

# *The Solid Scoop*

**2018**



**2018**  
Ventura, California  
July 20-22

**SACC National Convention**  
SoCalSACC is hosting the 2018 National  
SACC Convention in  
Ventura, California  
July 20<sup>th</sup> to July 22<sup>nd</sup>, 2018

**SAVE THIS DATE!!!!!!**  
We want you, your family and your C-1 to join us.

The SoCalSACC Chapter here in Southern California is hosting the SACC National Convention on Friday, July 20<sup>th</sup> through Sunday, July 22, 2018. The location is in beautiful Ventura, Ca. and we are planning our stay at the 4-Points by the Sea resort along the ocean. We anticipate a good crowd from our off-town and want to extend an extra invitation to our SoCal Chapter members.

## *June 2017*

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

**Vol. 13 No. 2**

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

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

Member #NameLocationC1 Year

John Piovesan

Costa Mesa

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

### ***2017 SoCal Planned Events***

DateEvent NameLocationCoordinator

***Save This Date: July 20 – 22, 2018***  
***SACC National Convention in Ventura, CA***

***Front Cover Photo:*** The scene appears like organized gridlock but the location is during the recent Kernville-Sequoia Tour hosted by Eric & Fran Hershkowitz. This 3-day weekend run originated in Bakersfield and toured the scenic beauty of nearby Sierra Nevada mountains and Sequoia National Park.

***Rear Cover Photo:*** Photo shot of SoCal member Jim Gaytan's '61 Vette. Jim appears in the Member Profile article in the SCOOP issue.

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***SPECIAL NEWSLETTER REMINDER:*** If you have Email and are not receiving notices please contact Jim Lundal (Editor) [jlundal43@gmail.com](mailto:jlundal43@gmail.com) or Greg Davidian (Membership) [GDDavidian@gmail.com](mailto:GDDavidian@gmail.com) to make sure we have the correct address. Also, let any changes to home address, telephone, email, etc. be sent to the above individuals.





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

**Club Features:**

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

**Also visit the  
SACC National  
Web Site**

**[www.solidaxle.org](http://www.solidaxle.org)**

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

C-1 Ownership is not a requirement for membership.

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

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

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

**Solid Axle Corvette Club  
Southern California Chapter Board  
2016 Club Officers**

**CHAPTER VOTING BOARD OFFICES**

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<b>1956 – 1957</b>	Chip Werstein	818-554-6560	<a href="mailto:chipsgarage@aol.com">chipsgarage@aol.com</a>
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<b>1961 – 1962</b>	Larry Pearson	818-848-2653	<a href="mailto:lpears1941@att.net">lpears1941@att.net</a>
<b>Fuel Injection</b>	Doug Prince	818-425-0679	<a href="mailto:spankey496@socal.rr.com">spankey496@socal.rr.com</a>
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# SoCalSACC and the Kernville-Sequoia Corvette Run!

SoCal members Eric & Fran Hershkowitz reside along the northern most boundary (Bakersfield) of our Chapter. Both are very active members sponsoring a previous couple weekend runs and both participating in our Tech Sessions. During one of the previous runs a side trip to Sequoia Park had to be missed due to one of the trees falling and blocking the road. Eric, not to be out maneuvered by a large tree, again planned the trip after the tree was removed (a couple of years later). Kernville is a small town in the mountains near Bakersfield and as our group got larger locating rooms and eating facilities became more difficult but as they said, all worked out fine.

Below is a write-up by member Bruce Fuhrman who participated in the weekend.



## SO CAL SACC Tour to the Sequoia's

As in the past events, Eric & Fran Hershkowitz put on a great tour the first of June to Kernville and Lake Isabella area. Their planning was superb and everyone enjoyed the driving tour, the "Goodie Bag" and the scenery. All but one of us drove to Bakersfield on Thursday to prepare for the 10 am departure on Friday. Thursday PM we had a great BBQ at the Hershkowitz home and checked out Eric's restoration projects.



## A portion of the Hershkowitz Collection









**Friday-** We left "Champs" restaurant with (10) C-1's, (2) C-2's, (1) C-7 and (2) metal cars. The weather Gods were kind and no rain but it got over 100 degrees by Sunday. The caravan stayed together until Kernville due to the back roads, no traffic or lights. The only C-1 event happened at 6,500' (near the summit) when our engines felt the effect of the lack of air and had to keep them on a high RPM to avoid a stall. This meant slipping the clutch to stay going. All was fine till we got stopped by a Cal Trans Flagman who was removing fallen trees across the road. This caused a '58 to smoke his clutch to resemble a small forest fire, which is a no-no in the Park. Luck was with us since we had cell phone reception at the summit and called AAA for a tow back to Bakersfield.

Lots of winding roads and lots of mountains, very warm. Lake Isabella and the Kern river were very high due to the record rain this last winter.



We arrived at the Kern Lodge which had A/C and was very welcome. The dinner was at the Kern River Brewing Co. which was next to the hotel. After dinner we "partied" at Eric & Fran's "SUITE".

(Information only: Eric is well-known in Kernville as he plays his Dobro-Guitar with a band every month at the Brewery.)

**Saturday-** We all gathered for breakfast at Cheryl's Diner by the lake. Lots of bikers admiring our Corvettes. Then a great drive into Sequoia National Park.



The tour of the 100 Giant Sequoia's was very enjoyable and some (younger) people did a walking tour around the Park. At 6,500' there is not adequate oxygen for the older folks to take extensive hikes.



**Sunday-** We all gathered at Cheryl's Diner for breakfast and departed down route 178 for Bakersfield and another scenic ride.



We then returned to Kernville along the "RAPID" Kern River. Only close call was when two trucks loaded with river rafts pulled out in front of a retro C-1 who luckily had disc brakes and slid to a stop. We had a great meal at Ewings that night.



It appeared we left just in time as the fire trucks were storming down our route for a forest fire south of the lake as we left Kernville. The drive thru the canyons was perfect for our cars and as we approached Bakersfield the temperature was over 100 degrees. We all arrived home safe and sound and some sunburn.

It was a very enjoyable weekend and our hats off to Eric and Fran for a job well done!



Tour Director Eric H. demonstrates the size of the root system of a fallen tree. Eric is over 6 ft. tall.



# SoCalSACC Member Profile

## Jim Gaytan # 157

*My Corvette is a 1961 Jewel Blue (a one-year-only color) with white coves, the interior is Jewel Blue and the convertible top is white. The engine is a 283 c.i. small block optioned with Fuel Injection, 4-Speed Stick, Positraction, Power Windows, Wonder Bar Radio and Off-Road Exhaust that kicks performance up to 315 hp.*

*I have not been able to identify the first owner, but I know it was an early-1961 build sold by Harry Mann Chevrolet in Los Angeles.*

*George Tweet, a former SACC member and avid Corvette enthusiast acquired it in 1976. Eventually, he decided to have it restored by Chip Werstein in West Hills, California. During 1983-1984 Chip completed a magnificent restoration. George took loving care of his prized possession until he passed away in 2001. He loved Corvettes so much that his wife had the headstone engraved with an outline of a Corvette and the words "Gone Cruisin."*

*Mrs. Tweet found the car difficult to drive and sold it to a Corvette collector the following year. The car remained in his collection until 2008, when he needed money and space to complete a Corvette resto mod project.*

*By that time, Chip had been on the hunt for a restored 1958 Fuelie for me for two years without success. Unable to find a suitable '58, Chip suggested I look at this car whose history he knew intimately. He introduced the seller to me and after an inspection and test drive we struck a deal.*

*The odometer read 48,637 miles when I bought it in 2008. Today it has just 3,000 more miles. That's about 300 miles per year since I've owned it. Due to the nature of my work, I had limited time to drive it. It's a Garage Queen that sits quietly under protective cover for months on end. It has earned a handsome collection of awards, ribbons and trophies at car shows and has been photographed for television and magazine ads.*

*Now in retirement, I have more time to enjoy driving a vintage Vette that gets a lot of waves, smiles and comments. It takes me back to my first Corvette, a brand new 1958 Fuelie from Harry Mann Chevrolet in Los Angeles.*

*I enjoy driving it to shows and So Cal SACC meetings and tech sessions. It's fun to "Save the Wave!"*



Jim Gaytan



## ***The Vault!!!.....At the Petersen Automotive Museum***

*The SoCalSACC Chapter visited the Petersen Automotive Museum about a year ago. It was a good tour as the museum had recently completed a renovation to the facilities they occupied for decades. However, many of the participants wanted to view The Vault” which was a side tour with extra cost. The primary “catch” was tickets had to be ordered in advance and limited to a specific amount of people.*

*SoCal Tour Director Barry Charles and member Jack Revel decided to offer the Petersen Tour again, only this time order the Vault Tour tickets in advance.*

*The Vault collection of cars is separated as special and contains many cars from diverse backgrounds. Many are bought/owned by the museum and others are from individuals collections which became to large to house and cars may have been donated for tax purposes. This collection was very eclectic for sure.*

*Our morning tour began with meeting on the top parking level with refreshments. The day was predicted to be hot so most parked in the shade. Very few pictures! Likewise, no pictures were allowed in The Vault.*

*The Petersen Museum docents met us and guided us on our tour. Our docent didn't miss a beat with his knowledge of every car included on the tour. Also, Jim Plowden a Chapter member and Petersen docent came with us on the tour.*



*After The Vault tour all participants had access to the remainder of the facilities open to the public. Most cars on display were the same as our prior visit with such specialty cars as “Back to the Future DeLorean”, Batmobile, a floor of cars brought from the Mullin Museum in Oxnard, etc.*

*It was a very good day and Thank You Barry Charles and Jack Revel for coordinating. Also, thanks to Jim Plowden for his docent work.*




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## ***Classified Ads.***

***Wanted: '61 parts - lower grill molding, grill and original style radiator. Does not have to be perfect.  
Darold M. Shirwo, DShirwo@aol.com, 310 278-2000***





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hosting the 2018  
National SACC  
Convention in  
Ventura, California**

**July 20<sup>th</sup> to July 22<sup>nd</sup>, 2018**



**SACC National Convention**

The SoCalSACC Chapter here in Southern California is hosting the SACC National Convention on Friday, July 20 to Sunday, July 22, 2018. The location is in beautiful Ventura, Ca. and we are planning our stay at the 4-Points by Sheraton along the ocean.

We anticipate a good crowd from out-of-town and want to extend an extra invitation to our SoCal Chapter members.

**SAVE THIS DATE!!!!!!**

**We want you, your family and your C-1 to join us.**

- **We are planning a Fun filled weekend to keep everyone busy with activities.**
- **Road Trip Tours**
- **Visits to nearby Museums**
- **Secured Parking**
- **Tech Sessions and Women's Events**
- **Convention information featured will be posted on Chapter Web Site, [www.socalsacc.com](http://www.socalsacc.com)**
- **Final Evening Banquet with Guest Speaker**

## Spring 2017 Tech Session – Toyota Museum

*The SoCal Chapter has been fortunate over the years in several ways – 1) Chip Werstein (Technical Director) has continued to coordinate our biannual Tech Sessions from our Chapters beginning, 2) The Chapter has supported these sessions with great enthusiasm and attendance, 3) We have consistently been supported by two locations: Kent Browning's facility and the Toyota facilities, and 4) The SoCal member support for speakers with great C1 topics of interest.*

*This coming year we will have lost one facet, the Toyota facility will not be available due to the company relocating to Dallas, TX. Toyota employee Rick Dufresne is a SoCal member key in the effort to organizing this great venue. Rick is now retired and with us but the facility is lost.*



*The Tech Session followed its usual format beginning with two speakers at 10 AM, sit-down BBQ lunch at noon and two speakers after lunch.*



*Rick & wife Linsey Dufresne working the Tech Session.*

### Tech Session Topics:

C1 Restoration.....Chuck Gibney

Fan Clutch.....Larry Pearson

C1 Electrical Protection.....Joe Lemay

Turn Signal Problems .....Walden Dahl & Chip Werstein

## C1 Restoration.. Final Episode Chuck Gibney

[cgibney@cox.net](mailto:cgibney@cox.net)

*The restoration of Chuck Gibney's 1962 Corvette is a continuing episode which is being published in each issue of the SCOOP, or when Chuck submits an article. In this SCOOP issue, Restoration Article #19, Chuck reports there may be some follow-up information in the future.*

*Also, ALL of the C1 articles appear in our Chapter Web Site listed individually ([www.socalsucc.com/C1Restoration](http://www.socalsucc.com/C1Restoration)).*

*It should also be mentioned that Chapter member George Iverson is performing the same restoration to his '62 and George's car is covered in some articles. Another member Steve Clifford has been assisting in the restoration of both cars.*



## Fan Clutch Operation and Engine Cooling Larry Pearson

[lpears1941@att.net](mailto:lpears1941@att.net)

*Larry Pearson's topic was C1 Clutch Fans, engine cooling issues and the importance to avoid air "leaks" around the radiator area. Larry discussed the reason for installing and maintaining all the baffle pieces around the radiator and why the fan or fan clutch must draw maximum air through the radiator at idle. Air flow will follow the path of least resistance and if the baffling is missing air flow will not traverse through the radiator remove the heat from the coolant.*





*Fan clutches first appeared on C1's during 1960. These devices are designed to connect the engine fan with engine RPM at hotter temperatures (at idle speed) and decouple the engine fan at cooler temperatures. Cooler engine temperatures occur on initial start-up and at higher MPH when there is higher air flow through the radiator. At idle speed, engines need the fan to pull maximum air through the radiator to maintain engine temperatures. .*

*Larry discussed the various types of fan clutch design and methods to check your fan clutch operation.*

*Engine coolant was also discussed with member Walden Dahl showing his preference for adding coolant to his new engine rebuilds. Walden reported that it works extremely well but you must evacuate the cooling system before adding the new coolant. It also is not cheap!*

*The March 2017 issue of the SCOOP presented additional information on the C1 Fan Clutch. The March article was based on an article Larry Pearson supplied to the audience at a previous Tech Session. Previous copies of SCOOP's are available on our Chapter Web Site: [www.socalsacc.com/newsletters](http://www.socalsacc.com/newsletters).*



## **Turn Signal Problems**

### **Walden Dahl & Chip Werstein**

*Walden (760-949-6653, no email): Chip ([chipsgarage@aol.com](mailto:chipsgarage@aol.com))*

*This team presented a list of problems which each has encountered over their careers with C1 Turn Signal Problems. Both presenters echoed a lot of the same problems to initially inspect, IF a turn signal problem exists.*

*Always check the C1 system grounding to the lamps and turn signal components. Each lamp has its own ground and on many occasions cleaning rust and dirt at grounding lugs can clear a problem. The Turn Signal switch on the steering column has several sources for bad contacts, grounding, etc. To access this switch the steering wheel is removed and the turn signal mechanism is visible. It is not the scope of this report to repeat all the problems which can occur but sometimes contacting the presenters could be of advantage.*

*Additionally, an article was written (by Jim Lundal) in the December 2009 SCOOP describing the Turn Signal operational wiring diagram. This article can be found on the SoCal Web Site, [www.socalsacc.com/newsletters](http://www.socalsacc.com/newsletters) or under the heading C1 Tech Topics (Turn Signal Operation).*



## **C1 Electrical Protection**

### **Joe Lemay**

*Joe's presentation on C1 Electrical Protection is not introduced this months issue because of size/page limitations. It will appear in the next issue (September 2017).*

# C1 Restoration, Article 19

.....Chuck Gibney

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



Chuck Gibney, So Cal member #139  
cgibney@cox.net

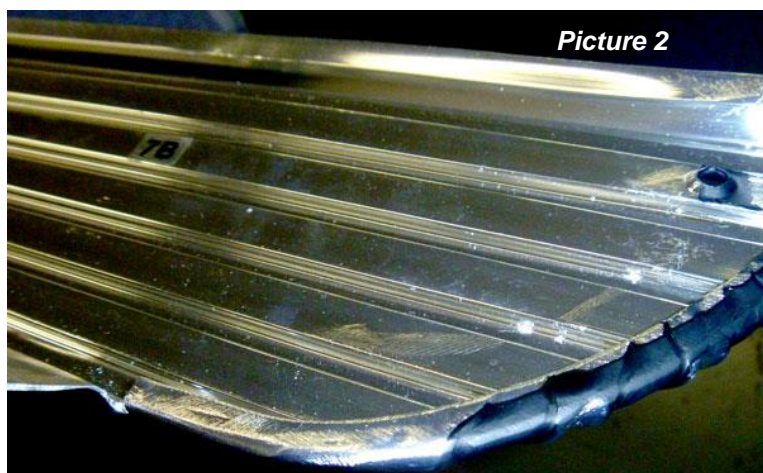
The rocker mouldings on my car were bent, cut, and ripped. I found out about 3 years ago that replacements were not and are not being manufactured or sold. I began a hunt on the Internet, and after many months found one on Ebay and one at Zip Products (both NOS or a very good reproduction.).

When my car was painted all the mounting holes for the retainers and the mouldings were filled in and painted, so it was impossible to tell exactly where the retainers would go. The mouldings have two screws in the front and rear to hold these edges in place. (picture 1)

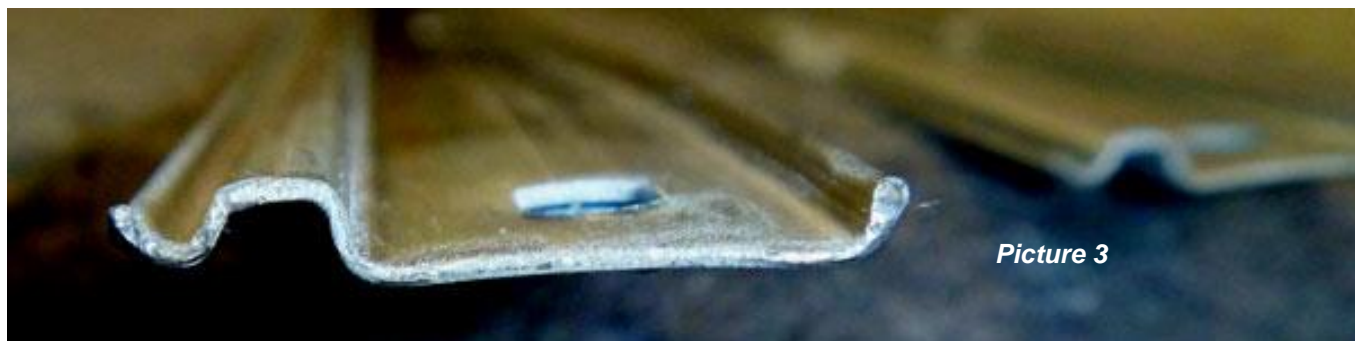


Picture 1

The top of the moulding is folded over (picture 2), and is actually bent inward to make a snug fit over a 45" retainer that must be mounted at the correct height to keep the moulding in place. (picture 3).



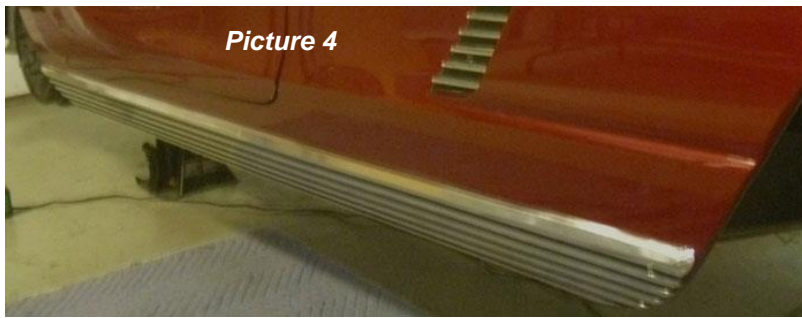
Picture 2



Picture 3

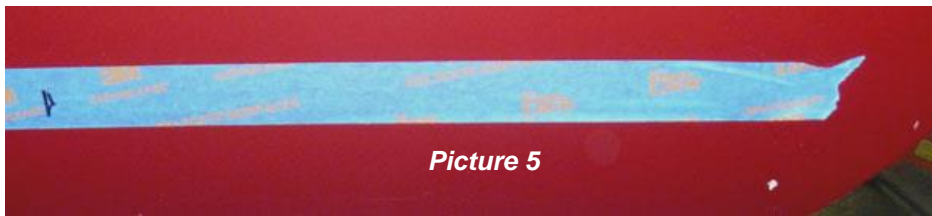


*It is easy to determine where the moulding fits at the front and rear. The top is a bit more difficult. We raised the moulding to the proper place against the bottom of the body, and held the moulding against the car. (picture 4)*



Picture 4

*We used masking tape to mark the top of the moulding (picture 5), and then removed the moulding. The retainer is intended to hold the top of the moulding flat against the car, with a bit of tension so it doesn't rattle. The top of the moulding fits down tight onto the retainer. So, we calculated that the retainer should be about 1/16 - 1/8" below the tape. We installed the retainer at about the midpoint front to back. (Picture 6). It mounts with sheet metal screws and washers.*



Picture 5



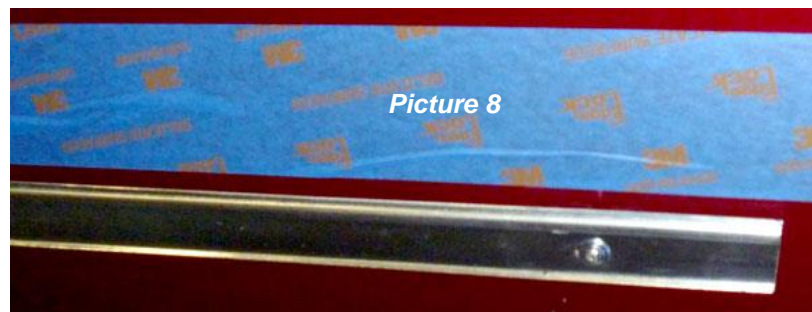
Picture 6



Picture 7

*Now you are supposed to set the moulding on top of the retainer, and push it down, while the sharp edges at the back edge of the moulding scrape and peel off your brand new paint. This back edge is actually bent towards the outside of the moulding making it more difficult to do this. So after consultation with Chip Werstein, Walden Dahl and the Corvette forum, We put thin washers behind the retaining strip to provide a small gap at the top. (picture 7).*

*And, of course we put lots of masking tape above the retainer so the moulding would not scrape the paint. (picture 8). That worked, and the moulding slid onto the retainer, but it was too loose at the top. We realized that we only needed a washer where we would start the moulding onto the retainer, so we removed all but the rear washer, and reinstalled it.*



Picture 8

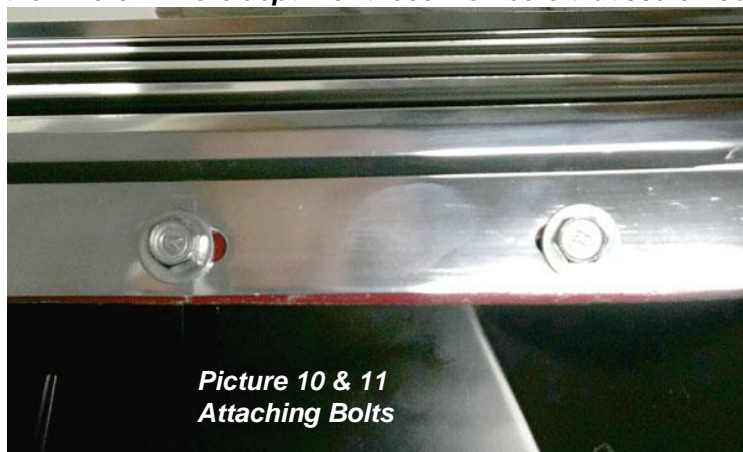
*Now we could start the moulding from the rear of the car and press it down and into place. The rear moulding mounting screw held the moulding in place so it fits tight and won't rattle. (picture 9).*



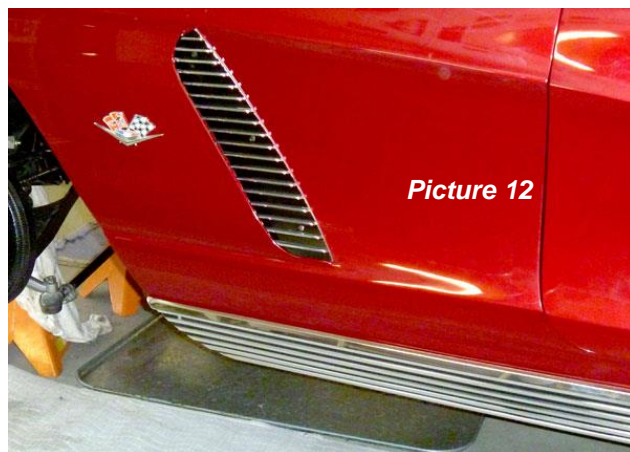
Picture 9

*The bottom of the strip is held in place with bolts through the body (Picture 10), and the lower splash shield mount bolts. (picture 11). Once everything is tightened it makes a nice snug fit (picture 12). Thank you Chip and Walden.*

*The next three subjects were discussed in my presentation at the recent tech session. I've decided to discuss them here in more depth for those members that couldn't attend that session.*



**Picture 10 & 11  
Attaching Bolts**



**Picture 12**

## **Hood Release Cable**

**Editor Note:** *The following section written by Chuck Gibney explains the “panic” which can occur by a defective hood release cable.*

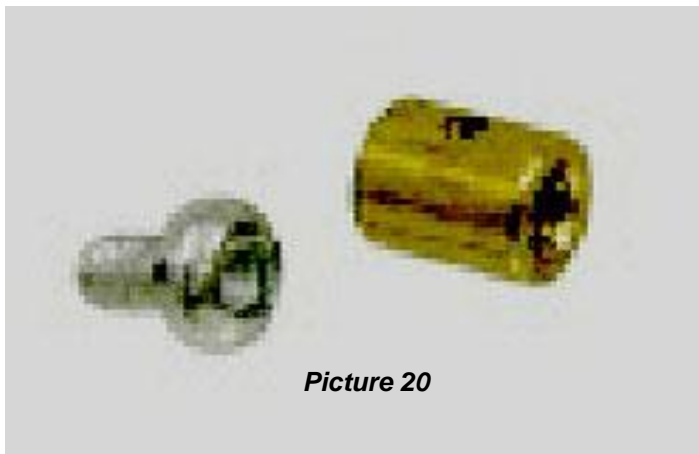
*My (Editor) contribution to this subject was written in the December 2013 issue on the SCOOP. Look up Chapter Web Site [www.socalsacc.com/newsletters](http://www.socalsacc.com/newsletters). My problem was stopping and wanting to raise the hood for cooling while parked. Pulling the cable resulted in a handful of handle and no released hood. Luckily I was home and a pair of vise grips pulled the cable and the hood released.*

*My article explains the difference of after-market release cable assemblies and purchasing a little more expensive assembly provides more assurance the handle isn't just pressed on the cable. Chuck's article carries the solution one step further assuring that the cable won't disconnect from the engine compartment release mechanism.*

*Actually at the time of my incident, Chuck “gave” me his original cable assembly off his '62 which I cleaned up and installed on my '60.*

## **Chuck's Hood Release Fix**

*I've heard horror stories about the virtually impossible task of opening the hood if the hood release cable comes loose or breaks. So, I wanted to make sure this didn't happen to me. There are special cable stops on the ends of the cable. (picture 20) This doesn't provide a very strong clamp around the cable.*



**Picture 20**

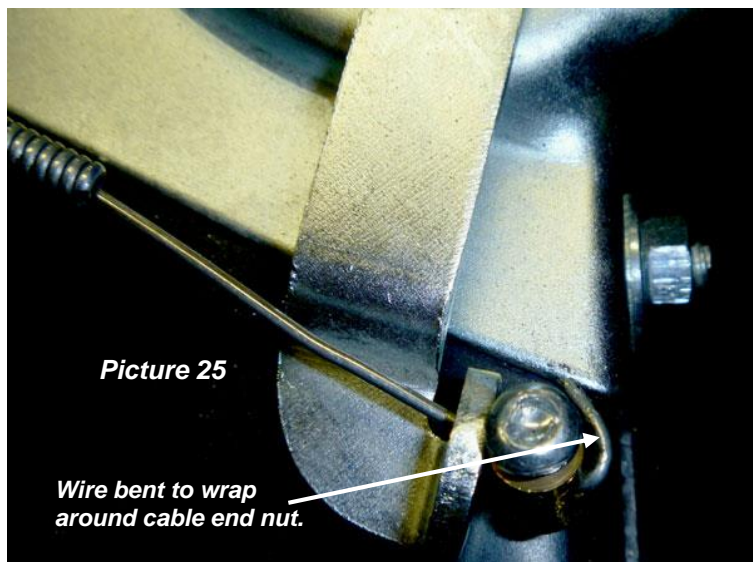
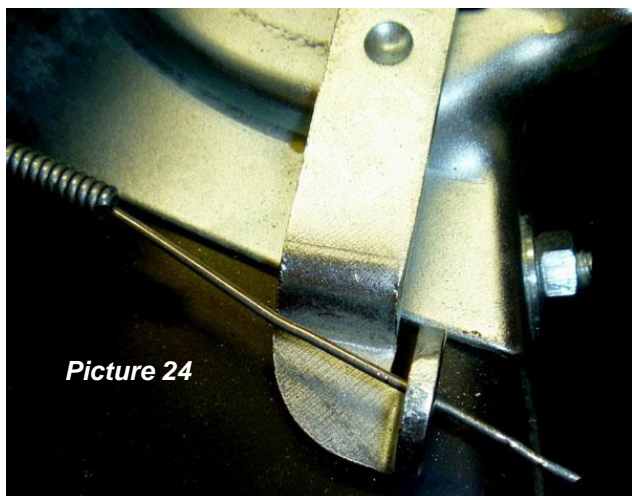
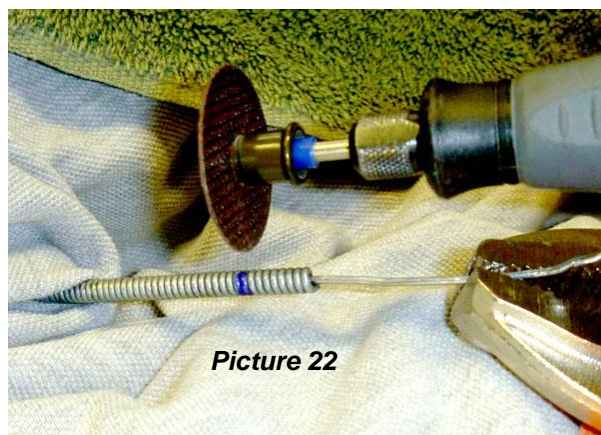
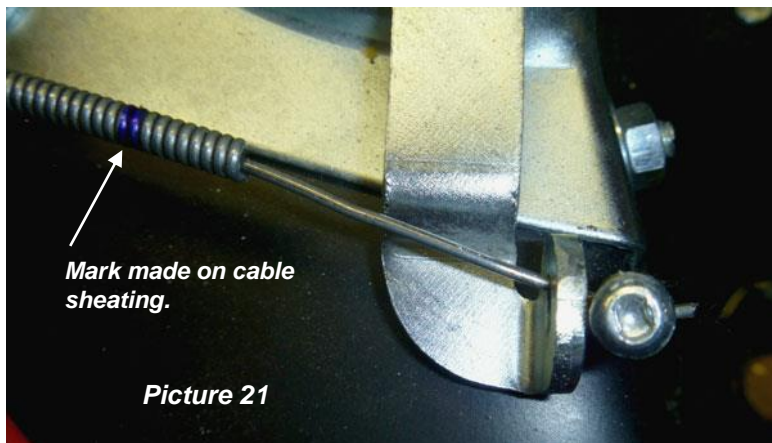
*I have seen pictures of people putting two of them on each cable. I've also seen pictures of people installing two separate hood release cables, with the “extra emergency” cables cut short under the dash. That's probably the best solution. But, the fix I have seen more often is to make sure the end of the cable wraps around the cable stop.*

*I purchased a new hood release cable, and installed it. The cable on the passenger side did not stick out of the cable sheath with enough length to allow the hood release mechanism to open enough to release the hood, AND provide space for the cable to wrap around the cable stop (picture 21, next page).*



The cable sheath will move in and out of the dashboard as needed, so I just needed to have more cable. The cables do not pull out of the sheath to allow the sheath to be cut. So I took a Dremel tool and carefully cut off a ½" of the sheath. (picture 22) You don't want to nick the cable or it will break. (picture 23). See pictures on next page.

Now there is enough room to attach the cable securely (picture 24). In (picture 25) I have installed the cable stop, and bent the cable around to help the stop from pulling off the cable.



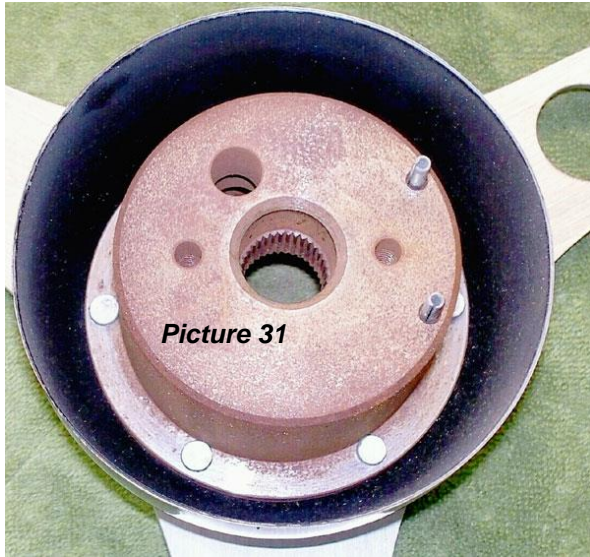


## Steering Wheel Rivets

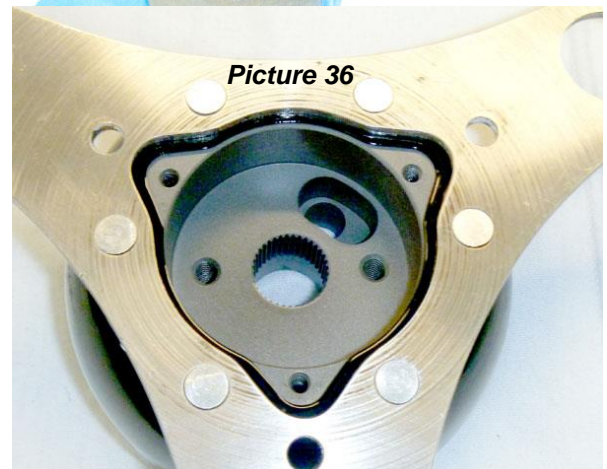
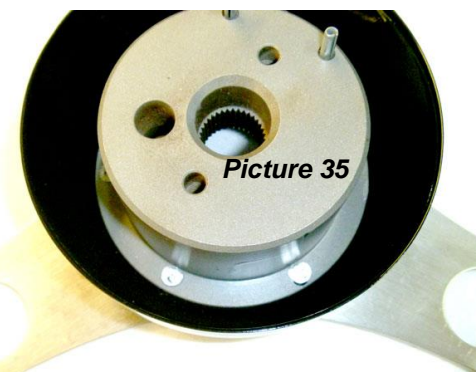
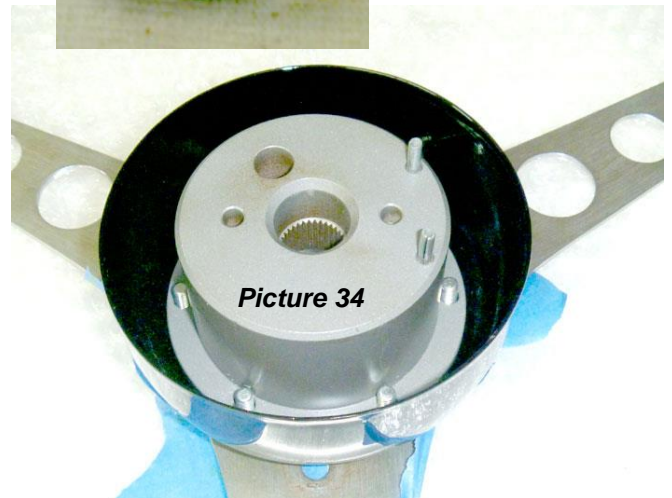
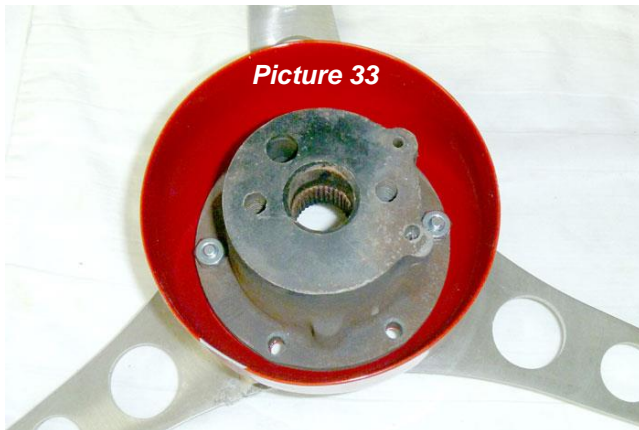
*George and I removed the hub and bell from our steering wheels so they could be cleaned and painted. The hub is held onto the steering wheel with rivets (Picture 31). We ordered a repair kit from Corvette Central that provides bolts that look like the original rivets to fasten it together. (picture 32).*

*We used them for George's wheel. Here is his wheel partially assembled. (picture 33) However, when we started to repair my wheel we found that the hub was completely different than George's, and there was no room for the nuts to fit on the bolts. (picture 34).*

*So I had to buy a rivet set to repair them in the old-fashioned way. (picture 35). From the outside, both wheels look the same. (picture 36). Call me if you want a set of those special rivet/bolts. I have a spare set.*



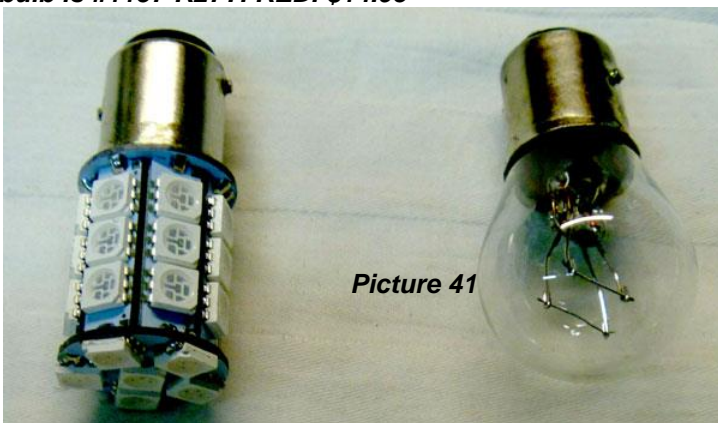
Picture 32



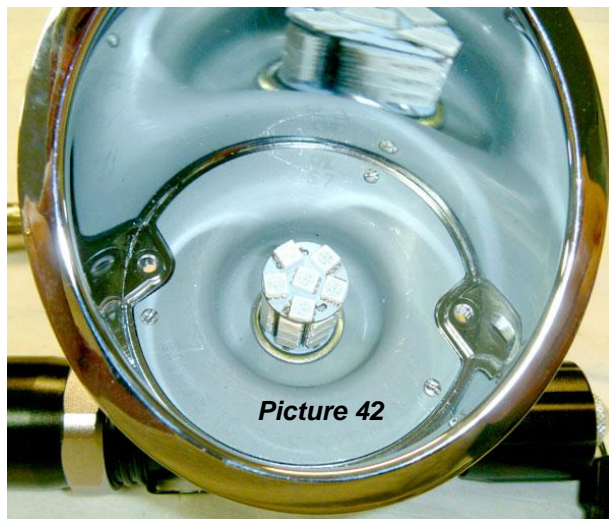


## LED Replacement Bulbs

SACC member Dick McClure mentioned to me that he had replaced many of his light bulbs with LED bulbs. He explained they are brighter, use less energy, last for years, and give better light distribution. I decided I would use them. I contacted [Superbrightleds.com](http://Superbrightleds.com) in St. Louis, MO, and found they have direct plug in replacements for many auto bulbs. I found that LED bulbs put out light in only one color. So, the bulb needs to be in the correct color (red) for the taillights or the light won't shine through the lens. Here is a dual filament replacement and the original tail light bulb. (picture 41). It fits right into the tail light housing. (picture 42) The bulb is #1157-R27T: RED. \$14.95



Picture 41



Picture 42

The bulbs for the dash lights come in a couple of white colors (cool white and warm white). They also have the same bulb in Green for the turn signal indicators. The same bulb will also replace the cigarette lighter lamp. (picture 43).



Picture 43

The white bulbs are BA9S-WWHP-5: Warm White. The green bulbs for the turn signals are BA9S-GHP5: Green. All are \$4.95. I forgot to order red bulbs for the brake warning light and the high beam indicator. I tried the white bulbs in those sockets, and they worked just fine. Maybe these are different than the taillight bulbs.

The bulbs for the courtesy light, the clock, and the license plate light look identical. Here are the original and replacement bulbs for both. (picture 44).

However, the bulb for the courtesy light has two contacts, and the other bulbs only have one because they are grounded through the case. (picture 45). The Courtesy light is 1142-CW-12-G: Cool White Globe. The bulbs for the license light and the clock are 67-CW12: Cool White. Both are \$6.95



Picture 44



Picture 45



*One advantage of the LED bulbs is that they are not hot like the incandescent bulbs. So, the courtesy light and license plate lenses won't get burned or discolored.*

*In (picture 46) you can see the result in my dashboard. The gauges are all lit much better than with the old bulbs. And, they are fully dimmable.*

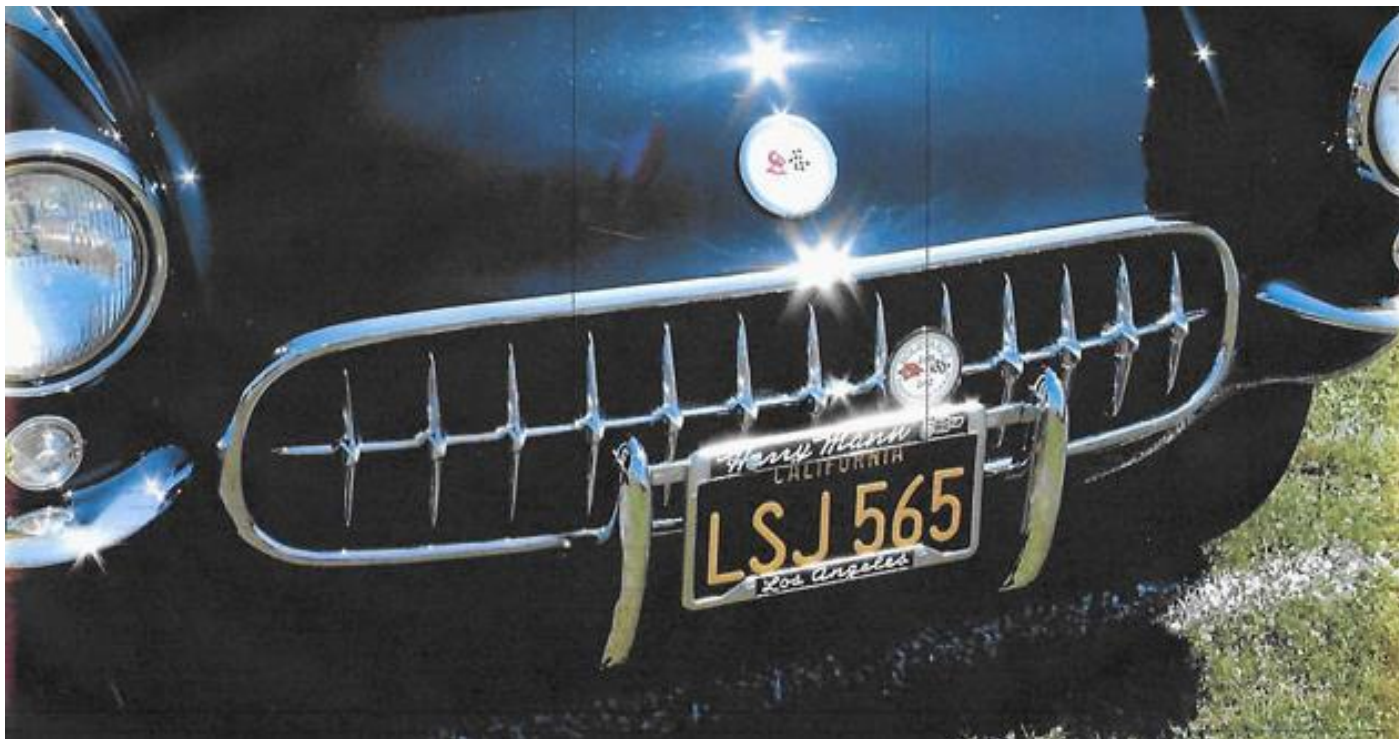
**NOTE:** An important last note, if you also replace the front parking/turn signal bulbs, you will need to use an electronic low-current flasher, as the bulbs draw so little current they won't operate a standard flasher. I replaced the rear turn/taillights, and left the original bulbs for the front parking/turn signals so my original flasher works fine.



Picture 46

***This picture below is FILLER to take up space! This is not Chuck's Restoration '62, but everyone knows that, correct?***

*Thanks to Chip W. for the photo.*






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