

# *The Solid Scoop*



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

## **June 2013**

**Vol. 9 Number 3**

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





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

**Club Features:**

- Membership Chapter Clubs across the U.S.
- National Quarterly Magazine
- Annual National Convention
- Web Site: [www.solidaxle.org](http://www.solidaxle.org)  
(non-profit affiliation)

**Also visit the  
SACC National  
Web Site  
[www.solidaxle.org](http://www.solidaxle.org)**

*The Solid Scoop* is a quarterly Newsletter published for the Southern California Chapter of the Solid Axle Corvette Club (SoCalSACC). The SoCalSACC Chapter is affiliated with the National Solid Axle Corvette Club (SACC). The SACC organization is a non-profit group with the intended purpose of bringing together owners and those interested in the early C-1 Corvettes (1953–1962) to help in appreciating these vehicles and "keep them on the road".

C-1 Ownership is not a requirement for membership.

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

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

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

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

<b><u>Member #</u></b>	<b><u>Name</u></b>	<b><u>Location</u></b>	<b><u>C1 Year</u></b>
• 214	Jim Plowdon	Los Angeles	56
• 215	Adam Parker	Mesa, AZ	
• 216	Greg & Pam Bond	Carlsbad	

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

### **2013 Planned Events** (\*indicates a Flyer has/will be issued)

<b><u>Date</u></b>	<b><u>Event</u></b>	<b><u>Location</u></b>	<b><u>Coordinator</u></b>
August 24	*Paradise Cove	Malibu	Costales
September	*USS Iowa	San Pedro	?
November 9	*Fall Tech Session	Toyota Museum	Werstein

### **Scoop Features:**

• Chapter Information	p. 2
• Calendar of Coming Events	p. 3
• Sonoma Historical Races Tour	p. 4- 6
• T-10 Trouble Shoot	p. 7 & 8
• Spring Tech Session	p. 8 - 9
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**SCOOP COVER:**



*The Great Rivers Chapter did a bang up job and were great hosts for the July 25-27 annual SACC Convention! The weather was mild and only a few showers. The Holiday Inn Crown Plaza was perfect with underground (free to us!) parking and trolley service to everywhere in downtown Memphis. There were (17) C-1'S in the parking lot and several were driven over 800 miles ('54). They ranged from a '54 to several '62's. The Chapter provided a continental breakfast every day in the suite and we took a great bus tour of Memphis including Beale St. and The Lorraine Motel where Martin Luther King was assassinated. They also offered a special evening tour of Graceland complete with a photo op in front of the house for their Corvettes then dinner across the street at the Elvis Presley Museum.*

*On Saturday we had some great tech sessions about maintaining 50+ year old Corvettes with a 50's fashion show for the ladies.*

*The mystery car/guest at the tech session and guest speaker at the banquet was a new C-7 which was driven from VA to Bowling Green, KY then to our convention by the Engineering Manager of the Bowling Green Corvette production line! That was the highlight of the convention for me!*

*He was essentially a "sales engineer" and answered many many questions with the right answers to want us all to go out and buy one. The base C-7 will start just about \$52K and the one he had was loaded up to about \$69K. The high performance engines will be all manufactured in the plant in the near future.*

*We all had a good time and the west coast region (AZ, N/W & SO CAL) were represented by Lucy Badenhoop, Phil Parker and Bruce Fuhrman. After the convention the aforementioned traveled 300 miles northwest to Branson, MO for 3 days to check it out. Best description is a "PG" Las Vegas, no casinos, bars or wedding chapels and lots of kids and great shows.*

*Cheers,  
Bruce Fuhrman*

*P.S.- I am attaching six photos in two e-mails.*

*This e-mail-*

- 1. Ken Amrick, Bruce Fuhrman & Phil Parker (with wives) at Rock & Soul Museum.*
- 2. Caravan leaves hotel for Graceland with police escort and up set local traffic.*
- 3. C-7 meets it's grandpa for the first time!*





# C1 Restoration Part 5.....Chuck Gibney & others

**Editor note:** Two 1962 C1's in-process restorations began during 2011. Both C1's are being worked on somewhat concurrently. I (Editor) thought it would be of some interest to follow the restoration process over several issues in the SCOOP. These articles might also be some assistance to motivate others or restart their work and/or also share the steps and recommend "how" best to proceed. Both restorations began by dismantling the cars and have completed the Frame restoration stage. The SoCalSACC member owner's of the '62's being reported are Chuck Gibney, #189, and George Iverson, #62. Assisting the owners are Steve Clifford, #58, 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)).

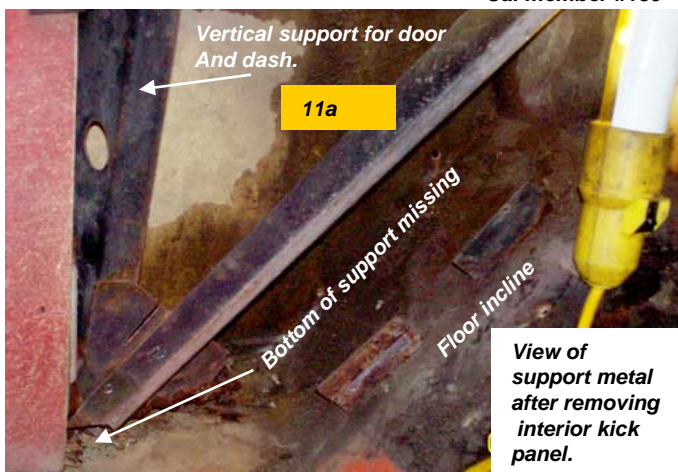
At the end of my last article I mentioned that we would next look at some interesting body issues. When I began the project of an end to end restoration I had no idea how much damage had been done over the first 34 years of my car's existence prior to me buying it in 1996. As we disassembled the car body, our first hint of real problems was after removing the interior kick panels. It was obvious that the car had some major rust damage. Now if you are a neophyte like me, you are probably wondering how a fiberglass body can rust. I soon found out there is a surprising amount of steel inside the body. And East Coast winters take their toll on steel. See Picture at Right.

The pillar support, which is designed to hold up the dashboard framework, and provide support to the front of the door, was completely rusted through, and wasn't supporting anything. Close inspection, and comparison with the passenger side of the car, showed that the base of the pillar support, which was just a pile of rust particles, was supposed to bolt through the fiberglass and into something that would anchor the door to the frame. The rusted bolts were still there, but could not be removed.

We also found there was similar damage to the steel behind the area where the door latches. (Picture 11c). And to the steel reinforcement below the body where the pillar support sits (picture 11f).



Chuck Gibney, SoCal member #139



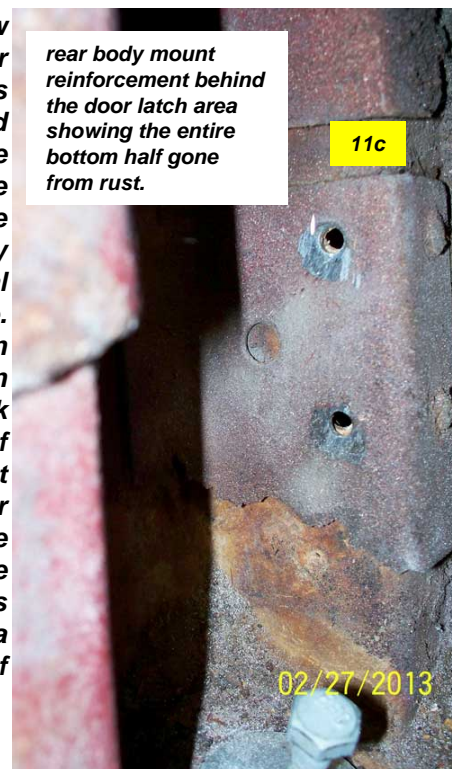
View of support metal after removing interior kick panel.

front body mount reinforcement seen from under the body partially eaten away from rust.



We could not see below or inside the rocker panel cavity as it is completely enclosed with fiberglass on the top, outside, and inside under the body. We were unable to find any pictures of the metal support structure. Vague drawings in parts catalogs and in Noland Adams book indicated some kind of metal reinforcement was inside the rocker panel that gave the pillar support and the body reinforcements strength. Talk about a "Black Box" full of surprises.

rear body mount reinforcement behind the door latch area showing the entire bottom half gone from rust.



We ordered a new pillar support from Corvette Central, believing it would give us some clue about what it attached to. We could see that it had openings for the bolts to come up through the fiberglass (Picture 23 on the next page shows the old part with the new one).



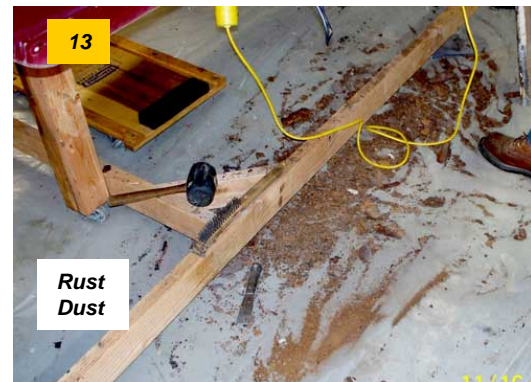
Next we decided to remove the inner rocker panel molding, and not to remove the outer fiberglass. We ground off the rivet heads (picture 12), and heated the seams with a heat gun. This allowed us to pry the inner molding off (picture 11G). A significant amount of rusted metal fell on the floor (picture 13). Most of the steel was gone. (pictures 16 and 17). We could see that the steel under the rocker panel had been bolted through the fiberglass body to the upper pillar support. The bolts were there, but rusted beyond use. (Picture 19, next page). They had to be removed with a Dremel cutting wheel.



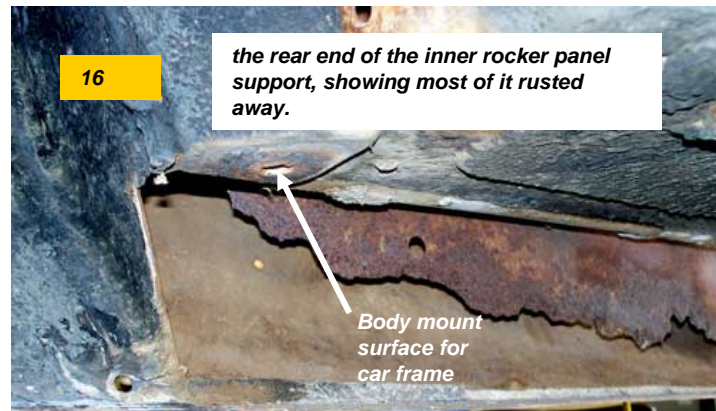
(ABOVE) A comparison of the old and new pillar supports, once the old one was removed from inside the kick panel.



(ABOVE) a view of the rear of the fiberglass panel below the rocker that was to be removed to allow us to see the metalwork. It is partially pried away from the body.

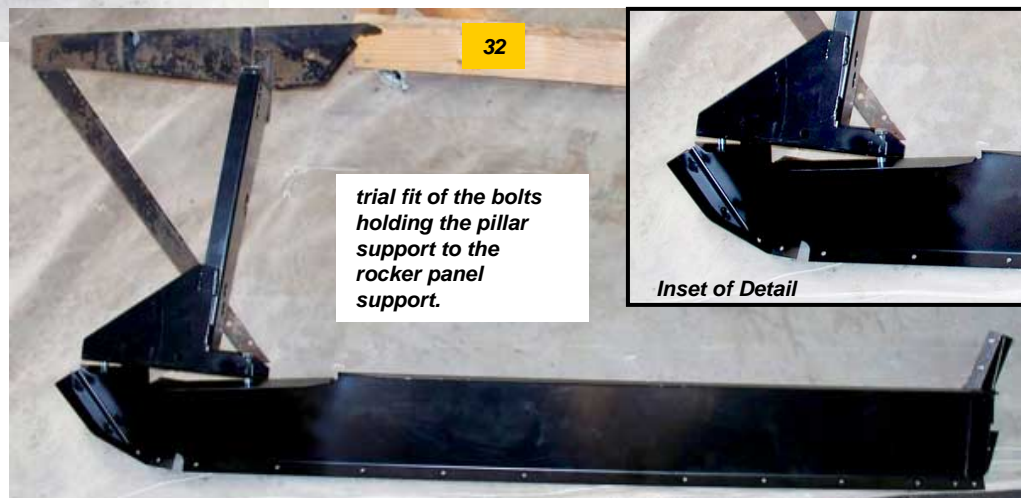
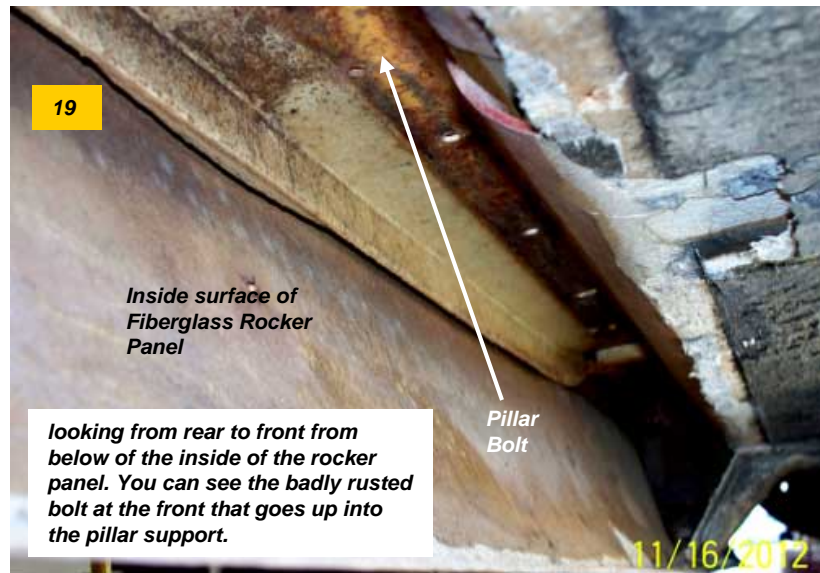


Metal remaining after removing Inner Rocker Panel





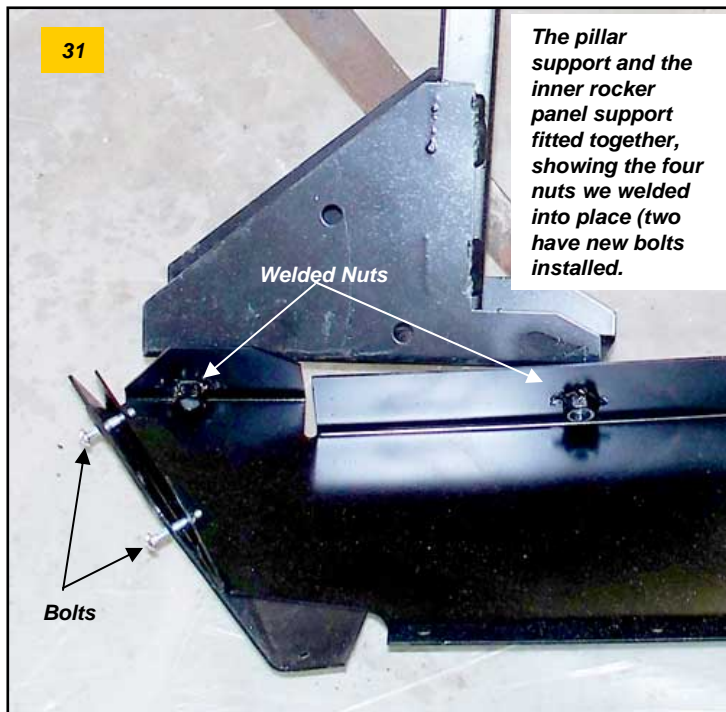
I went on-line to Corvette Central and was able to order an Inner Rocker Panel Support, Body mount reinforcement -rear pillar, and Body mount reinforcement-front. These are shown here with the New parts they replaced.



As soon as we laid the parts out it became clear that the factory installed these from the outside of the car before the outer fiberglass panels were installed. (Picture 32). The original bolts went up through the inner rocker panel support, through the fiberglass, some spacers, and up through the pillar support.

We could also see that the rivets holding the rocker panel support to the top, and to the fiberglass panel that we had removed had been installed from the outside. We would either need to remove the outer fiberglass or devise a different way to reinstall everything.

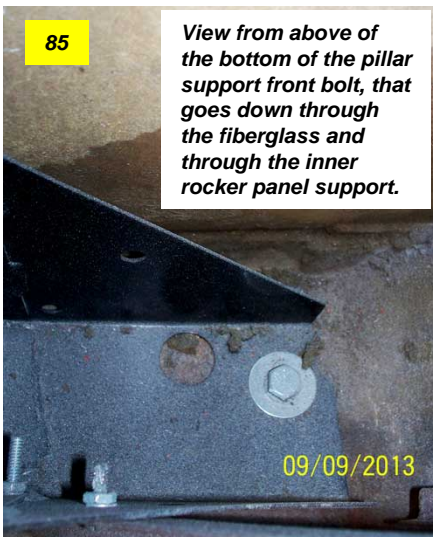




We decided to weld nuts to the inner rocker panel so we could install the bolts from top, and from the front. (Pictures 31 and 32) shows the 4 nuts in place. We also needed to cut out the fiberglass in the rear of the rocker panel so we could slide the new parts in place. (Picture 35). ( Next time we'll remove the outer fiberglass panel. That might have saved a lot of special fitting.)

We used pop rivets to hold the rocker panel support to the top of the rocker panel (pictures 41, 41a, 42, 44 ) Bolts were inserted through the pillar support, the fiberglass, and the inner rocker panel support, and into the new nuts we had welded in place.

The front bolt is shown here (picture 85). The rear bolt had to be tightened through the door hinge access hole (picture 86).



View from above of the rear bolt in the pillar support. This is looking through the area where the door hinge would fit.





*The front body mount reinforcement was installed using bolts through the fiberglass and into the nuts we had welded onto the rocker panel support. (picture 61).*



*(LEFT) front view of the front body mount reinforcement in place with bolts going through the fiberglass and into the nuts we welded on the inner rocker panel support.*

*(BELOW) A view from the rear showing the bolts going through the inner rocker panel support, through the fiberglass, and into the new rear body mount reinforcement.*



*The rear body mount reinforcement was also installed using bolts, as there was no room to use rivets. (pictures 63 and 62).*



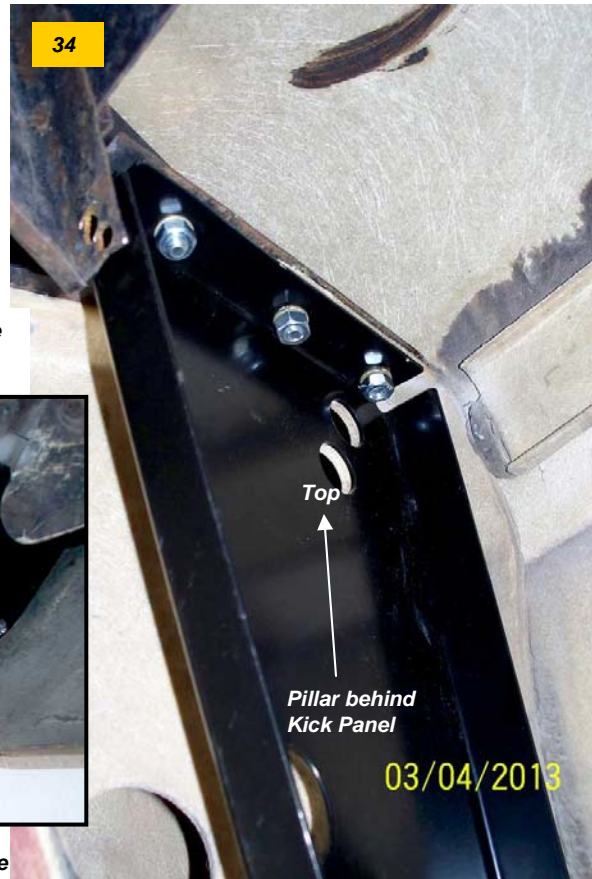
*(LEFT) the inside view of those same bolts, going through the rear body mount reinforcement.*



We put Loctite on all the bolts. The top of the pillar support was attached to the cowl support with bolts and nuts also. (picture 34). We sealed the inner rocker panel in place with fiberglass resin and pop rivets to replace the original rivets. (picture 83). Later we will cover the pop rivets with fiberglass to complete the job. Once the body is back on the frame, the entire structure should be nice and tight.

Chuck

(RIGHT) a view from below looking up to the top of the pillar support (inside the kick panel) where it connects to the cowl support. Shows the bolts we used to replace the rivets we had removed.



(ABOVE) a view from the front, of the pop rivets holding the panel below the rocker that was removed, now back in place. Also the front body mount reinforcement with pop rivets and bolts. Also shows some fiberglass resin from panel installation.

## **So Cal SACC Apparel**



**Emblem - \$20**

**Denim Shirts - \$35**

**Polo Shirts - \$30**

**Tee Shirts - \$15**

**Hats - \$15**

**Emblem - \$20**

**We have an ample supply of all merchandise. It can be purchased at events or we will mail it for an additional cost of \$5 an item.**

**Please send requests or questions to Bob Crane at [robertcrane@icloud.com](mailto:robertcrane@icloud.com)**

**Or call 714-458-6395**

## Member Classified Ads

**For SALE:** 1954 Generator, 6V 40A, Part # 1100018, Date Code 3F18, \$100  
Steve Clifford, 714-803-9250

### **For Sale**

*new in packages:*

58-61 front or rear emblem kit \$100  
56-62 door handles \$60  
58-61 horn contact \$20  
58-60 rear reflectors \$60  
58-60 rear tail light lenses \$55 each  
58-62 front turn signal lamps \$90 each  
58-62 lower steering column cover \$40 used  
56-60 nos rear plexiglass \$150  
60-62 lower fan shroud \$40  
57 3.36 gears \$150  
58-62 wheel well splash shields \$45  
58-62 misc. trim  
58 misc electrical early 61 283 engine date K10 \$350  
63 carter afb for 340hp \$300

possibly trade these parts for dual quad parts Eric May (805) 208-9342

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

**FOR SALE-** 1961-62 complete NOS fan shroud. Part #s 3770288, 3770287, 3770284. Have been bead blasted and power coated. Never installed, but does have one extra small hole lower left panel. Had original parts stickers before power coating. Asking \$300.00. Andy Zimbeck. 818 631-9405.

**FOR SALE:** 283 block, 3756519 D-18-0, .04 over, needs bored \$100. Heads 3774692, D-13-0 and D-7-0, hardened seats, complete, ready to put on \$150 pr. Good late 59 - 61 stock script Valve Covers, Harmonic Balancer, Timing Cover, Oil Pan, Rod's, Randy 760 - 742 - 2405 rsolle@adnc.com

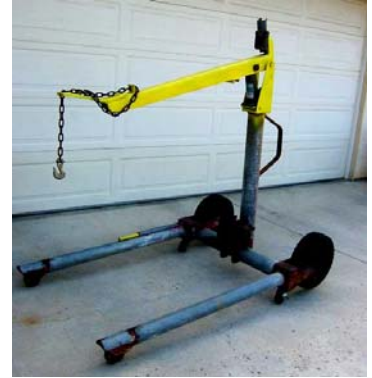
### **FOR SALE:**

'58-'61 dual quad intake (3739653) used \$375.  
'56-'60 new steering wheel (turquoise) \$250.  
'58-'62 used heater/defroster control switch  
w/knob, spacer, nut & mount kit \$100.  
'56-'60 new rear soft top latch \$65/pair  
'62 new front nose emblem \$60.  
'56-'60 new door locks \$40/pair  
'53-'57 new grille mount bracket (set of 5) \$37/set  
'60-'62 new radio speaker bezel \$30.  
'61-'62 new soft top mount bracket - outer \$80/pair  
'56-'62 new soft top mount bracket - inner \$80/pair  
'56-'62 soft top bracket plate support \$140/pair  
'62-'63 new side fender flag emblems \$45/pair  
'57-'62 ignition shield RH Vertical \$60.

Many other parts available. Call Joe LaGreca @ 909-499-5873

**FOR SALE:** 1963 early FI unit for sale with distributor and needs rebuild - \$4,500.00. Darold Shirwo, 310 278-2000, dshirwo@aol.com

**FOR SALE:** Heavy Duty Engine Hoist. Recently rebuilt 5 ton jack. Flips 90\* for towing. Formerly from a Santa Paula wrecking yard. A great lift to use and share among your friends. \$250  
John Costales,  
Costales@west.net




### **NEW Commercial So Cal SACC Member**

Adam Parker, #215, installs and supplies convertible tops for 53 - 55 C1's. Also has John Kennedy patterns ready for installation. Mobile appointments and taking reservations beginning Nov. 1st. (480) 251-6352 vetttopguy@gmail.com

## 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 \$590 + shipping
<u>Car Appraisal Service</u> Per-Purchase Inspections Stated Value Insurance Appraisals Resolve Insurance Disputes Diminished Value Appraisals	Robert Petricca #80	(888) 314-3366, (818) 992-7219, rpetricca@socal.rr.com www.caldreamcars.net	20% discount for all SoCal SACC members. Credit Cards accepted. Recognized by Ins. Co., Lending Co., IRS.
American Motoring Memories C-1 Corvette Repairs	Jeff Reade #33C	11375 Playa St., Culver City, (310) 397-3800 FAX (310) 397-6969	All type repairs, Total & Partial Restoration, Engine Overhaul, Consulting, Sales & Service
Corvette Frame Straightening Corvette Restoration 1953 – 1962 Specialist	Walden Dahl #116	(760) 949-6653 Victorville	Chassis straightening for C1's. We have the attachments to correct any frame problems.
Corvette Mike 	Mike Vietro #60	1133 N. Tustin Av, Anaheim, (714) 630-0700 www.Corvettemike.com	We sell the best..... And service the rest!
Vette Garage 53 thru 67 Restorations From Drivers to Concourse	Ron Lefler #91	(760) 983-5944 Cell (909) 519-7977 rdlef@aol.com	C-1 Hardtop Restoration
Interior Concepts & Design	Little John, Engelhardt #50C	17391 Mt. Cliffwood Cir. Fountain Valley, CA (714) 435-9448 Shop (714) 267-9996 Cell littlejohns@sbcglobal.net	Complete Interior Restoration Convertible Tops
C-1 Corvette Convertible Top and Interior Installation	Adam Parker #215	(480) 251-6352 vettoguy@gmail.com	Providing mobile services. Now scheduling appointments for Nov. 1 <sup>st</sup> . 1953-55 Conv. Top Kits John Kennedy Patterns



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