

Arizona Chapter
Solid Axle Corvette Club©



SOLID TIMES

Volume 4, Issue 1

September, 2011

PRESIDENT'S MESSAGE

BY JOHN RANDOLPH

I find it hard to believe summer is almost over and fall is just around the corner when our local temperatures are still north of 110. As you can see from the events chronicled in this issue of the Solid Times, we have had a great year thus far. A road rally, tech sessions, a drive to El Chorro for breakfast and most recently a movie night hosted by Garry and Karen Mion. I am looking forward to our fall events and the milder days that will allow us more time to enjoy our cars.

We have a tech session scheduled for early October followed later in the month by a 50's themed pot luck dinner at Garry and Charlene Eastwood's home in Scottsdale. Those who attended last year's Around the World pot luck dinner will tell you not to miss this year's event. An evening of fun with friends, great food and some fun things from the 50's will be on tap at the Eastwoods on Saturday, October 22, 2011. Save the date on your calendar. We will also be assembling a group of solid axles to represent our club at the Thoroughbred Thunder Chevy Car Show in Chandler on October 29, 2011. It should be a very busy month for the club.

As most of you know, the Arizona chapter is hosting the 2012 SACC National Convention in Fountain Hills January 15 to 17, 2012. We have a number of events planned for the convention and your board, together with a number of enthusiastic and supportive members, have been busy making plans for the convention for the better part of this year. Highlights include a road tour to Tortilla Flats, GM engineering guru Ken Kayser, who will make a presentation on GM's development of fuel injection at our tech session and will also be our banquet speaker, and a dinner with the vintage aircraft of the Commemorative Air Force at Falcon Field in Mesa. From talking to members in other parts of the country, I know there is a lot of interest in our convention which coincides with the major car auctions held in our area at that time of the year and we expect a large turnout. Our goal is to make this event one of, if not the best, national conventions SACC has held. We need everyone's help to reach that goal and it is not too late to step up and volunteer to be a part of this exciting event.

I would like to welcome our new members Doug & Dorothy Brown, Dave & Jeanne Cloutier, Larry & Cathy Maiorano, George & Janet Ray, Mick & Margie Swezey, and Bob Templeton. While some of our new members reside outside the greater Phoenix area, we hope all of you

will have the opportunity to attend some of our fall events and our convention in January. I hope everyone has had an enjoyable summer and I look forward to seeing you at one of our events this fall and our convention in January.

INSIDE THIS ISSUE:

<i>President's Message</i>	1
<i>2012 Convention</i>	1
<i>Holiday Brunch</i>	2
<i>2009 Board Contacts</i>	2
<i>Board Messages</i>	3
<i>Aluminum Refinishing</i>	4
<i>'61 Windshield & Dash</i>	5-6
<i>Schedule of Events</i>	7
<i>Manifold Gaskets</i>	8
<i>Hatters Street Gang</i>	9-10
<i>El Chorro Lodge</i>	11
<i>Aftermarket Frames</i>	12
<i>TBD Article</i>	13-14
<i>2011 Convention</i>	15-16
<i>Winter Tech Session</i>	17
<i>John E. Kennedy</i>	18

2012 NATIONAL CONVENTION

BY GARRY MION

January 15-17 2012. Three important days for the chapter when we get to host our first Solid Axle Corvette Club National Convention. Over the past year there has been much accomplished in preparing the many activities that will happen over the three days, but there is still much to do.

By the time you read this you will have been e-mailed the flyer and registration form for the convention. While we expect a good turnout from out-of-state SACC members, given the proximity to the Barrett-Jackson Auction, it will be very important to have strong local participation... and that means you.

Now is the time to act by registering for the convention and signing up for the various activities we have planned and John mentioned above.

There will be SACC members from all across the nation who will be in attendance, including many of the National Board members. What a great opportunity to show them the hospitality and camaraderie embodied in the Arizona Chapter members.

Let's all pull together and make this a great National event. Register now and get involved!



**Arizona Chapter
2010Board**

President

John Randolph
president@arizonachaptersacc.com

Vice President

Garry Mion
vicepresident@arizonachaptersacc.com

Secretary

Garry Eastwood
secretary@arizonachaptersacc.com

Treasurer

Gary Lee
treasurer@arizonachaptersacc.com

Webmaster

George Ray
webmaster@arizonachaptersacc.com

Newsletter Editor

Garry Mion
azsaccnews@arizonachaptersacc.com

Tech Advisor

John Marsh
techadvisor@arizonachaptersacc.com

**SACC National
2010Board**

President

Max Brockhouse, IL
saccmb@hotmail.com

Vice President

Brad Bean, FL
bean0507@cox.net

Secretary

Bruce Fuhrman, CA
bruce4info@aol.com

Treasurer

Bill Herron, FL
sebringbill@comcast.net

Webmaster

Jack "Doc" Hollada, IL
jhollada@casscom.com

Magazine Editor

Ken Amrick, PA
vette5362@mail.com

Charter Manager

Lucy Badenboop, CA
badenboop.lucy@bigfoot.com

2010 HOLIDAY BRUNCH

BY GARRY MION

Our holiday party was again held at the Sun Ridge Canyon Club House in Fountain Hills. It marks the third year we have been coming to Sun Ridge, and every year the weather improves and the attendance increases. The folks at Sun Ridge really make our experience enjoyable, from the food to the surroundings.



Above you have Donna, Patti, Sheryl, and Norma taking a picture break. Below, Bob (left) and Dave are clearly in

the middle of a what is likely a discussion about cars. At right we have François and Chuck looking on as other members enjoy time together. Below is our traditional group photo.



FROM THE OFFICE OF THE TREASURER:

BY GARY LEE

The chapter now has 61 paid members., and we have \$4,289.44 in our checking account. Since the beginning of the year, we have added six new members. They are:

- Doug & Dorothy Brown, Tempe, '62
- Dave & Jeanne Cloutier, Gold Canyon, '57
- Larry & Cathy Maiorano, Queen Creek, '57
- George & Janet Ray, Gilbert, '62
- Mick & Margie Swezey, Castro Valley, CA & Bullhead City, AZ, '53-'54-'57
- Bob Templeton, Chandler, '57-'61-'62

A Warm Welcome to our Newest Members

Want Ads:

If you have something you want, want to sell, or a service you can provide to club members (corvette/club related), then advertise here for free. Contact the newsletter editor with your want-ad information.

CLUB MERCHANDISE FOR SALE

There are a number of items that the club is offering for sale. These items serve several purposes: First, they allow you to proudly display your association with the chapter, which will certainly impress your family, friends and neighbors. Second, they provide an additional source of income for the chapter, which is needed so that we can continue to provide food, gifts, and other things that make our events so interesting. Once you are done outfitting yourself, perhaps you know of family, friends or co-workers who would be interested in one of these items. They make great gifts too! Contact John Randolph: president@arizonachaptersacc.com

Here are some of the items:

T-Shirt: S-XL is \$15, XXL is \$17

Sweat Shirt: \$35

Fender Cover: \$22

Noland Adams Signed Plaques: \$7.50

Solid Axle Window Sticker: \$3.00



FROM THE OFFICE OF THE SECRETARY:

BY GARRY EASTWOOD

Over the past month or so, you may have noticed a few more of my brief emails out to the membership.....

In the future, I will be sending out more of the general communication to the group and giving the rest of the Board a "break" from this task.....

Also, several members have emailed me regarding various solid axle parts they want to sell or for parts they are currently trying to find. In trying to assist, I have forwarded these notes to the members.

If you have a similar request, send it to me and I will pass it along....

GET INVOLVED!

WE CAN USE SUGGESTIONS FOR 2011/2012 EVENTS

THE BOARD IS CONSTANTLY LOOKING FOR NEW IDEAS FOR CLUB EVENTS.

THROUGHOUT THE YEAR THE CLUB IS LOOKING TO ALTERNATE BETWEEN TECHNICAL AND SOCIAL ACTIVITIES.

IF YOU HAVE AN IDEA YOU THINK OTHER MEMBERS OF THE CLUB WOULD BE INTERESTED IN, PLEASE CONTACT A BOARD MEMBER TO DISCUSS IT.

THE NEXT MOVE IS YOURS!

TECH TIP: ALUMINUM REFINISHING

BY JOHN MARSH

Over the past few months several AZ SACC members sent their aluminum valve covers and intake manifolds to a company specializing in refinishing (re-skinning) with very satisfactory results. After examining the finished work on these components, I sent two Rochester Fuel Injection plenums and a pair of valve covers to this company to be resurfaced. Every piece came back with a very original looking finish and texture. I was very satisfied with the results.

This company has been easy to work with. Their turn-around time is prompt and the cost is reasonable. The company's name is:

J and P Precision Deburring Inc.
9135 Alabama Ave. Unit D
Chatsworth, CA 91311
Phone 818-998-6079



Picture of 1960 7320 that was reassembled after refinishing and installed on my 59 for calibration and road test .This unit runs real well and is now ready to ship..

How To Write An Article!

If you can send an email, you can write an article. Write an email describing your story, attach a few pictures if you have them, and then send them to me at azsaccnews@arizonachaptersacc.com.

Need ideas? How about these...

- Have you fixed your car lately? Tell the members what went wrong and what steps you took to correct the problem?
- Have you replaced something on your car to make it more original or make it better than original? Tell the members what you did, where was the work done, and were you satisfied with the job or would you do it all over again.

Have an interesting story about your car? Tell us how you got it, what it took to get it, and what happened once you got it.

'61 DASH AND WINDSHIELD REPLACEMENT PROJECT

BY DAVID SEYMOUR

I purchased my car from the original owner in Prescott, Arizona about 4 years ago. The original owner purchased the car at Felix Chevrolet in Los Angeles, California and it spent the first 20 years there and the remainder of its life in Arizona. The dash and door panels had been replaced about 20 years ago, but started showing wear. The windshield was pitted and the dash was starting to lift under the molding of the windshield.

The last upholstery shop that installed the dash took the lazy way out by not removing the windshield and installed the dash by cutting around the windshield molding. I found several articles online from other Corvette owners of how to install dash pads and windshields. I purchased a CD from Al Knoch of how to install the dash pad and used some of the advice I found online. The instructional video includes how to remove the windshield. If you are looking for a good fit and finish from the Windshield seal, then make sure you contact Corvette Rubber at 1-888-216-9412 and ask them to make a seal to GM specifications for your year of car.



Most of the vendors like Corvette Central order the seals 7 inches longer than the GM specifications for an easier installation. Unfortunately I followed the advice from one of the articles I found and he said to use 3M Automotive Bedding and Glazing Compound to seal the rubber to the glass. Please learn from my bad experience, do not use this unless you want to spend the next 2 hours cleaning off the black tar with lacquer thinner from the glass and rubber. After the mess was cleaned up, we decided to put the seal on dry with no sealer between the glass and rubber as it is never driven in the rain or snow anyway.

With the help of a good patient friend, we stretched the rubber onto the glass without any soap, making sure to align the crimped ends of the rubber to the ends of the glass. This will ensure the rubber molding will cover all the dash and overlap at the windshield posts. The dash pad from Al Knoch has about a 2 inch strip around the edge of the dash that fits under the windshield.



The GM originals fit under the rubber, but would shrink over time and would lift from beneath the rubber. I tried to use contact cement that was suggested in the video, but turned out not to be strong enough to pull the dash down tight against the fiberglass of the dash. The material of the dash is similar to a vinyl pool liner and has a slick surface.

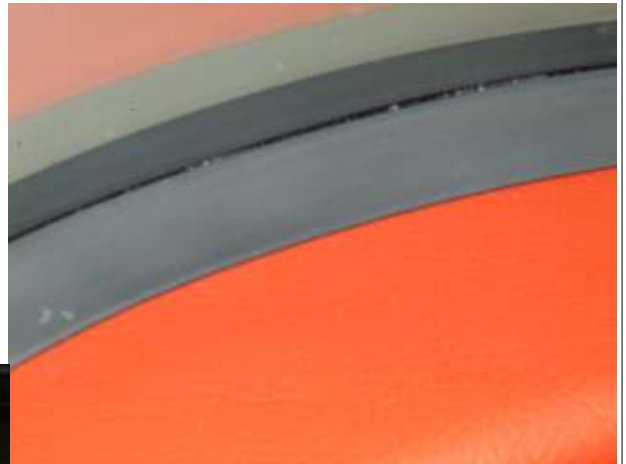
I ended up using sandpaper to roughen up the vinyl and glued the dash down with Loctite clear epoxy. I also purchased new kick and door panels from Al Knoch, which turned out to be very good quality reproduction pieces. While I had the car apart, I decided to replace the heater cover package support and tray, which come unpainted from Corvette Central. I called Al Knoch for the paint code to match the new kick panels, but they said they only eye ball the colors and no paint code was available. I spent a couple of hours at the automotive paint supply store looking through old GM paint chips, which none matched exactly.

I was determined to have all the pieces match in the interior, so I went back to the paint store, picked out a color that was close and had 2 quarts of paint mixed. I ended up disassembling the brand new kick panels and painted all the pieces as one matching color. Another lesson learned was during the assembly of the windshield. Make sure you install the SS top molding with a friend and make sure the front snaps on first before the back or you will need to disassemble the windshield to get this part off the track. We ended up putting a thin piece of cardboard between the molding and the part of the windshield on each end, making sure the back of the piece did not snap on before the front. I found a company online that sold reproduction windshield frames and ordered just the SS top molding.



My friend and I attempted to install this new piece, but after about 3 hours of trying we gave up and installed my old piece. I called the company the next day and asked them if they had any tips of installing their product. I was told the new molding fits their pieces if you purchase the whole windshield frame, but had issues fitting the original GM posts. The suggestion for a fix was to bevel the edges of each post and then the piece will fit correctly. As suggested, I was not going to grind down my windshield posts for an aftermarket piece. The windshield posts were never removed from the car, and still retain the factory date stamp of 7/13/61. The SS top molding was very expensive and

does not fit, but I will keep it for a spare. All of the gauges were rebuilt, sent to Corvette Central and seem to be calibrated correctly. If you have any other questions, feel free to contact me at dseymour@tontohills.com



2011/2012 SCHEDULE OF EVENTS

Date	Activity & Contact Information
October 1st	Tech Session: '57 Restoration Chassis/Body Update Home of Garry Eastwood Scottsdale, AZ
October 22th	Chapter Social: 50's Pot Luck Dinner Home of Garry & Charlene Eastwood Scottsdale, AZ
October 29th	Thorobred Thunder Chevy Car show: 9am Thorobred Chevrolet Chandler, AZ
November 12th	Drive & Dine: Saguaro Lake Marina Saguaro Lake, AZ
December 3rd	Holiday Tech Session: John Randolph Chandler Garage Chandler, AZ
December 4th	Holiday Brunch: Sun Ridge Country Club Fountain Hills, AZ
January 15-17	National Convention Holiday Inn Fountain Hills Fountain Hills, AZ
February 19th	Drive & Dine: Lon's at the Hermosa Inn Scottsdale, AZ

The above list of events is subject to change.

Members are welcome to suggest/host an event; contact a member of the Board with your ideas.

UPCOMING ACTIVITIES

BY GARRY MION

After taking the summer off, it is time to start thinking about dusting off those solid axle cars and get ready to join us come October 1st, where we will restart our technical sessions with a visit back to Garry Eastwood's home and check in on the progress of the restoration of his '57. The chassis is done, and the body should be back from paint and resting on the frame.

Three weeks later, on October 22nd, we again return to Garry & Char Eastwood's home for a 50's themed Pot Luck Dinner. Come dressed in your favorite 50's/Early 60's outfit, be it based on the style of the period or perhaps associated with a TV personality/character—the more creative you are the more fun for everyone.

On October 29th it is time to get those Solid Axle cars out of the garage and out in the sun by participating in the Thorobred Thunder Chevy car show at Thorobred Chevrolet. This is the 12th year for the car show, and last year there were close to 150 cars in attendance with a good number of them Corvettes, but of the more modern vintage. Let's see if we can get a great turnout of Solid Axle cars to the show, and along the way promote our club and provide support to a couple of worthy charities.

In November, as the weather really starts to cool down, we head out on a Drive & Dine back to Saguaro Lake, a drive we normally take in the spring but missed out on this year. Then in December comes our annual Holiday Weekend, where the technical session on Saturday will be held at John Randolph's Chandler Garage, and the Bruch on Sunday finds us back at the Sun Ridge Country Club in Fountain Hills.

Looking ahead to the new year, we start it off with a big-bang as we host the 2012 National Convention, and then keep the momentum moving with a Drive and Dine in February to the Lon's at the Hermosa Inn in Scottsdale, AZ

If you have ideas on future events, feel free to contact any of the board members and we will be happy to discuss it with you.

These events are planned for the enjoyment of the chapter members—your participation is key!

RE-CREATING "ORIGINAL-LOOKING" INTAKE MANIFOLD GASKETS BY GARRY EASTWOOD

When assembling the small block (SB) V8 engines during the C1 and C2 time periods, GM used a set of unique-looking gaskets on the intake manifolds. The small gaskets on the front and rear of the manifold each possessed a small rectangular "tab" with the letters "GM" embossed into the rubber/plastic (photos #1 and #2). The two gaskets that run along the sides of the manifold do not have these same-type tabs. It is my understanding that GM's purpose for doing this was to provide a quick visual clue to GM/Chevy service personal as to whether work had been performed on the engine following assembly at the factory. If the original gaskets with tabs were missing or had been replaced, this could affect any GM warranty that could exist on the engine.



Photo #1



Photo #2

If you are restoring your SB engine, you will discover that original gasket sets are hard to find. NOS sets appear from time to time on Ebay, but usually for a rather high price. If you are lucky (like I was....) to find an original gasket on an original, un-touched engine, you begin to think of ways to "re-purpose" this item to add additional originality to the restoration.

I decided to "graft" the original GM tab onto the new intake gasket. Since I only have an original rear gasket (at this time....), this is the only one that I could work with. Before removing the tab from the gasket, I drew an outline of the gasket on paper to ensure proper placement and angle of the tab when re-attaching it to the new gasket (Photo #3). This is important. On this rear gasket, the original tab fits very close to the brass oil pressure fitting that is screwed into the block.

I then carefully cut the tab away from the gasket, leaving some extra length on the tab (Photo #4). Then, I carefully cut a "notch" in the replacement gasket where the tab would fit, being sure not to cut too deeply to affect the raised/sealing area of the new gasket. The tab was then attached with a good grade of epoxy glue (heat resistant to 200 degrees...) (photo #5). After thoroughly drying, the new gasket was masked off and some "Chevy Orange" was shot on the tab to simulate the factory paint process (photo #6).



Photo #3



Photo #4

This process of "re-tabling" the new intake gasket was easy and fun (now I need to find an original tab for the front gasket.....can anyone help???). It might save me a point during NCRS judging, or it might only earn me a "smiley face" on the judging sheet. In any event, adding a bit of originality back to the engine was worth the effort.



Photo #5



Photo #6

THE HATTERAS STREET GANG GOES STRAIGHT AXLE...

BY JAY VAN ORDEN

In 1959 in a brand new subdivision in Woodland Hills, California, there lived 5 families with 15 kids who all met as mid to late teenagers. The boys hooked up with the girls....whoa, those girls, wagh! After a short time all but two of us advanced from causing trouble and "playing pranks on the neighborhood" to buying fuel injected 4 speed posi-traction C-1 vettes. Over the years they included 2-'57s, one '58, one '60, one '61 and one '62. Being the "youth" of the group I had to contend with my 1953 Mercury Monterey with 3 on the tree, but only I had auto shop. My Taft High School auto shop instructor, Mr. Thomas James appointed me shop foreman. Mr. James had a 1959 (new) Pontiac Bonneville with TriPower and he must have enjoyed me bringing in my Big Brother Blair's (BBB) '58 and Tom High's '60 to work on. This was a win-win situation for me, to offset my being the big loser on Hatteras with only a flat head to roar around with. Except for Pam, my girlfriend who was more beautiful and curvaceous than - dare I say?- Corvettes, and all the gang was jealous of her love for me. Everything of those days is gone, except for the on going friendships with most of the "gang", including Pam.



Don Voorhees



Blair & Jay Van Orden

One day soon after BBB got his Fi Vette, after he'd been nursing his scary and expensive sports car around, I saw him driving crazy: square corners, speeding, slamming gears. He had changed. All of a sudden it was time for street 'n drag races. Tom High, Larry Sheldon, Don Voorhees, Dennis Turco, and BBB all have their versions of this story and here's mine.

Street stuff: Many a Friday or Saturday night, after working the crowded Bob's Big Boy on Van Nuys Boulevard, with "he said his was faster than yours",....and "Bill over there said you can't power shift, but Jim could beat Tom's Vette if he would loan it to me". "Oh yeah, I'll bet \$10.00, he can't...." we poured out of Bob's joint. A lot of us went up on the Ventura Freeway with the racers in front, slowed all traffic down to a halt, gave the "1,2,3", and off they went. Cops came, we all split up, and only one or two got caught. No big deal.

Nuther time, borrowed Tom's '60 and raced BBB's '58 (283 hp vs. 315 hp) on a side street. I beat Blair with Tom's. Tom, thereafter, designated me as his race driver (and shop mechanic). Blair actually glanced off the curb doing about 100 mph during the race, because the curb "moved" out in a slight bend of the road.

Nuther time #2: I was driving Tom's '60 with my younger brother Kerry sitting in between Tom and I. We were at a stoplight at Winnetka aka "Big Noise from" and Ventura Boulevard waiting for the green (what we called the race "go" light). I saw my Pam with her mother, honked, race light came on and off I went. By the time the cop coming the other way saw me, I was doing "about 90", he said. He U-turned and finally got me to pull over 2 miles away. I decided to turn into the gas station I worked at. While the cop was waiting to hear back and see if I had "stolen" the Vette, kidnapped my little brother, and whether there were any outstanding warrants, my boss, my dad's friend, came out and "set the story right", that I was well known as a good guy, etc. that seemed to do it, he let me off.



Blair, Larry & Tom w/Tom's 61 Vette

Nuther time #3: Blair and Tom again at a standing stop, dragging again and again out on the road next to an elementary school. Okay, it was Saturday, but a home owner was spotted coming our way with a baseball bat. We spectators jumped in the Vettes. Blair's wouldn't start! Closer 'n closer Bat Man came!! There was terror in our hearts. Engine started, our "courage returned", Bat Man got close enough to see the dirt under my finger nail that I presented to him. So, we just looked for a new street. Wasn't that the lesson to be learned?

Nuther time #4: Topanga Canyon, night time, a multi-car race to the ocean. This WAS death defying. There were wins, losses, and skids off the road. I don't remember any one going to the bottom of the canyon though. Tom drove his father's '59 Chevy BelAir V8 and we spun out. Tom never had a knack for driving, but a good friend he was and is. Later Blair (BBB) bought that '59 Bat Wing and still later I bought one (Fifty years later it's my very special award winning car "Bonnie Blue BelAir"). One night while the family was eating we got a phone call from a neighbor that someone was stealing Blair's Bat Wing BelAir. Blair and I ran out to see it moving backwards down our steep driveway. As we ran towards it, a guy jumped out and took off. Blair "thanked" him for trying to stop and save the car from rolling. I knew better, chased him, nailed him, punched him to the ground. Blair and I held him until the police carted him off, while down he muttered something about the war.

Nuther time #5: The race I remember....Riverside. I was with Blair when he went through the traps alone. On the second or third run, the flywheel let go, no injury, busted bell housing and a call to Larry Thompson to come to the rescue. He did and

pulled us with a ROPE on the freeway about 45 miles to Woodland Hills! The gang had loyalty and friendship! Except when it came to some one else's girlfriend. Yep, Pam. When Pam married turncoat Dennis aka "Dork-For-Mind" (with the '62 Fi), I was so heartsick that, along with Tom and Larry Sheldon, I joined the Navy.

Nuther time #6: My big race! I asked Blair if I could take his '58 to San Fernando Raceway and run it. He said yes, but if I broke it, I paid for it. So, with Tom in his '61 (315 hp Fi), we went on May 24, 1964. Since Tom had previously won trophies, he agreed I needed one. We worked together to seek out other Vettes in our stock class that day, taking notes on their speed runs and potential protest points without them knowing who we were. Since Tom's '60 was faster than Blair's we



Jay's '59 (left) and Blair's '58 at Tucson Corvette Club Annual Suberbash Races

"arranged" for him to beat the ones I couldn't. I would eliminate those I could. Then, when it came down to just us, he would "lift the pedal" and wallah, I would get my trophy! Well, there was one hitch, called a COBRA. Otherwise, it was just as Tom and I have planned. I remember like yesterday, side by side, going through the gears. He was on my right side, slowly pulling to a half car ahead. I began shouting...not that he could hear it! "You b___d, you s __o___b". Finally nearing the end of the quarter mile I saw the front of his Vette drop and I was across the line first (@100.33 mph-w/14.27). I remember Tom & I up in the tower arguing with the official about the Cobra. We won that argument too. And, I have the trophy in my hands today.

Blair and his Vette created a life long life style. He bought it in 1961. It was a 4 speed, Fi, 411 posi, double delete (no heater, no radio), with two tops. He paid \$1,900. It was white with a black interior. It was stolen one night at Pearce College, by another area street gang (okay, neighborhood car "enthusiasts"). It was found without Fi, 4 speed or seats. This was not a common thing, but is an example of individual racing sponsored by State Farm Insurance Company. You know, you have a friend steal parts, ie carbs, trannie, rear ends. Then go with the insurance money and buy what you needed or wanted. So Blair (who did not arrange the theft - in this case), with his insurance money, had a Chevy dealer on Ventura Boulevard replace the 1958 Fi Model 7014800R with an improved 1962 model Fi 7017320 and trannie. He had real red leather seat cushions made. While at the dealers', waiting for the trannie, someone (mechanic? janitor?) stole the new Fi. After awhile the Vette finally came home and Blair got it painted black with red cove. Since Blair was smarter than I, he drove it to UCLA for awhile and then sold it. As with ALL who sell their early Vettes, he regretted it. So much so, that 23 years later in 1988, he bought another '58 Vette. He tried to find out what happened to Vette 1. He did. The guy who bought it, promptly got into an accident, totaled it, pulled the engine and put it into a pickup, threw the rest of the car in the trash can, and then sold the pickup.



Tom's State Farm "sponsored" Fuelie Upgrade

I remember Don Voorhees, first on the block with a Vette ('57 duel quad) would pull up to us and say "Moop - Moop" real low and slow. This guy was cooler than James Dean! With all of his actions and cars, he was our "role model". The one who started it all and from 1959 to this day, he remains the "source". He got another '57 Vette, this time a Fi, then later bought a black '59 El Camino, 348 Tripower 4 speed, of course. He always had the best first.

Nuther time #7: One night Tom had borrowed the El Camino. I was riding shot gun when we got into a race (just some loser with something not quite as good). While flying down Chandler Boulevard, someone pulled out from the side street. Poor guy, he (or she, the blur), didn't realize we were in our 90+ mph zone. I thought I was going to die! Luck was with us, no one was hurt.

Shift to 1988, you know, after the "family thing" in Reno, Nevada, Blair got the nostalgia thing, bought another '58 Vette. Re-built it, yes, Fi, 4 speed, double delete, quick steering, fast clutch, 4:11 posi, etc. And I was with him at the Pomona Swap Meet when I told him I was thinking of a '55-'57 T-Bird or that great 1923 Chandler over there. He said, "I'll see you at the red light". My brain kicked in and I said, "not again", went back to Tucson and within 3 weeks, bought a '59, dual quad, 4 speed and took it to the ground to build it back up. After 5 years or so of flying to Reno and riding with BBB non-stop back to the annual Suberbash Tucson Corvette Club's event, he moved down to Tucson. We have raced our Vettes on the quarter mile, flying mile (freeway) and auto cross. We both win and lose, sometimes that includes transmissions, etc. But one time after 37 years I had my own straight axle and beat "him" in his '58 Vette and I have the picture to prove it.



Bob Bondurant and his Performance Driving School

WINTER DRIVE & BRUNCH: EL CHORRO LODGE

BY GARRY MION

On February 27th, SACC chapter members gathered for brunch at the historical El Chorro Lodge, and event organized by John Randolph, who just happened to be celebrating a birthday.



It turned out to be a beautifully cool day (remember those), with sunny skies. The food was good, and the charm of the lodge (originally built as a school in 1934) really added to the enjoyment of getting together with friends. Thanks to all who attended, including new members George & Janet Ray, and long distance members Jerry & Terri Little.



SPRING TECH SESSION: AFTERMARKET FRAMES

BY BOB CANTWELL

The April 23rd tech session was held at the home of SAC members Bob and Kathy Cantwell. The session allowed attendees to make a side by side comparison of an original 62 chassis equipped with Jim Meyer suspension, and a new chassis from Corvette Correction equipped with C4 suspension.

Bob bought his 62 in June of 2008. The original 327 had been replaced with a 70's 350, and a Jim Meyer front suspension system with coil over shocks and Mustang II rack and pinion steering and 12" disc brakes. After driving the car for a few months, Bob decided to also change to a Meyer rear suspension set up that replaced the original with a Ford 9" housing and gears, anchored with a 4 bar link system, coil over shocks and disc brakes.



After again driving the car for a few months Bob still wasn't totally happy with the ride and handling, so he decided to order a complete new chassis from Corvette Correction. The new chassis utilizes dual frame rails to eliminate the original C1 cross member, and is equipped with C4 front and rear suspension. All suspension components as well as the brakes and power steering rack are off the shelf Corvette parts so repairs and replacement should be fairly routine.



With the two chassis side by side, the Corvette Correction unit appeared to be more substantial than the original, although the replacement of the original C1 front and rear suspension systems with the Meyer units was most likely a couple hundred pounds lighter than a factory unit. The quality of the Corvette Correction chassis was excellent, all welds were nicely done and the powder

coating should make cleaning a little easier. Also the design of the new chassis sets the engine lower in the frame and provides considerably more room around the engine to accommodate headers and change spark plugs.

Bob reports the only modifications required prior to mounting the body were minor trimming of interior fender wells at the A-arms, and a small section removed from the front of the spare tire well. All mounting points lined up perfectly, and the patterns provided for the A-arm cutouts were accurate.

The body and paint work was completed by Lucky Luciano's Custom paint prior to placing it on the new chassis, and new wiring for the car as well as the electronic fuel injection was purchased from Ron Francis and installed by Bob. Bob hoped to have the car ready for Hot August Nights in Reno but didn't make it. If all the final details get taken care of, next up is the Route 66 days in Flagstaff September 10th.



REPLACING A C1 WINDSHIELD

BY GARRY EASTWOOD & JOHN MARSH

If you drive your C1 Corvette even a nominal amount, at some point in time you will need to replace your existing windshield. Scratches and rock chips tend to accumulate as your mileage increases - a simple fact of Corvette ownership. Replacing the windshield is not overly difficult if certain steps are followed.

One of the keys to a successful windshield replacement is preparation. With the windshield frame completely disassembled, inspect all the parts carefully. If you think you may be missing some parts, check one of the "exploded diagrams" that appear in the Corvette Central or Paragon parts catalogues. Check the screws to be sure they're not bent or the threads crossed or filled with dirt/rust. Also, make sure the screws "hold" within their respective holes. If they are worn, replace them. It will save you from a nightmare later. If your windshield posts need welding repair or new attachment studs, now is the time to get it done. Remove any old "dumb-dumb" or putty from the upper glass channel and the curved lower windshield support. Clean these up and re-paint them, as necessary.

It is also important to have a properly fitting gasket for the glass. Some of the gaskets currently available are too large (up to 7" too large!). This results in a poor fit and the "rippling" of the gasket along the top edge of the dash. We got our gasket from Corvette Rubber (231 357-6612; speak to [Bob](#)....) and the fit was perfect. **NOTE - If you order a gasket from Corvette Rubber, be sure to request the**



Garry and Mike checking windshield gasket location - note the mark placed on the glass to insure that the flat part of the gasket will lay slightly over the post.



Picture of lower channel and stainless trim . Show the T bolts and the anchor slots where the anchor plates will be held in place with strip calk. Channel and trim must be installed as a unit.

"special, reduced size gasket". Otherwise, you may get the "larger" size - they make both sizes.

With all the freshly prepped parts in hand and new glass, the re-assembly process would take place under the experienced hands of John Marsh and Mike Milesiewicz. It's important that you have a work bench that is large enough to hold the windshield securely yet allow you to work around the unit. Also, the bench needs padding to prevent scratching the fresh stainless and chrome.

Before starting the re-assembly, the windshield gasket needs to be "warmed" (here in AZ, that's a simple task - just put it out in the sun...) to allow it to stretch to proper size around the glass. While the gasket is warming, mark the center of the windshield with a marker. This ensures that the gasket will be centered as it is being stretched around the glass. Stretch the gasket around the glass, starting at the bottom so the flat part of the gasket will end up equally spaced on the left and right windshield posts. These points

had been previously marked, so we knew where we wanted the gasket to end up.

Now, take the metal top channel and glue the thin rubber “anti-vibration” strip into the channel. Then, with the channel held in place and centered



Picture of upper channel with thin rubber anti-vibration strip installed and the slotted holes for the anchor plate that will attach the channel to the upper windshield post.



Picture of marks on glass to insure proper location of anchor plate screw holes in lower channel

on the windshield, mark the position of the holes in each of the two top attachment nut plates on the glass with a marker. This will help in locating the correct position of these screws during reassembly.

Take the curved lower windshield channel and install the “T-bolts” in their respective slots. Hold them in an upright position by pressing plumber’s putty behind them. This also seals the slot from water coming under the lower windshield.

Header trim to windshield post fit : Right Side



Header trim fit: Left Side. As stated in article ,the header trim installation was the most challenging .There is a tool available that makes this job a lot easier.

The windshield can now be rotated

so the bottom side is up to install the lower channel. This channel and the lower stainless trim are installed as a unit. It is important that the trim is pushed all the way into the channel to ensure a good fit when the assembled windshield is mounted on the body. Make sure the anchor plates are in place and the assembly is centered.

The windshield posts are installed next. Use a mixture of soap and water in a spray bottle to help “ease” the posts over the new rubber gasket. The two screw holes in each post need to be properly aligned. **BE VERY CAREFUL IN USING AN AWL OR OTHER POINTED TOOL TO DO THIS ALIGNMENT. THE WINDSHIELD CAN BE CRACKED VERY EASILY.**

Now for the tough part – installing the upper stainless header trim. We found that by starting on the left side of the windshield and working to the right, the trim seemed to go on a bit easier.

One other helpful hint..... if you are having your posts re-chromed, tell the chrome shop that the small indentation on the top of the post needs to be preserved. This indentation allows the top stainless trim to properly “seat” when snapped over the end of the post. If too much copper/ chrome is applied during the process, the indentation will be minimized and the trim will protrude – something you will not want.

Good Luck in replacing your windshield!

2011 NATIONAL CONVENTION

BY GARRY MION



The 2011 SACC National Convention was held in Kissimmee, FL, from January 30th through Feb 1st. This followed on the heels of the NCRS Winter Regional, also held in Kissimmee, which made it quite convenient to attend both events., and one of the reasons that the 2012 convention followed so quickly after the 2010 Convention in Bowling Green, KY. It also happened that the Mecum Auction was also in town, and fortunately we got to walk around the auction on Sunday before the start of the Convention.

The Convention was hosted by the recently established Sunshine State Chapter. Wow, going from being ratified as a chapter in Bowling Green to hosting a convention themselves in less that a year—now that’s quite an accomplishment. Attendees from the Arizona Chapter also included Garry Eastwood, John Marsh, and Jerry Little (who actually lives in Washington State, is a member of the NWCSACC, and got the “furthest distance traveled” designation). In all there were about 50 registrations, totaling approximately 85 attendees, at the event. The host hotel was the Holiday Inn East Gate, which is located just across from Old Town which was the location of the NCRS Regional and two great car shows during the weekend. There was also a very large (from AZ standards) swap meet that was going on during the three days before the Convention that proved to be beneficial in finding a few new-old parts for our cars.



Monday we started out the day with a road tour out to the “Big Daddy” Don Garlits Museum of Drag Racing. One building was filled with racing history from the 60’s through the 80’s, while another building was filled with various vintage cars. The pictures you see only give you glimpse of what we saw. We left the museum to continue our road tour through the countryside on our way to the Harbor Hills



Country Club, where we had lunch and were treated with a visit from a local resident; Betty Skelton Erde. The list of accomplishments that Betty has achieved over her career is amazing (you’ll have to do a search to get all details). Betty has owned over 10 Corvettes, and in 2001 was inducted into the Corvette Hall of Fame. It was a rare opportunity to get to visit with and listen to Betty speak of her past and her association with Corvettes. After lunch, we completed our road tour back to the hotel.



Prior to publishing this newsletter, Betty passed away on Aug 31st at the age of 85.

Tuesday morning started off with a tech session. First presentation was from Mike Kokolis of Glassworks, The Hardtop Shop, followed by a presentation from Billy Dawson of Corvette Correction. If you were at our April tech session, you will remember the name Billy Dawson, as he built the frame that Member Bob Cantwell was "upgrading" to for his '61. The final presentation, and clearly a big hit with the attendees, was from Lance Miller and his Briggs Cunningham #3 1960 Corvette race car. The car has been faithfully restored to the way it was presented in Le Mans back in 1960. We all got to spend time looking over the car while Lance described the unique features of the car.



That evening was the banquet with guest speaker Lance Miller, who went through a great presentation of the history, restoration process, and trip back to Le Mans on the '60 racer we had seen earlier in the day. Just an amazing story, which involved Lances father, Chip Miller, who had tracked down the car and was in the process of restoring it before he succumbed to amyloidosis. You can read more about it at www.questdocumentary.com.



The evening concluded with the proceeds of the silent auction, \$1862, being presented to Lance Miller for the Chip Miller Charitable foundation for Amyloidosis Research.

The Convention was really well organized, from the opening reception on Sunday night to the closing Banquet on Tuesday night. Hats off to the Sunshine State Chapter for putting together a wonderful event.



2010 HOLIDAY TECH SESSION: WATER PUMPS, FUEL PUMPS, AND LEAF SPRINGS

Our holiday tech session was held on December 4th, 2010 at John Randolph's Chandler garage. It was well attended, and the nice weather (remember those cool days) allow many of the members to show in their solid axle cars.

We had four main presentations. Ron Burke of Chevy Cool was there to give us tutorial on water pumps, talking about the rebuilding process and including how to tell the originals from the "fakes." Ron will be at the 2012 National Convention for a repeat/expanded performance.



Garry Eastwood did a presentation on solid axle leaf-springs, noting some of the details on configuration, restoration, and re-assembly. Garry Mion went over fuel pumps which included a short tutorial on how they worked, some assembly issues to look out for when rebuilding them, and describing the various items in a typical rebuild kit. Bruce Dickson of Corvette Performance AZ closed out the presentations with an overview of his business and the raffle of several items Bruce brought with him from his shop (many thanks, Bruce).



As always, the attendees enjoyed a nice lunch. Thanks to all who attended and to those who brought out their cars.



IN MEMORIAM: JOHN E. KENNEDY

BY JOYCE AND MIKE MILESIEWICZ

On September 7, 2011 John E. Kennedy of Bountiful Utah passed away after battling cancer for several years. John was a long time member of the Solid Axle Corvette Club. He was a true Craftsman and Entrepreneur combining his love of Corvettes into owning and operating the *House of Customs* which he proudly ran for 53 years. His collection of original patterns, materials and equipment was like a trip down memory lane for any Corvette enthusiast.



John was legendary for creating handmade convertible tops for 53, 54 & 55 Corvettes that were works of art. In order to insure his tops were installed perfectly he would often travel to the customer's location to personally install the top on site. It is an honor to have a handmade Kennedy top on your beloved Corvette.

Those who had the opportunity to meet John socially or at a judging event know how passionate he was about his craft and what a true Gentleman he was. His kindness and soft spoken modesty made it an honor to consider him a Friend.

John, you will be truly missed by all.

