Scoop"

Natl. Membership includes quarterly magazines "On Solid Ground"

If you are a new member the National SACC will send you your membership # separately.

If you are an existing National member please insert your national membership # _____

www.socalsacc.com

Make checks for \$55 payable to: "SoCal SACC" and mail to:

John Costales / SoCal SACC Membership

7026 Sonora Ct.

Ventura, CA 93003

(805) 642-3662 Costales@west.net

Applicant: Name: _____

Co- Applicant: _____

Address: _____ City: _____

State: _____ Zip: _____

Home phone: _____ Work phone: _____

E-Mail: _____ Fax: _____

Corvettes presently owned and please include VIN #'s for all C-1's:

I would be interested in participating in the following club events:

Driving Tours _____

Technical Clinics _____

Overnight Driving Tours _____

Newsletter Contributions _____

Tours to Museums _____

Tour/Event Planning _____

Tours to Shops _____

Racing _____

Car Shows _____

Other _____

My liability insurance company on my Corvettes is; _____

Liability insurance policy # _____

I currently am a member of the following Automotive clubs/organizations:

Solid Axle Corvette Club

Southern California Chapter

2008 Club Officers

ELECTED OFFICES

President	Bruce Fuhrman	bruce4info@aol.com	2264 Glenbrook Av., Camarillo, 93010
Vice President	Mike Gibbons	gibbonsltd@aol.com	3133 Anasazi Way, Simi Valley, 93063
Secretary	Larry Pearson	lpears1941@att.net	1108 Palm Av., Burbank, 91506
Treasurer/Membership	John Costales	costales@west.net	7026 Sonora Ct., Ventura, 93003
Tech Session Coordinator	Chip Werstein	chipsgarage@aol.com	23317 Schoenborn St., West Hills, 91304

VOLUNTEER OFFICES

Newsletter Editor	Jim Lundal	jlundal@socal.rr.com
Webmaster	Jim Lundal	jlundal@socal.rr.com

Events Coordinator

Chapter Liaison to SACC

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 Englehardt	714-435-9448	littlejohns@sbcglobal.net

Guessing Game Answer: Chip Werstein and daughter Lisa. You compute the year, Lisa is now 35.

If undeliverable return to:
5062 Vallecito
Westminster, Ca. 92683