

The Solid Scoop

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



September 2010
Vol. 6 Number 3

"Look Us Over at" www.socalsacc.com

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

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

The Solid Scoop, is intended as a communication for Chapter members about chapter activities, technical articles, classified ads and past events to maintain in keeping our membership informed. *The Solid Scoop* content is maintained by our Newsletter Editor and only after a review by the Chapter Board is the Newsletter published.

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

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

SCOOP COVER CAR:

FRONT COVER: This Top Flite 1954 Corvette, S/N 2306, is owned by Bill Zappen, SoCal #8C. Bill lives in Arcadia, CA and has owned the car since 1988. He disassembled it, had the body and chrome done. He reassembled and the 3rd time on the Show circuit (after correcting several problem areas) got a Top Flite Award. Bill considers the early C-1's as nearest to a concept car. He is also heavily into Vintage Chevrolet's.

Solid Axle Corvette Club Southern California Chapter Board 2010 Club Officers

CHAPTER VOTING BOARD OFFICES

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

VOLUNTEER OFFICE

Webmaster	Jim Lundal	jlundal@verizon.net
SACC Western Reg. Rep.	Larry Wright	glvette@aol.com

OPEN

TECH ADVISORS

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



**The following List are our New Members joining since June 2010
The SoCal SACC Chapter Welcomes you!**

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C-1 Year</u>
191	Lee Mannheimer	Westlake Village	62
192	Bob & Rebecca Egger	Laguna Niguel	59
193	John & Catherine Campbell	Irvine	60

BACK COVER CAR: Member Jim Gaytan's car. Jim is member #159. Jewel Blue 1961 convertible with 283 c.i. Fuel Injection. Purchased two years ago. Restored by Chip Werstein for previous owner.

2011 SACC National Convention in Florida. Information

Go to sssacc.org and click on
Sunshine State SACC Corvette
Club, then Planned Activities.

Flyers also posted on the
SoCalSACC.com Web Site.
Events/Event Flyers

Scoop Features:

- Chapter Information p. 2
- List of Coming Events p. 3
- SoCalSACC Tech Session Flyer p. 4
- SoCalSACC Apparel. Order Now! p. 5
- Paradise Cove Run to Malibu p. 6
- SoCalSACC Board Meeting Highlights p. 7
- Classified Ads p. 7
- C-1 Commercial Ads p. 8
- C-1 Rear Axle and Bearing Repair p. 9 – 12
- Installing Self Adjusting Brakes on C-1's p. 13 - 14
- SoCalSACC Membership Application p. 15

Calendar of Coming Events in our Area:

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

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

The following List of Events for the year 2010/2011. Details and Flyers will be forthcoming and supplied to the Membership when available.

2010 Scheduled Events

- November 6 *Fall Tech Session, Toyota Hi-Bay Engineering Center in Torrance, C-1
Vehicle Safety Inspection, See Flyer, p. 4.
- October 16 Santa Clarita Valley Corvette Club All Corvette Show,
See Flyer in Web Site under Event Flyers.

2011 Planned Events (No specific dates)

- Jan 30 – Feb 1 2011 SACC National Convention, Kissimmee, FL.
See Flyer in Web Site under Event Flyers.
- February *SoCalSACC Anniversary Party
- Spring 2011 *Reagan Ranch Tour, Buellton
- Spring *Spring Tech Session
- Open *Collins Foundation (WWII Aircraft)
- Open *Mullin Auto Museum, Oxnard (Art-Deco Cars)
- August *Paradise Cove Run in Malibu
- Fall *Fall Tech Session



SO. CAL. SACC

FALL TECH SESSION

Saturday, November 6, 2010

“C-1 Advisory Safety Inspection”

Toyota Service Development Center, Torrance, Calif.

2010 Fall Tech Session! This session will return to the Toyota facility (see map below). The Toyota Service Development Center has facilities to provide several car-lifts for observing “under our 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.

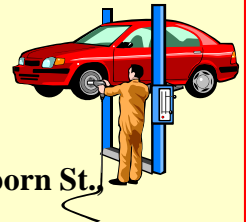
PLEASE RSVP, to Chip Werstein at (818) 883-5766 or at **chipsgarage@aol.com.**



THIS WILL BE A PAY IN ADVANCE EVENT!

RSVP DEADLINE of November 1.

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



C1 Tech Session Topics:

Many of our Chapter who volunteered their C-1 for Inspection will have them placed on Lifts and a Team will go over and document any Safety issues observed.

This is not a car show inspection but a safety inspection (using predesigned forms) to educate our membership about operational safety of their own C-1.

Safety issues will be listed on an advisory basis and degree of impact on the car. This is not a finger-pointing inspection but to provide the owner and other membership of various inspection areas.

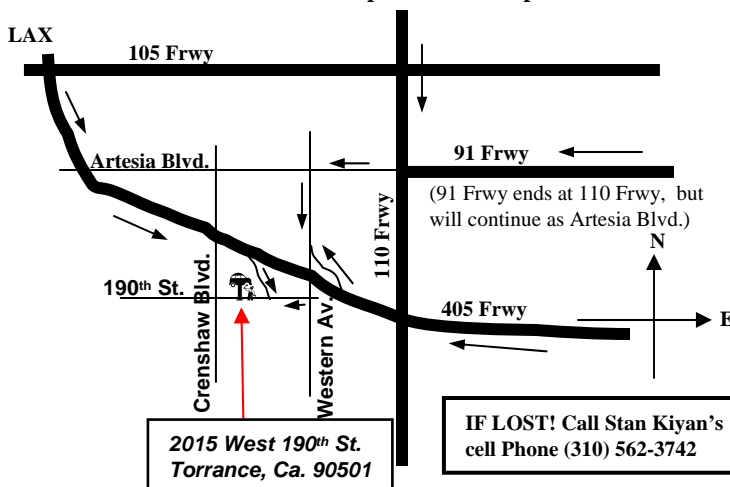
Only: \$20 per person!

A “Pay in Advance” Event!

Come out and Join the Fun!

Bring your C1!

Invite Prospective Members!



From Downtown LA/Pasadena (south on 110)

- Exit on Artesia Blvd West, make a left 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.

NOW IS THE TIME TO ORDER AND RECEIVE YOUR APPAREL BEFORE CHRISTMAS...

“OFFICIAL” SOCAL SACC CHAPTER APPAREL!



FRONT CHEST



CENTER BACK



RIGHT SLEEVE



\$15/ea for any Item!

Order Instructions are Below!

Color is Gray as used for 2009 National Convention Shirts.

Order Details: SoCal SACC member Bob Crane, #151, is our Chapter Merchandising Manager.

SoCal/SACC Shirts and Hats Order Instructions and Shipping Costs:

Please include the number and size of shirts (S, M, L, XL, XXL) and hats (S-M, L-XL)

Shirts and hats cost \$15 each

Shipping for a single shirt in a bubble mailer is \$6.

Shipping for any combination of up to 4 shirts and hats (in a box) is \$10.

A single hat must go in a box, not a mailer. (Example: 1 hat, 2 hats + 2 shirts, 4 shirts, etc. must go into a box.)

Enclose check for merchandise plus shipping and make check payable to SoCalSACC

Enclose your address to send merchandise

Send order form & checks to:

Bob Crane

416 Mountain View Court

Orange, CA 92869

Email Bob: bcrane@socal.rr.com, or, Call Bob at (714) 458-6395 if you have questions.

Note: Orders are placed or filled when check arrives.

So Cal SACC Apparel Order Form: Detach and mail to Bob Crane WITH CHECK.

Name: _____

SHIRTS: # _____, SIZE: _____, HATS: # _____, SIZE _____,

COST: _____

SHIPPING COSTS: MAILER, \$6 OR BOX, \$10

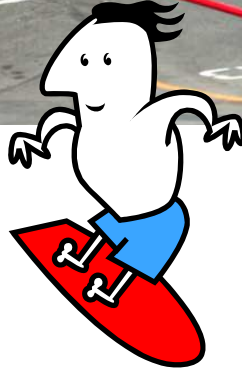
COST: _____

YOUR ADDRESS: (STREET & CITY) _____

MAKE CHECK PAYABLE TO SOCALSACC See mailing instructions above. TOTAL COST MAILED: _____

Annual Paradise Cove Visit in Malibu... Saturday, August 7

Annually in August over the last several years, member John Costales organizes a low-key visit to Paradise Cove off Highway 1 in Malibu, CA. This visit features a Corvette parking Corral for our cars and everyone gets to kick-tires and have lunch at the very traditional Beach Café. The turnout for the event this year was good and shortly after lunch everyone was on there way home. Below are pictures of the scene.



Note to SoCalSACC Members: The following is a list of Recent Chapter Board Meeting Highlights. This is brief review of Board Activities without reading all of the Business Minutes. It also saves space in the SCOOP.

Any questions about any topic can be directed to a Board Member using their personal email addresses or phones listed in this SCOOP, Page 2.

Highlights from Recent Chapter Board Meetings!

- SoCalSACC Official Apparel is now being ordered. See the Apparel Ad in this SCOOP. Member Bob Crane, #151, is our Chapter Merchandising Chair. Bob is filling orders as he receives checks. At the Sept. 27th Board Meeting the cost and method for shipping was approved.
- The Nov. 6th Tech Session planning is going well. Chip Werstein relayed that all Attendee's must be paid by check (\$20) by Nov. 1st. Also further volunteer cars are needed. Check with Chip Werstein, chipsgarage@aol.com. A recent flyer is being sent out.
- Currently the Board reports that the final activity for 2010 will be the Tech Session at Toyota. Several events are planned for 2011 and appear in this SCOOP. It is also noted that a Events Chairperson is critically needed to track the progress on the planned events being organized.

2010 SACC National Convention in Bowling Green, KY. Those attending from SoCalSACC were Bruce & Janice Fuhrman, Mike & Sandy Cromer, Rich & Niyom Rusinek and Bob & Karen Pinkney from NY. 17 C-1's attended the Convention with tours to Nashville, Grand Old Opry and Corvette Plant Tour.

The Santa Clarita Valley Corvette Club (SCVCC) is having their annual car show on October 16 at Route 66 Classic Grill in Canyon Country. A flyer for this event is posted on the Chapter Web Site under Events/Event Flyers
The proceeds of the car show go to The Painted Turtle Camp for seriously ill children. A very good cause, and an equally great show. SoCalSACC Member Joe Ryan is Chairman of the show.

C-1 Member Classified Ads

Wanted: 1) 56-60 radiator. I need a good top tank. Condition of core and saddle is unimportant. 2) small amount of 1958 signet red paint. Lacquer, Enamel or Urethane to paint a gas tank cover. Chip Werstein 818-883-5766 or chipsgarage@aol.com

For sale: 61-62 convertible top frame. Complete, clean and straight. Includes pie plates and inner mounting brackets. \$2700. Chip Werstein 818-883-5766 or chipsgarage@aol.com

For sale very early 1963 FI unit (7017375) with distributor (11/62) and manifold; needs rebuild - \$5,300.00. Darold M. Shirwo, dshirwo@aol.com, (310) 278-2000.

For sale 1958 Blue Steering Wheel \$350.00 Dick Block 818-716-1585 Weekdays

For sale: Brand New Custom Autosound Radio (Turned ON 3 times) with Corvette lettering on face. Will fit up to 1962 – (I have all the paper work). Call Lee at 714-436-0315, Member #100, \$100.

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


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

For sale: 1) 4 Speed: Original 1960 T-10 Stamped March 31 1960. All cast #'s match. Recently rebuilt with new soft kit, bearings, shift forks and shifting collars. Very nice "Known Good" transmission! \$2200 ... pictures available. 2) Nice pair 9 fin Valve Covers ... no notches or mods \$340. 56-57 only. 3) "C" shaped side window channel ... fits right or left doors \$15. Contact John Costales, 805-642-3662 or Costales@west.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 C-1 related business/products are eligible to be listed for FREE!

Product or Service	Name & Member #	Contact Information	Details
AM/FM Stereo Radio, 1958-62 Corvette Radio w/Wonderbar New Repro Radios	Len Marino #39	(626) 358-1466	Made in USA 1 year guarantee \$590 + shipping
<u>Car Appraisal Service</u> Per-Purchase Inspections Stated Value Insurance Appraisals Resolve Insurance Disputes Diminished Value Appraisals	Robert Petricca #80	(888) 314-3366, (818) 992-7219, rpetricca@socal.rr.com www.caldreamcars.net	20% discount for all SoCal SACC members. Credit Cards accepted. Recognized by Ins. Co., Lending Co., IRS.
American Motoring Memories C-1 Corvette Repairs	Jeff Reade #33C	11375 Playa St., Culver City, (310) 397-3800 FAX (310) 397-6969	All type repairs, Total & Partial Restoration, Engine Overhaul, Consulting, Sales & Service
Corvette Frame Straightening Corvette Restoration 1953 – 1962 Specialist	Walden Dahl #116	(760) 949-6653 Victorville	Chassis straightening for C1's. We have the attachments to correct any frame problems.
Corvette Mike 	Mike Vietro #60	1133 N. Tustin Av, Anaheim, (714) 630-0700 www.Corvettemike.com	We sell the best..... And service the rest!
Vette Garage 53 thru 67 Restorations From Drivers to Concourse	Ron Lefler #91	(909) 945-3111 Cell (909) 519-7977 rdlef@aol.com	C-1 Hardtop Restoration
Interior Concepts & Design	Little John, Engelhardt #50C	17391 Mt. Cliffwood Cir. Fountain Valley, CA (714) 435-9448 Shop (714) 267-9996 Cell littlejohns@sbcglobal.net	Complete Interior Restoration Convertible Tops



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

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

Mike Vietro SoCal SACC member #60

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

Visit Us Online At www.CorvetteMike.com

1960 Rear Axle Removal, Bearing Replacement and Axle Installation

..Jim Lundal, #19C

Problem Background: My 1960 C-1 had a condition causing a wobbly left rear wheel, mainly observable by other drivers while driving down the road. After driving the car for 20 years and having other drivers informing me of this condition, I figured it was time to determine the cause. Jacking the rear wheel off the ground and using a dial indicator against the outer tire sidewall, rotating the wheel made it obvious the outer tire sidewall deviated by a significant amount (exceeded $\frac{1}{4}$ -inch). One method to rule out a bent wheel is to remove another tire and replace the one in question to see if the problem is cured. Instead, I removed the wheel and using the same dial indicator gage against the brake hub outside surface, rotated the hub and noted a deviation. Since the measurement point was closer to the axle (point of rotation) I figured the deviation run out would be less and it was less, but significant. It was also noted that rotating the hub through a full rotation, at one point the hub "dragged/rubbed" on the brake shoe (audible sound). The rear brake hubs slide over the lug bolts and the hub is removed by pulling out on hub. It is apparent since the hub mates against the rear axle flange that any wobbly deviation on the hub is a related deviation of the axle flange. Since the brakes are fixed to the backing plate and the axle housing the rubbing on the brake shoes is most likely caused by a wobbly axle flange surface. A further run out measurement confirmed that the axle brake flange was wobbling and caused by a Bent Axle. Don't know the cause but I measured the effect.

Procedural Solutions: Obviously the solution is to replace the rear axle on the side affected. C-1's have a rear axle design similar to the full-sized Chevy. The rear differential contains two axles with splined connections into a center "pumpkin" ring and pinon gear which connects to the drive shaft. The left rear axle is shorter than the right axle. The 1960 C-1 axle slips into a mating splined gear inside the center section. As discussed, it was obvious of the need to repair/replace the bad rear axle. Naturally replacing requires locating a good used axle, or can the existing axle be repaired? Fellow SoCalSACC member Chip Werstein offered later he had a good used axle available but another member, Steve Clifford, said let's try a repair on the existing part. Since Steve has a friend who owns an extensive machine shop which we could use, it was decided to attempt a repair. This repair process could be very costly without free access to a shop with proper equipment. Without this machine shop connection, replacing the axle is the best/cheapest way to proceed. In either repair the existing rear wheel bearing would be replaced.

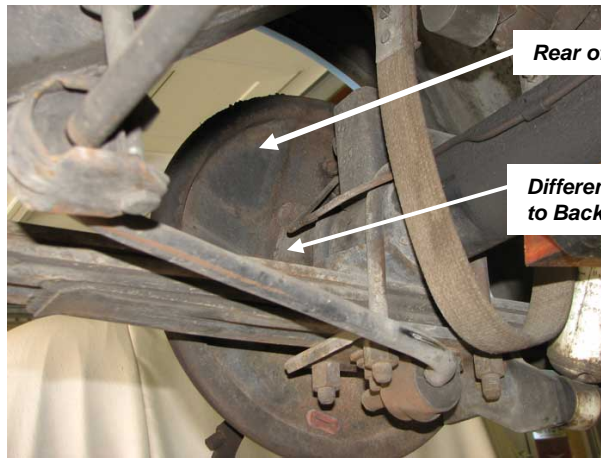
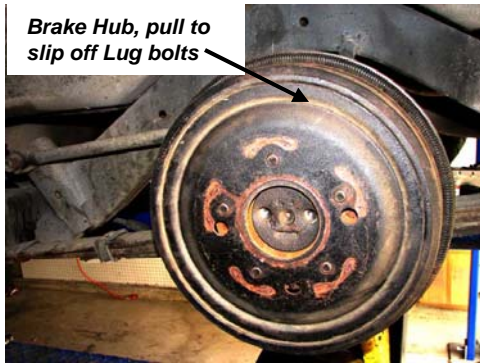
As is a standard practice with axle removal and replacement the pressed on rear wheel bearing is usually replaced. I had a spare set of bearings and had no knowledge of how long the existing bearings had been used in the car.

Rear axle removal and replacement can be performed by most people familiar with brake hardware removal and reassembly and basically is no different than any full-sized Chevy's. I usually use an axle puller to extract a rear axle. I also use a auto parts machine shop to remove and install the Bearing. Many times an axle puller can be obtained at your local auto parts store. My example, Kragen Auto which will take a deposit for the puller and the deposit is credited when you return the puller. It is advisable to obtain a replacement axle bearing prior to beginning this job. Check with your parts house or order a new bearing from Corvette Central. Most auto parts stores will take the axle and remove and install the new bearing. I have also used NAPA Auto for this process.

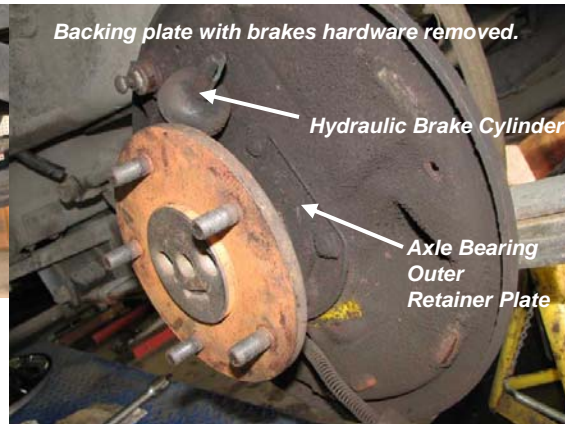
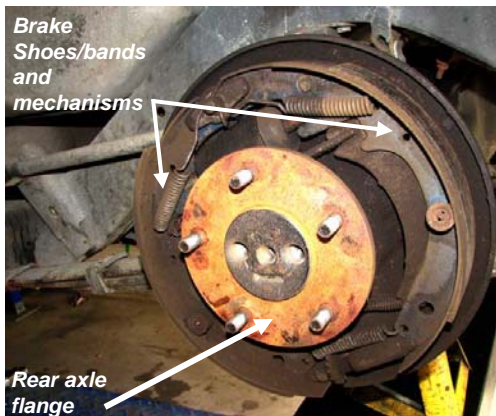
The axle removal and replacement process is more extensively described on our SoCalSACC Web Site, C-1 Technical, Axle Removal & Replacement. Other technical descriptions are also available on axle bearings and axles.

Raise the wheel, install a jack stand and drain the differential grease





Remove the Brake Shoes and supporting mechanisms using equipment to remove the springs. Keep the hydraulic brake cylinder installed along with the brake line attached.



Axle Bearing retainer plate is secured on with 4-bolts and nuts. Remove these nuts and tap bolts out. Tap all bolts out slowly and evenly as bolts are pressed into retainer plate. The plate will come off with the axle. If a bolt separates from the plate it can be re-pressed easily.

After the Bearing retainer plate is loosened and hanging free, obtain a axle puller or attempt some other method to remove the axle. I have never been successful in removing an axle without a puller but some will swear by other techniques. If a puller can be obtained easily I would recommend it. The puller attaches to the lug nut bolts and is nothing more that a slam-hammer handle which usually after two slams the axle pops out.

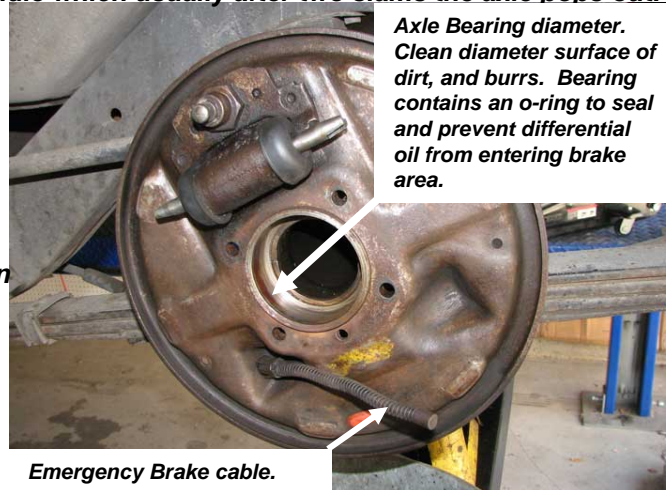


Cleaned Brake backing plate. Note that the hydraulic brake cylinder is retained. The backing plate slips over the end on the differential housing and nothing secures the baking plate but mostly rust and dirt on this slip fit.

At this point in the Process, the axle repair can take place, or, the installation of a New

Bearing onto another axle can take place. Removing and replacing a bearing cannot usually be accomplished without a bearing press because parts must be pressed off and a new bearing pressed on. I recommend using a auto parts store with this operation.

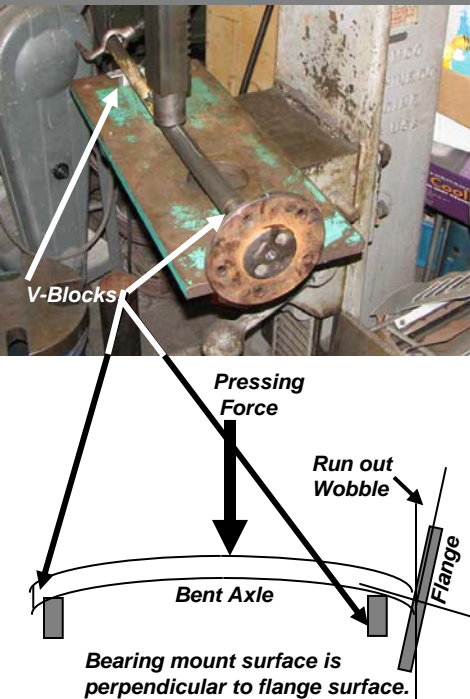
As noted earlier, my fix includes repairing the axle and installing a new bearing. It might be beneficial to review the axle repair even if the primary information would be to check the run out of your axle or a new axle.



Bent Rear Axle Repair -

We removed the old bearing and the axle was chucked into into a metal turning lathe. Once the axle was in the lathe dial indicators checked the run out error of the axle flange and bearing surface. Our repaired axle wants to reduce this run out error to a minimum. The axis of the turning lathe is the referenced center of the axle. My axle flange had a high deviation run out and the direction of the bend of the axle marked on the axle. The axle is set on 2 v-blocks in a press.

Axle resting on V-Blocks on press. Axle is rotated in V-Blocks until "high point" of bend is up. Center Bar presses against axle and bends axle down.



As the axle is pressed the bend is removed (by pressing past the level point) and the flange angle straightens. Several return trips were made to the lathe and the run out angle re-measured. The process was stopped when the flange run out deviation was down to < 7 mils (.007 inches). The flange face (mounting surface for brake hub) is now perpendicular to axle shaft.

To further make the flange surface accurate to the axle axis, the axle was re-chucked in the lathe. The flange surface was machined to make it more accurate to the shaft axis. Only a few mils of metal removal were required.

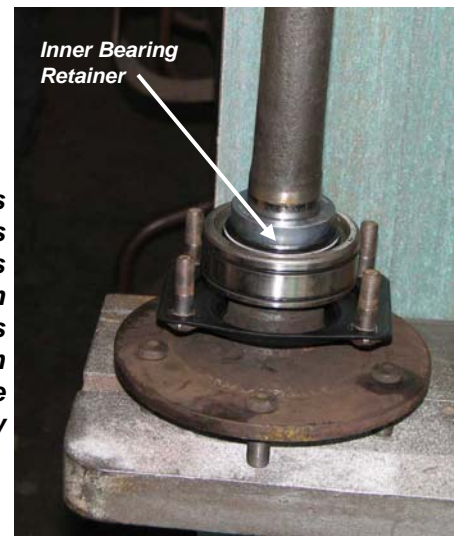


The Remaining Procedure is Axle Bearing installation and reinstalling the axle into the Differential.

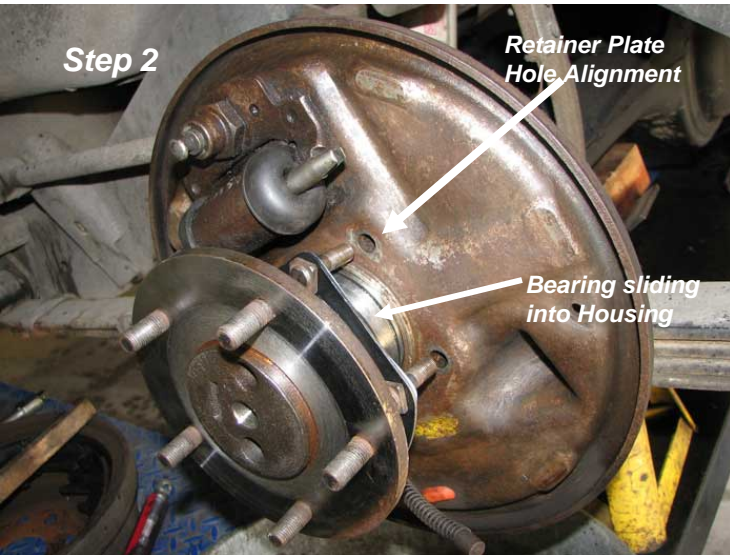
At this reassembly stage, the Axle Bearing will be installed. First, make sure you have a correct bearing for your year C-1. If needed, refer to the bearing article on our Web Site or make sure your bearing was obtained from a reputable source. The 1960 bearing and inner retainer is shown at left.

First place the Bearing Retainer Plate with 4-bolts over the axle and then press the bearing on with the bearing inner seal facing toward the flange.

The inner bearing retainer was heated with a torch which expands the diameter and while hot is slipped down over the axle and on to its mounting surface. This prevents the bearing from "walking" on the axle while driving. The final assembly appears in the picture.



Clean and de-burr the surface the inner bearing diameter surface in the differential housing. Apply a light coating of bearing grease to the inner bearing diameter surface in the differential housing. Apply a light surface of grease to the outer bearing diameter surface. Axle reassembly into the car differential is simply described by inserting the axle and locating the inner spline gear in the center assembly. Then pushing the whole axle in further.



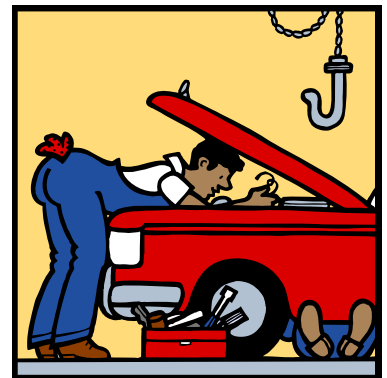
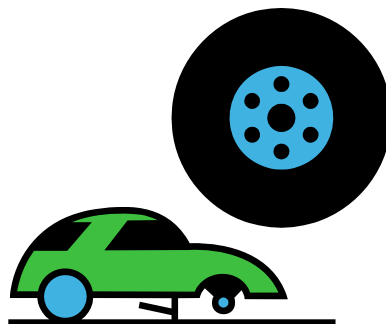
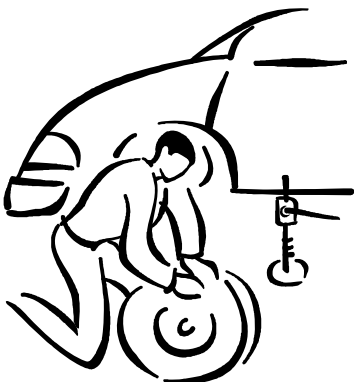
Align the bearing outer diameter with the housing and gently push in the axle. Resistance will be experienced when the bearing o-rings enter the housing. More pushing or moderate tapping on the end of the axle using a board may be helpful. Direct hammering on the axle with a hammer should be avoided. As the bearing is inserted align the bolts on the outer Bearing Retainer with the holes on the backing plate before further axle movement inwards. **MAKE SURE YOU CORRECTLY ORIENT THE OUTER BEARING RETAINER BEFORE PROCEEDING. NOTE THE DRAIN HOLE POSITION ON THE BACKING PLATE AND ALIGN THE RETAINER ACCORDINGLY.** If you don't get it right you will have to re-pull the axle and correct it.

Proceed to reinstall the brake assembly parts. Slip on the brake drum and adjust the brake shoe clearance adjustment to the drum surface.

Reinstall NEW differential grease into the housing.

Other associated Articles to Review on Web Site
www.socalsacc.com: Go to the following address on Web.

- C-1 Technical, Tech Topics, Rear Bearing Replacement
- C-1 Technical, Tech Topics, Rear Bearings



CONVERTING 62-EARLIER CHEVYS TO SELF ADJUSTING BRAKES.....Tom Parsons #183

OK, I can for a fact confirm that self adjusting brakes CAN be retro fitted to 51-62 cars with manual adjusting brakes. I just got through doing it on the 56 Vette. This conversion is just TOOOOOO EASY for you guys who do your own work!!!! I should have done this years ago. The 51 Chevy will get self-adjusting next.

For MANUALLY adjustable brakes the star wheel adjusters have right hand threads. But for SELF-ADJUSTING brakes the star wheel adjusters are RIGHT and LEFT hand threaded. The self adjusting star wheel for the LEFT side does not line up with the slot in the backing plate and a slot can be easily added if desired. I chose not to cut the slot on my stock 56 Vette backing plates.

To start with, I bought TWO different types of kits from my local O'Reilly store (I got kits for 63-64 Pass car REAR brakes). One kit (left and right side, each kit only does ONE wheel) was the self-adjusting kit. The other kit was the hardware kit (each kit does TWO wheels) which MAINLY contains the different springs which are required for self adjusting brakes. Pictures of both kits are below.



I first laid out the parts on an old pair of shoes for familiarization. Also, I pulled out the shop manual (64 supplement to the 61 Shop Manual) which is an EXCELLENT guide for almost all of your Chevy repairs and maintenance!! Reprints are available for ALL shop manuals, and if you don't have one for your particular Chevy-----WHY NOT????



(left) This is the front wheel brake setup BEFORE converting to self-adjusting, but the rear is virtually identical except for the addition of the emergency brake parts.



Thinner Retaining Plate for Self Adjusting Brakes

One modification that I did have to do was to grind down the thickness of the upper retainer plate for the brake shoes (see previous page). This plate for self-adjusting brakes is thinner than the plate for manually adjustable brakes. I did not have any of the thin plates in my box of misc brake parts, but I had a bunch of the thick plates, so I just ground down 4 of them on the ole bench grinder. The thin plates (as can be seen below) are needed for the link and spring which is much thicker than the 2 springs of manual adjustable brakes.



Here's the finished left and right rear of the 56 Vette converted to self adjusting brakes. This will be virtually identical for the front and rear of all 51-58 cars, 53-62 Vettes, REAR of all 59-61 cars, and VERY similar to the FRONT of 59-61 cars (they got the wider 3 in brakes up front).



And that my friends is all there is to converting your 62-earlier STOCK, manually adjustable brakes to self adjusting brakes.

Tom Parsons

405-745-8383

tparsons6@cox.net

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

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

So Cal SACC Chapter & National Membership Application for 2011

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

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

Chapter dues includes our quarterly Newsletters "The Solid Scoop"

Natl. Membership includes quarterly magazines "On Solid Ground"

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

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

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

Our Chapter Web Site: **www.socalsacc.com**

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

John Costales / SoCal SACC Membership

7026 Sonora Ct.

Ventura, CA 93003

Or Contact at (805) 642-3662 or Costales@west.net

Applicant: Name: _____

Co- Applicant: _____

Check the boxes below that apply: If not checked you NOT be on the National "Road Assistance List" and you WILL be put on the National published Roster!

☐ I would like to volunteer to be listed for National "Road Assistance" to SACC Members traveling in my area.

☐ I prefer NOT to be published in the National Membership Roster.

Address: _____ City: _____

State: _____ Zip: _____

Home Phone: _____ Cell Phone: _____

E-Mail (Important!): _____ **Fax:** _____

Corvettes presently owned and please include VIN #'s for all C-1's: (C1 ownership not required).

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

Driving Tours _____

Technical Clinics _____

Overnight Driving Tours _____

Newsletter Contributions _____

Tours to Museums _____

Tour/Event Planning _____

Tours to Shops _____

Other _____

My liability insurance company on my Corvettes is; _____

Liability insurance policy # _____



Jim Gaytan's 1961 Jewel Blue Corvette