

The Solid Scoop

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

October 2017

Vol. 13 No. 3

NOTICE!!.....NOTICE!!.... NOTICE!!..... NOTICE!!..... NOTICE!!.....

Southern California Solid Axle Corvette Club (SoCal SACC) Chapter Dues– 2018

Our dues have remained the same since inception. But because of increased costs our annual dues will now be \$30 which is an increase of \$10.

As you know both Chapter and National dues are due by December 1st and you may have noticed that you haven't seen any renewal notices for 2018 yet. That's because we understand that National may also be increasing dues but the final decision won't be made till later this month. In the meantime please attend to this renewal form but do not send it until we announce the correct dues amount. If you are attending the November Tech Session you can pay your dues to me there.

Greg Davidian...Membership Chairman

“Look Us Over at” www.socalsacc.com



SoCal SACC is hosting the 2018 SACC National Convention Ventura, California

July 20th to July 22nd, 2018

The SoCal SACC Chapter 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 Four-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 Tour**
- **Visit to Car Collection**
- **Secured Parking**
- **Tech Sessions and Optional Activities**
- **Convention information featured will be posted on Chapter Web Site, www.socalsacc.com**
- **Sunday Evening Banquet with Guest Speaker**



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
(non-profit affiliation)

**Also visit the
SACC National
Web Site**

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. 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 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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TECH ADVISORS

1953 – 1955	Bruce Fuhrman	805-482-4396	bruce4info@aol.com
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1958 – 1960	Chip Werstein	818-554-6560	chipsgarage@aol.com
1961 – 1962	Larry Pearson	818-848-2653	lpears1941@att.net
Fuel Injection	Doug Prince	818-425-0679	spankey496@socal.rr.com
Body & Paint			
Interior	John Engelhardt	714-267-9996	littlejohns@sbcglobal.net



Calendar of Coming SACC Events:

2017 SoCal Planned Events

<u>Date</u>	<u>Event Name</u>	<u>Location</u>	<u>Coordinator</u>
Nov 4	Fall Tech Session	Kent Browning Facility	Werstein

2018 SoCal Planned Events:

Feb TBD	SoCal General Meeting	Van Nuys Airport	Roche
July 20 – 22	SACC National Convention	Ventura, CA	Roche



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The SoCal SACC Chapter Welcomes our Newest Members!

<u>Member #</u>	<u>Name</u>	<u>Location</u>	<u>C1 Year</u>
	John Piovesan	Costa Mesa	



SO. CAL. SACC FALL TECH SESSION

Saturday, November 4, 2017

Cerritos, CA

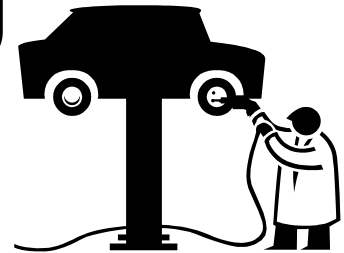
So. Cal. SACC member Kent Browning #118 will host our Tech Session at his FACILITY in Cerritos, Calif.. See the map below. Only C-1 parking in the lot, please! The address is 16625 Norwalk Boulevard Cerritos, CA 90703

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

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

C-1 Tech Session Topics:

1. Joe Lemay and Chuck Gibney will perform a front end alignment on a C-1 Corvette. The purpose of the session is not to teach members how to align their own cars, but rather to show how the alignment is done so they are armed with knowledge when a shop does an alignment for them..
2. Chip Werstein with 1 or 2 helpers will adjust the headlights on a 4 headlight C-1. This is a task that anyone with 2 screwdrivers could perform themselves.



THIS IS A PAY IN ADVANCE EVENT!!!

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

- Includes a Sit down lunch and refreshments.
- Cut off RSVP date is Oct. 29th.

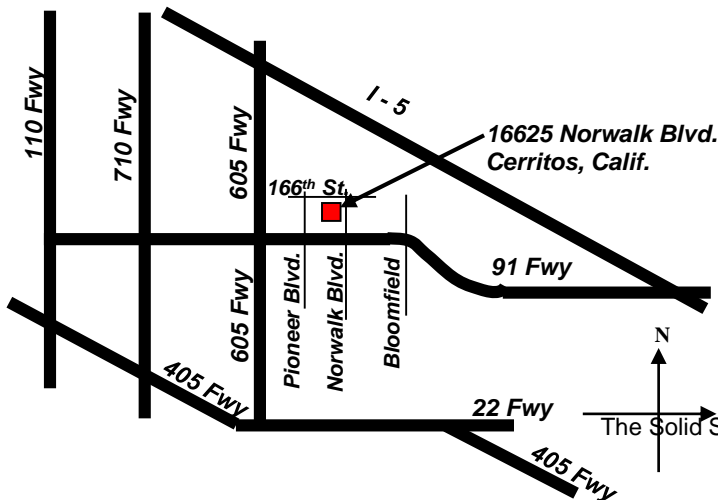
Send your check (Made out to SoCalSACC)

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

Meal Cost, \$25,

Payable In Advance.

Cut-Off Date is Oct.29



From Downtown LA/Pasadena (south on 110)

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

From Riverside/Orange County (west on 91)

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

From Huntington Beach/San Diego (north 405)

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

From Ventura/SF Valley (I - 5)

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

From 405 South.

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

CARS, COLLEGE AND CORVETTES

By Chip Werstein

The year was 1963. The place is Northern Indiana. I'd finished high school and as a graduation present my parents gave me a 1962 Impala convertible with a 327 and a 4 speed. It was beautiful.....black with red interior and a white top.

It really wasn't unusual that I received such a wonderful gift because both my parents were "car people". My Father had been a hot rodder in his earlier years and was now collecting classic cars. My Mother by this time was on her 2nd Corvette, a 1963 4 speed convertible.

I had learned to drive at age 13 on my mother's first Corvette, a white 58, red interior and also had a 4 speed. I should mention that my maternal Grandfather was an executive with Hudson Motor Company his entire career. It is easy to see that interest in cars ran deep in my family.



Mom's 1st Corvette, White with red interior, 1958



(above) My First Car!



Mom & Chip in Mom's car! Note Chip's car in background.

September 1963.....I'm off to college, a small school in central Illinois about 300 miles from home, in my black convertible. I didn't know one person at this school. In fact I'd never even been there before. At freshman camp I met Nick. We have remained best of friends ever since. Nick was taller than me, better looking than me, but worst of all he had a better car than me.....a 1963 Impala Super Sport, 4 speed convertible and it was stunning!

Having spent the previous 3 years in an all boys' boarding school (I referred to it as prison) I was a bit naive about college. Nick explained all about fraternities and we decided to go thru rush together. About a week later we became part of the Fall 1963 pledge class of Sigma Alpha Epsilon. This turned out to be one of the best experiences of my life.

Three of the active members of the SAE house drove C-1 Corvettes. Looking back, it's pretty remarkable that these 20 year old kids were driving these not very old sports cars. Lynn had a red 59 with real American magnesium wheels which were green most of the time. During the next 2 years until he graduated he had 3 more Corvettes. He traded the 59 for a maroon 61, traded the 61 for a black 62 and finally traded the 62 for a brand new 65 when he graduated. Ironically, Lynn never had any money and when we went down to the local bar for a beer, I always had to pay. Good thing beers were only 15 cents. We still laugh about that today.



Lynn's red 59

George also had a 59. It was a 270hp in classic cream which was sort of a pale yellow. Only 223 cars were painted that color. I have never seen another one in person. During my freshman year, George blew up the motor and replaced it with an over the counter 327 F I short block. He and a couple other fraternity brothers did the job in a garage behind a sorority house that had a pit. We all left for summer vacation in June 1964 and when we returned in September George was driving a beat up 1958 Ford. Seems he had wrapped his Corvette around a tree during the summer and amazingly walked away from it uninjured. I saw George recently and he told me he still misses that car.



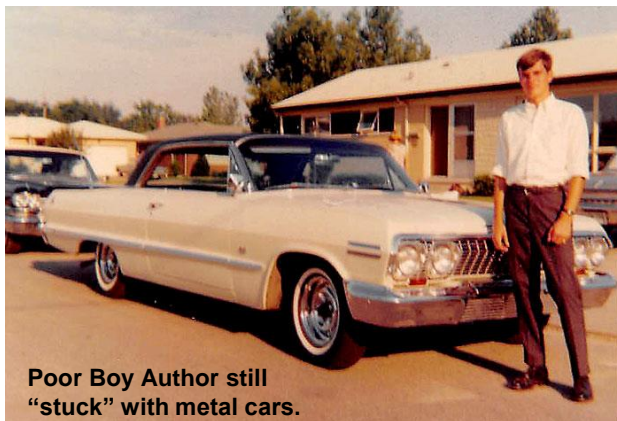
The pale yellow meets a tree.



Marty's nice red 62.

Marty had the nicest one and the newest one.....a red 62. Upon graduation in 1965, his wife and infant daughter piled into that car with everything they owned and drove to Anderson ,Indiana where he started his new job with a division of General Motors.....Guide Corporation. About 2 years ago Marty found his original 62 owner's manual and sent it to me. It now resides proudly in the glove box of my red 62.

By the summer of 1965 my black convertible was mechanically thrashed so I traded it plus \$380 (I still have the receipt) for a very low mileage 1963 Super Sport hard top, 300hp 327, 4 speed, posi with factory chrome wheels and a vinyl top. Of course I couldn't leave it alone. I added the new Corvette 350 hp camshaft, a modified carburetor and 4.11 posi. The car ran good! I was street racing in those days to make a little extra money. My favorite targets were Shelby Mustangs and K code 271 hp Mustangs. The owners thought these cars were fast, but they weren't. They were easy pickings. My racing days ended the following summer after an unfortunate run in with the Chicago police at 2 o'clock one morning.....exhibition speeding, 85 in a 35 and open container.....What's the big deal????



Poor Boy Author still "stuck" with metal cars.

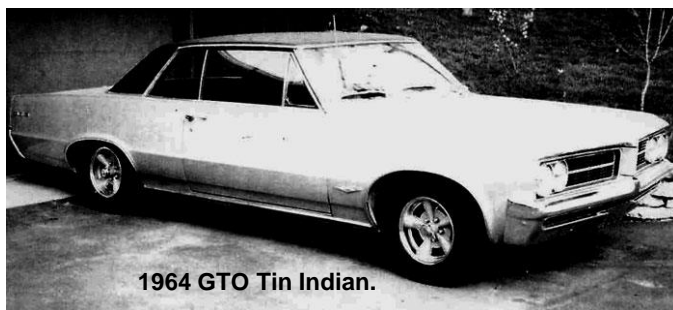
During this time period I was dating a cheerleader who's sorority sister, Patricia, had a maroon 62 fuelie. I'd always liked 62's and really lusted after that fuelie. I got to know Patricia and actually rode in her car several times in 1967. We graduated and years past. Thru a website we connected again in the early 2000's. Turns out we both live in Southern California and she still has the car and is now a SACC member in good standing!

Another one bites the dust, but not the drivers fault?



Sadly in the early spring of 1967 I totaled the 63 Super Sport. Not my fault. Fortunately, one of my friends from home was selling his 1964 tri-power, 4 speed GTO for \$1500 which happened to be exactly what my insurance company gave me for the Chevy. The GTO turned out to be a great car and got me thru college. Can you believe it took me 3 cars to get thru 5 years of college? I'm sure my Father was glad it was over.

After graduation in June 1968 it was 3 months before I started my job. In October 1968 I



1964 GTO Tin Indian.

sold the GTO.....for \$1500.....and bought a low miles 1964 Corvette coupe for \$1810. I was finally a Corvette owner, but all I could think of was upgrading to a big block. About one year later I sold the 64 for \$2300 and bought a 67 big block convertible with 8000 miles on it for \$2995.

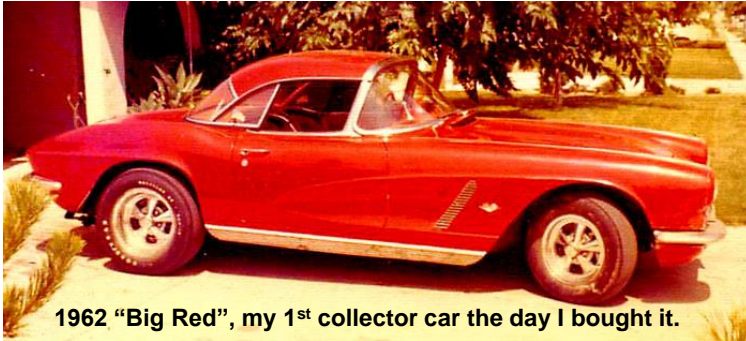


Life is Good!
A 64 coupe,
and finally
into a 67
Big
Block.



January 12, 1971.....My beautiful silver 67 was stolen from a shopping center parking lot, never to be seen or heard from again. By that time I was married, pursuing a career, looking to buy a house and start a family. Another Corvette was just not in the cards so with the insurance money I bought a Volkswagen and a triple black 1969 Grand Prix. We were now a two car family. For the first time in my adult life I didn't have a muscle car or a Corvette, but at least the Volkswagen was a 4 speed.

Two years past. It's early 1973 and my company offers me a promotion, a transfer to Los Angeles and to pay for graduate school. It took me about 10 seconds to say yes to that deal! I am attending USC and driving down Figueroa St. 3 times a week to campus. Figueroa was lined with used car lots. One day on my way to school I spotted a red 62 on one of the lots. Well, it took about 2 weeks of negotiating, but I finally bought that car for \$650. The salesman thought I was the stupidest guy he had ever met to buy this car during the 1973 gas crisis. 340 hp, 4.56 posi, original paint and I drove it home on the freeway at 70 mph.



So, in 1958 I learned to drive in a C-1 Corvette and in 1973 I was finally driving another one. That 62, Big Red as I called it, was the beginning of my lifelong passion for collecting and restoring Corvettes.....mostly C-1's. But that's a story for another day. By the way, I still own Big Red.....44 years and counting. It's probably worth double what I paid for it by now.



Chip Werstein
SACC member #288
SoCal SACC member# 3
chipsgarage@aol.com

Fuses and Grounding

- Specifically for 1956-7, but similar to the rest

An article missing in the June SCOOP, 2017 was a presentation made by member Joe Lemay. There just wasn't sufficient room to cover all the material he presented. The following article is a condensed version of Joe's presentation..... Editor

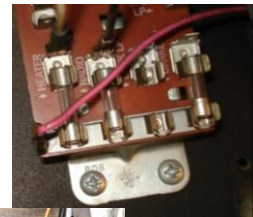
Generally, the C1 electrical system components are only marginally protected during driving conditions. The C1's do contain a "fuse block" however the installed minimal number of fuses only protect several components. The fuse block is located on the passenger compartment side of the firewall (drivers side). This fuse block is indicated in the picture to the right.

• There are fuses for:

- ☐ Heater
- ☐ Radio
- ☐ Radio power supply
- ☐ E brake light
- ☐ Headlight circuit breaker
- ☐ Dash lights on headlight switch

• Items Not protected:

- ☐ Hot wire from the battery
- ☐ Clock, Cigarette lighter
- ☐ Wiper
- ☐ Ignition wires
- ☐ Generator wires
- ☐ Horn



Radio Power Supply Fuse

Fuses & Grounding Continued.....

Accidental shorting of the Not Protected electrical components can result in burned wires, smoke from under dash and fire. The subject of this article is to add fuses/protection to these Not Protected components and avoid surprise flashes and damage. The following are modification details for adding fuses to previously unfused C1 components.

Parts List for adding Fuses:

Most of the terminals and connectors in C1 are the Packard Series 56 type:

- Male 2971962
- Female 2965142
- Male Insulator 2962984
- Female Insulator 2962448

Available from Clips & Fasteners through Amazon

- Terminal Fuse Holder, up to 20A NAPA 782-2001
- Fuse Holder, up to 30A NAPA 782-2075
- Fuses, 30, 15, 9, 2 amps
- 1/4" ring Terminal
- #10 ring terminal
- 1/4" heat shrink tubing

Modifications for Adding Fuses:

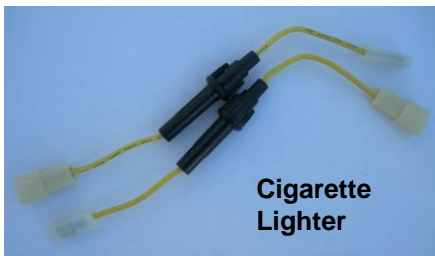
1. Hot wire from the battery (30A)

- Starter to ammeter wire using #10 terminals



2. Cigarette Lighter (9A) and Clock (2A)

- Same Stock Terminals and Insulators



3. Both Ignition Wires and Wiper Motor (15A)

- Same stock terminals and insulators



Next Step...On To Grounding!!!

The grounding system on the C1's is Horrible!

The C1 grounding is handled by a couple of wires which are susceptible to rusting and corroded terminals.

The Battery is grounded to the engine through the starter mount bolts. The chassis frame picks up any grounding through the motor mounts, then These two grounds essentially ground all electrical components.

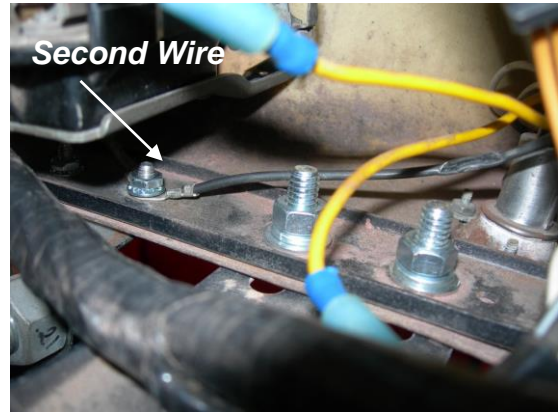
Two grounds for the entire electrical are 1) The wire at the driver's side valve cover inner rear screw; and 2)The wire inside the trunk on the left side near the license light. This attaches to the bumper reinforcement support under the trunk mat.

Valve Cover Ground

- **Black Wire with white stripe:** fastened to valve cover screw
- **Connects into the main harness under the dash:**
 1. **inside the harness, black /white stripe wire connects to 6 or more black ground wires**
 2. **Emerging out of the harness near the light switch are two black ground wires.**

First Wire Connects to left side bolt on the hood release bracket and makes contact with instrument panel reinforcement.

Second wire connects to the headlight switch.



Valve Cover Ground

Wiper Motor and Heater

Instrument Panel reinforcement is bolted to cowl ventilator brace.

Wiper Motor has a dedicated ground wire from wiper motor mounting bracket to one of the cowl ventilator bolts on the firewall.

Heater has a ground wire from one of heater mount bolts to dash at ammeter attaching stud/nut.

Valve Cover Ground

Radio

Instrument panel reinforcement is bolted to cowl ventilator brace.

Radio gets its ground through front control shafts where they contact instrument panel reinforcement.

The radio also gets its ground through antenna cable which attaches to braided strap to body mounting bolt.

Radio power supply through three wire plug from radio.

Trunk Ground Wire

Black ground wire that attaches to the bumper reinforcement support frame.

- **It connects to the wiring grounds for the tail lights and the fuel sender.**
- **Wire also attaches to the front ground wire system that originates at the valve cover screw.**
- **At the bumper reinforcement support frame.**

Antenna Cable Ground

Ground Wire Improvements



Clean all ground connections.

Wire brush or sand.

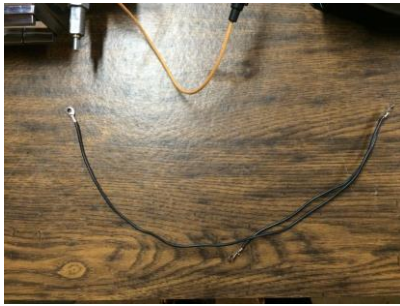
Consider adding two ground wires.

1. Valve cover screw to cowl vent brace stud on the firewall at wiper ground.
2. Radio to power supply to ammeter gauge ground.

Valve Cover Ground

Radio

Radio to power supply to ammeter gauge ground (#8 ring terminal)



Classified Ads...

For Sale: 1958-62 #266 windshield wiper motor, restored

1962 #1110985 dual point distributor. Rebuilt and Restored with dual-point Delco cap;

1958-62 Orig. male and female Deck Lid Latch Assy. Restored with rod + clips;

1961-62 NOS Delco fuel tank sending Unit #5642125 in orig. box;

1958-59E and 59L-62 male and female hood lock assemblies, complete and restored, just bolt on;

1957-59E small "022" and 59L-62 large "022" brake master cylinders rebuilt w/stainless steel sleeves and restored with correct caps;

1958-60 #351 and #352 and 1961-62 #441 and #442 orig. horns rebuilt and restored;

1958-61 Restored Dual Quad Intake #3739653;

1958-61 #11110891 distributor, rebuilt and restored

1961-62 speedo and gauge dash pods, both top and bottom, (no holes drilled) excellent condition;

1962 Radiator HI 'Performance Seal Clips, restored original

1962 only GF-90 NOS Fuel Filter for F.I. car (silver w/red silk screen).

1958-60 Rear Trunk Latch cover, Restored

1958-62 Washer Bottle bracket, restored

1958-62 Original FI Air Cleaner Inlet Restored

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

FOR SALE: 1963 fuel injection unit early. \$4,000.00. Darold M. Shirwo, dshirwo@aol.com, 310 278-2000

For sale. Several used 6.70x15 reproduction tires. Look near new but they are 8 to 10 years old. Suitable for spares and will fit correctly in your c-1 trunk. \$25 Each. Chip Werstein. Chipsgarage@aol.com or 818-554-6560

C1 Restoration, Article 20

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). Click on C1 Restorations.



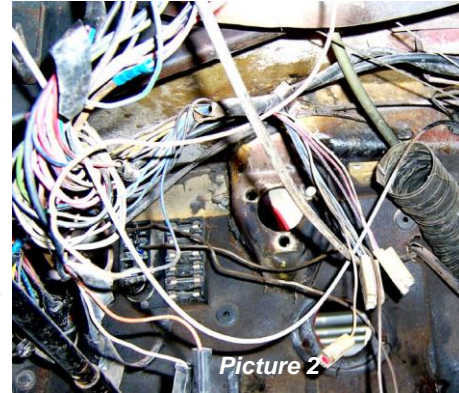
Chuck Gibney, So Cal member #139
cgibney@cox.net



Picture 1

WIRING

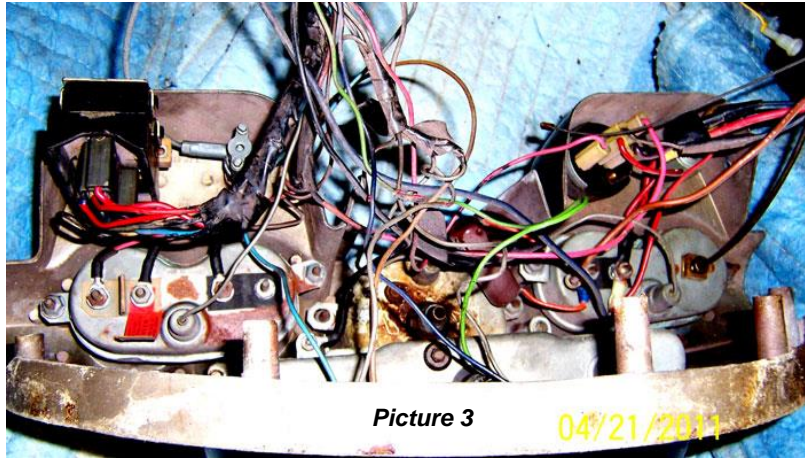
The underside of the dashboard of my 62 Corvette probably looked like most of the other 55 year old cars still on the road. Over the years, wires became brittle, and some were replaced. As seen in pictures 1 and 2, any remaining resemblance to a wiring harness was purely coincidental.



Picture 2

Picture 3 shows replaced connectors, and discolored wires on the rear of the gauge cluster. No wonder some of the gauges didn't work properly.

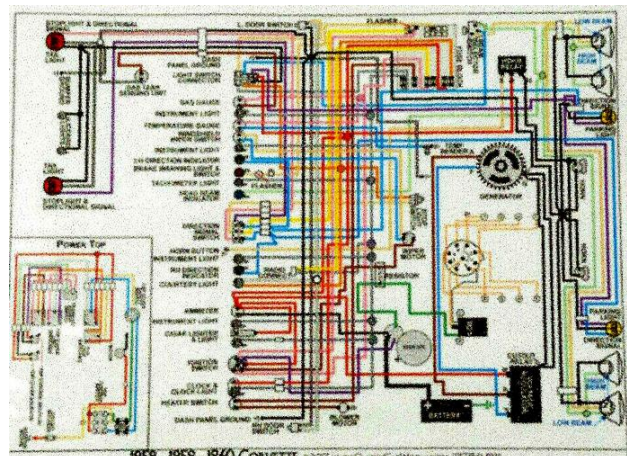
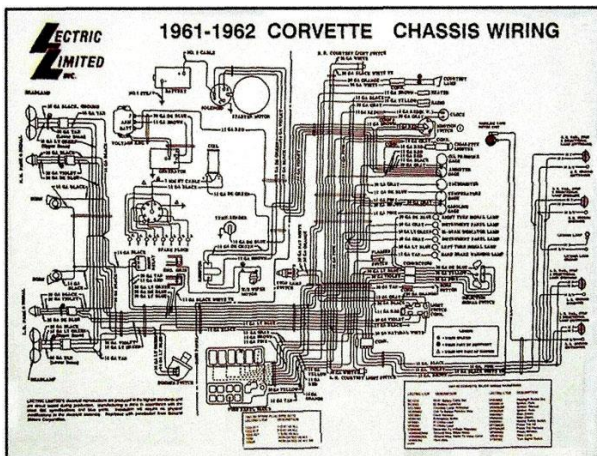
Of course the wiring would need to be completely replaced. New wiring harnesses are available from almost any parts supplier. I bought mine directly from Lectric Limited. The harnesses come with the fuse block, and all the correct connectors attached. Later, I found the harness for the front headlights, and other areas of the car were not included in the basic harness, and I bought them from



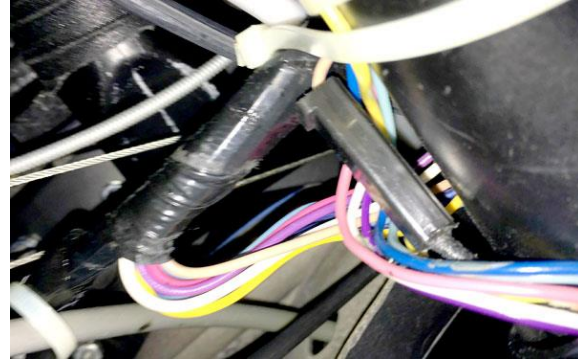
Picture 3

04/21/2011

Corvette Central also purchased a schematic diagram of the entire wiring of the car to help me determine which wire went where. (picture 4). After working with this for a few days, trying to trace wires across similarly colored wires on the diagram, I found that Corvette Central sold a multi-colored diagram, which was much easier to follow. (picture 5)



The colors on the new harness are true to the colors listed on the diagram, so it was fairly easy to separate the wires and connectors into the proper groups that connect to the dash gauges, and controls, as well as under the hood and in the trunk. In pictures 6 and 7 you can see a portion of the new harness in place under the dash. I took a lot of pictures as I disassembled things, and that really helped as I replaced the wiring.

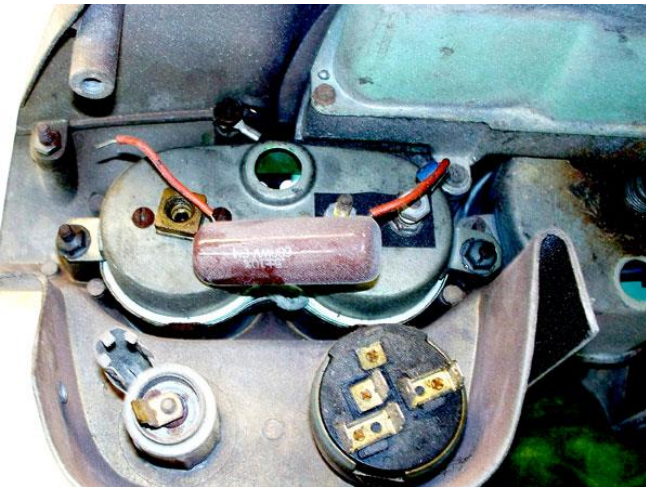


GAUGES

Some of my gauges didn't work at all, and some had worked erratically during the last few years. Some gauges looked like they had been removed and replaced, or abandoned. In picture 8 you can see the add-on water temperature gauge. I assume the original gauge had failed. The fuel gauge never read above half, so it may have been a bad gauge, or a bad sending unit, wire, or ??? After all these years it was difficult to rely on any of the gauges. So, I chose to replace them all. The gauge cluster comes out as a unit, and it is much easier to work on once it is out of the car. I just cut all the wires connecting to the cluster, so I didn't need to remove them until the entire cluster was on the workbench.

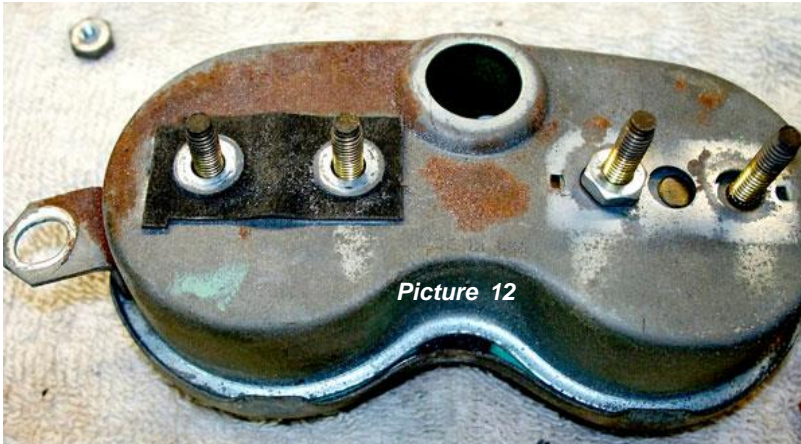


Picture 9 is a view of the rear of the gauge cluster intact. Picture 10 shows the oil gauge and the ammeter, with a radio static suppressor capacitor attached.



Picture 11 shows the water temperature gauge and fuel gauge.

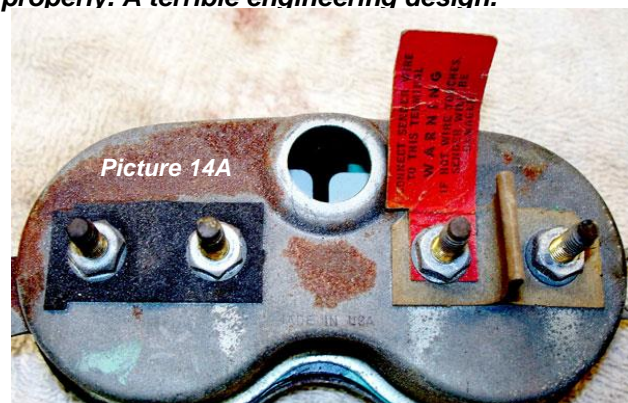
The tabs that hold the faceplate onto the gauges can be seen at the bottom of picture 12. These can be bent out, and then the faceplate, chrome bezels, and lens can be removed as a unit (picture 13).



Picture 14 shows the parts separated in sequence. I replaced the gauges, lenses, and bezels, and reassembled them.

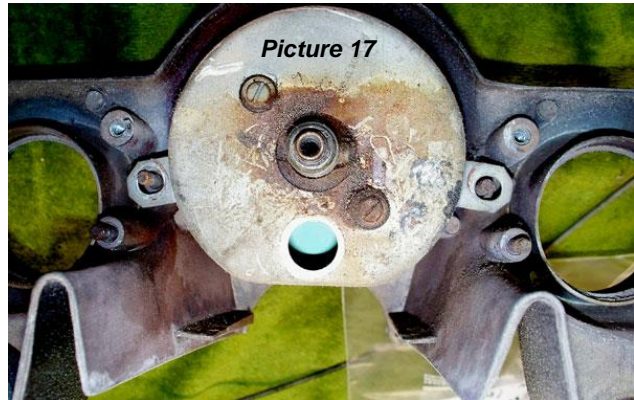
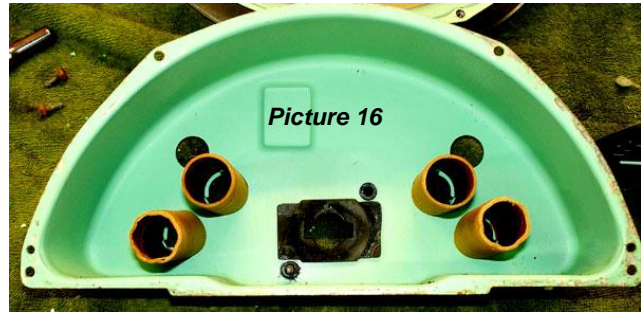
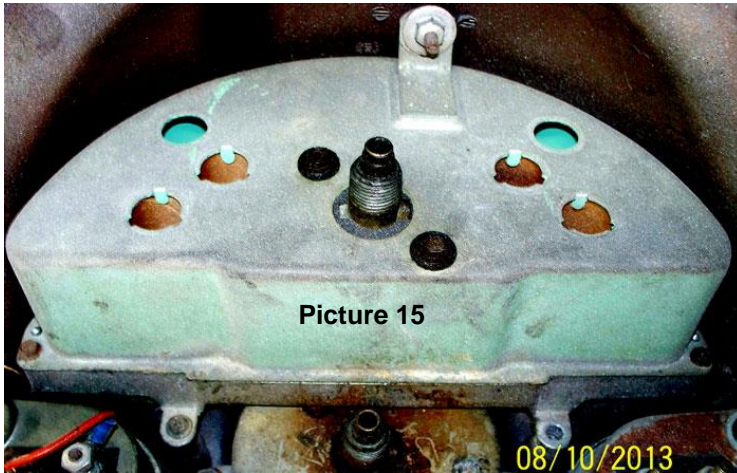


*You need to be careful when installing the gauges into the housing. Except for the oil pressure gauge, the gauges are held to the housing by the wiring connector bolts. These bolts and nuts must not be allowed to contact the housing. As seen in picture 14 A, there are special fiber insulators that fit on the outside of the gauges to keep the connections away from the housing. Be certain these are correctly in place. **SPECIAL WARNING.** The fuel gauge is an interesting design. The rear of the gauge has a metal plate that sits between the two wiring connector bolts. This metal plate **MUST** make good contact with the inside of the gauge housing as this is the way the gauge is connected to ground. I found out the hard way. I insulated this plate from the inside of the housing when I reassembled the gauges. Later, after I finished the dash installation, and my fuel gauge read continuously full, I had to take the gauge cluster apart to reinstall the gauge properly. A terrible engineering design.*

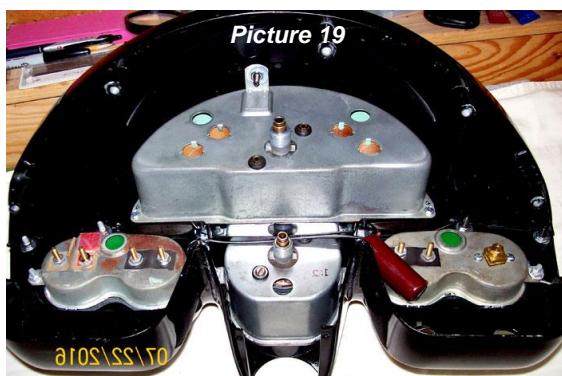
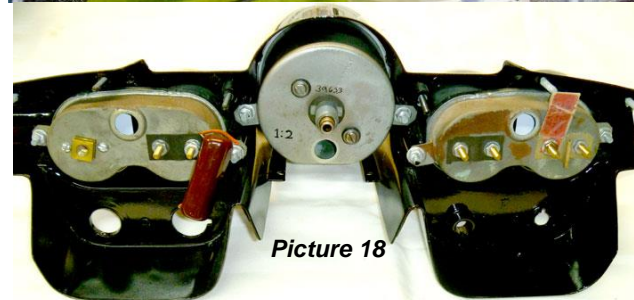


SPEEDOMETER AND TACHOMETER

The speedometer was removed to be cleaned and recalibrated (Picture 15). If you take the back off the speedometer you can see the cardboard tubes and lens covers that project light onto the turn signal indicators, and the parking brake and high beam indicators (picture 16). These tubes must be put into place properly during reassembly. I replaced the lens covers to improve the color of the lights. Once the speedometer is removed, the tachometer can be removed (Picture 17). My tachometer never worked. I took both the speedometer and tachometer to Gail's Speedometer Repair in Costa Mesa for repair. I had purchased new lenses, chrome bezels, etc. ahead of time, and sent them along with the gauges.



Picture 18 shows the gauges and the tachometer reinstalled into the housing. I did not try to clean the surface rust off the back of the gauge housing, as I was afraid I would damage the green two-tone paint inside the gauge housings that provide the unique glow in the lenses. So, the back of the housings will stay as they were. In picture 19 the speedometer and speedometer housing have been attached to the gauge cluster. You can also see an extra (black) wire running across the back of the tachometer that I installed between the left and right gauge cluster housings to improve the grounding of the gauges. I added a similar wire from the radio housing to the gauge clusters to improve the overall grounding of the car. Picture 20 shows the entire unit ready to be reinstalled.



**Southern California Solid Axel Corvette Club (SoCal SACC)
Chapter & National Dues Notice – 2018**

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

SoCal SACC annual dues are \$30 and the National SACC dues are \$ for a total of \$. Annual dues are payable starting in October 1st and are due by December 1st.

**SoCal Chapter publishes "The Solid Scoop" and SACC publishes "On Solid Ground".
Our Chapter website is: www.SoCalSACC.com**

☐ **I would like to volunteer for the National "Road Assistance" list for members traveling.
If not checked you will not be on the National "Roadside Assistance" list**
☐ **I do not wish to be included in the National SACC published roster
If not checked you will be on the National SACC published roster**

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

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Co-Member Name

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State _____ **Zip Code** _____

Home Phone _____ **Cell Phone** _____

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

Auto liability carrier and policy number
