



The Flag Bearer

A Publication of the Southeast Chapter of the NCRS
(National Corvette Restorers Society)
April Issue, Spring 2020

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Chairman's Report

As you know , the officers made the difficult decision to cancel our Spring Meet at Corvette Expo. A few days later the Corvette Expo event was postponed until May. We made that decision based on the information at the time and our concerns for the well-being of our membership. Each day seems to confirm that decision was correct as we face a new danger and new world. I pray that we all take these precautions seriously and do what we can and when this crisis passes, which it will, you and yours are healthy as life returns to normal.

I forwarded a letter from Mike Ingham which indicated chapters will make their own decisions as to canceling Chapter and Regional Meets and events.

I have also been notified our chapter earned Top Flight Chapter Honors for last year (2019). There will be no Top Flight Chapter Awards for this year due to the virus and cancellation of events.

Please keep everyone in your thoughts and prayers and take good care of yourselves and your families. The immediate future will be a trying time but we will get through it.
Be Well.

Thank you,

Tom Beuglas

beuglast@gmail.com

Vice Chairman's Report

No report this quarter – we will have a report beginning next issue.

Don Mason
Vice Chairman
donaldmason@bellsouth.net

Region IV Director's Report

We are almost past the winter blues. The weather here in Kentucky has been only rain, light snow, and bleak cold windy days. We attended the Cincinnati Chapter Christmas party with no charge for Chapter members. The Queen City Chapter produces an annual "swap meet" located at their sponsor Columbia Chevrolet. They sell booth spaces in the service department for Sunday. They offer hamburgers, brats, drinks, cookies etc. and raise several thousand dollars for charities and meals at monthly meetings. We also attended a Judging School at Ray Skillman's Classic Cars facility in Greenwood Indiana. The event was organized by the Indiana Chapter. His extensive collection of Corvettes from 1954 to 2000. We put three cars on the lifts- 1960, 1958, 1964. We used the Judging Sheets as a guide. We were treated to Lunch by Skillman's.

Hope to see everyone at the next event.

Any questions or concerns
Please call 502-905-3942

John C. Ballard
C1, C2, C3 Corvette Specialist / NCRS and Bloomington Gold Judge
johncballard40@gmail.com

Secretary/Membership Manager's Report

From the Desk of Janice Mason, SE Chapter Secretary/Membership Manager

I am happy to report five new members to our chapter since the last edition of the Flagbearer. Please join me in welcoming:

66690 David Bunch, Charleston SC
59307 Paul & Barbara Schwack, LeCanto FL
65824 Jacob Morgan, Kennesaw GA
66908 Karl Heinzelman, Roswell GA
62369 Steve Hudgins, Gainesville GA

As of March 31, 2020, we have a total membership of 86 members.

I continue to get reports from the NCRS on new members who have joined the NCRS National and who live in our region. Hopefully follow-up with these contacts will continue to result in adding new members to our Chapter.

Dues help to ensure the Chapter's continued success in fulfilling its purpose of preservation, restoration, and enjoyment of early Corvettes and to conduct meetings, tours, and programs of any sort relating to the development and history of Corvettes.

Dues may be paid on line at NCRS.org, services, renewal membership, or by mail to the address below. Chapter dues are \$30 per year. I am attempting to send out dues notices on a monthly basis. However, you may contact me at any time if you are unsure about the status of your dues.

I look forward to seeing many of you at our next meet.

Janice Mason
318 Peeksville Road, Locust Grove GA 30248
sencrs@outlook.com

Note: I no longer have a home landline, so please use my cell to contact me directly -770-757-5677.

Any correspondence to the Southeast Chapter should be emailed to:

SENCRS@Outlook.com

Treasurer's Report

Treasurer's Report

Beginning Balance	March 1, 2020	\$15,055.61
Income	Chapter Events	\$0.00
	Membership Dues	\$210.00
	Interest	\$0.11
<hr/>		
Total Income		\$210.11
<hr/>		
Expenses	Chapter Events	\$0.00
	Judging Material Expenses	\$0.00
	Newsletter Expenses	\$0.00
	Charitable Donations	\$0.00
	Paypal Fees	\$0.00
	Withdraws - Misc Expenses	\$1,995.32
	Bank Service Charges	\$4.00
	Christmas Event	\$0.00
<hr/>		
Total Expenses		\$1,999.32
<hr/>		
Ending Balance	March 31, 2020	\$13,266.40
<hr/>		

Judging Chairman's Report

Since our SE Spring Meet in Pigeon Forge was canceled in accordance with CDC Covid-19 guidelines and there's no judging results to report, Jim Krakau, our new Flag Bearer editor, and I have agreed to use this space to share some interesting photos of Corvette vehicles and placards that I took on my recent visit to the Concours de Elegance at Amelia Island. Chevrolet presented a magnificent display of the new mid-engine 2020 C-8s, the new C8R race car as well as all of the mid-engine Corvette prototypes, dating back over 60 years.

Normally most of us wouldn't take the time to read and look at all the detail, but during this unprecedented time, I think most of us are eager to read any and all Corvette hobby-related materials that come our way. Hope you enjoy these photos as much as I enjoyed taking them.



THE AMELIA ISLAND CONCOURS d'ELEGANCE



1960 Chevrolet

CERV I

General Motors Heritage Collection Detroit, MI

Corvette engineer Zora Arkus-Duntov developed the CERV (Chevrolet Experimental Research Vehicle) as a platform to develop and refine Chevrolet body, chassis and suspension systems. An open-wheeled vehicle with a single seat, the fiberglass body designed by Larry Shinoda in the clandestine "Studio X" weighed only 80 pounds. CERV I was originally powered by a special lightweight version of Chevrolet's fuel-injected 283 cubic inch V8 that developed 350 horsepower and weighed only 350 pounds through the use of aluminum and magnesium components. An impressive power to weight ratio rarely achieved even in high performance aircraft at the time. CERV I debuted to much fanfare in November 1960 during the United States Grand Prix at Riverside, California. During its active life, CERV I was powered by no less than seven different engines, the last of which was the 377 cubic inch Grand Sport V8.



People's Choice Number

414





THE AMELIA ISLAND CONCOURS D'ELEGANCE



1964 Chevrolet CERV II
General Motors Heritage Collection Detroit, MI

CERV II was created by Corvette engineer Zora Arkus-Duntov to best the competition at LeMans and Sebring. It was built on a monocoque chassis that featured four-wheel drive and an experimental automatic transmission. With torque converters in the front and rear, CERV II employed the first ever mid-engine four-wheel-drive system, for which Duntov held the patent. The body was designed by Larry Shinoda and Tony Lapine in the GM Design's clandestine Studio X. CERV II was originally powered by a 500 horsepower Corvette Grand Sport V8 that resulted in a top speed of 210 mph and a 0-60 time of 2.8 seconds. Ultimately, the program stalled when Chevrolet leadership abandoned its plans to compete at LeMans in 1964. CERV II was never shown publicly during its active life and retired in the late 1960s as a low-profile engineering test vehicle powered by Chevrolet's now famous ZL-1 all-aluminum 427 cubic inch engine.



People's Choice Number

417





THE AMELIA ISLAND CONCOURS d'ELEGANCE



1964 Chevrolet
Rare Wheels Collection

Corvette XP-819
Windermere, FL

Designed in the mid-sixties the XP-819 was a concept car to test the feasibility of a V8-powered rear engine Corvette. Engineer Frank Winchell claimed after experience with the Corvair program that it was possible and practical to mount a Chevy V8 behind the rear axle producing a balanced performance car. Corvette chief Zora Duntov disagreed. The XP-819 was to be proof of the concept. After the original design was rejected by Duntov a clean and very Sting Ray-like body was designed by famous stylist Larry Shinoda. Just two months later XP-819 was on GM's test track. Duntov was proven correct when it crashed during a high-speed lane change test conducted on a wet track. The frame was cut in half and banished to Smokey Yunick's "Best Damn Garage in Town" in Daytona Beach, FL. Years later it was purchased in pieces by a collector who created a "streetable" one-off Corvette. The car was rebuilt and is now part of the Rare Wheels Collection.



People's Choice Number

373





THE AMELIA ISLAND CONCOURS d'ELEGANCE



1968 Chevrolet

Astro II

General Motors Heritage Collection Detroit, MI

As far back as the 1960's Arkus Duntov was convinced that mid-engine was the only way to go for Corvette to compete effectively in styling, image and performance against the top European sports cars. He relentlessly lobbied Chevrolet and GM management for approval to bring a mid-engine Corvette to production introducing several prototypes to no avail. The Astro II was part of a mid-engine Corvette program for model year 1970. Codenamed XP-880 (Experimental Prototype), design was tasked to Larry Shinoda's Chevy 3 Studio and designers George Hubbach, Randy Wittine and Allen Young. Their proposal was conceived to comfortably carry two passengers and their cargo with the engine and radiator placed in the rear of the vehicle freeing the front compartment for storage. Chevrolet R&D under the direction of Frank Winchell provided the mechanicals. Built with as many off-the-shelf parts as possible, the car was powered by a liquid-cooled version of Chevrolet's 390 hp Mark IV big block engine. Sporting the Firefront Blue paint desired by Bill Mitchell and Chevrolet General Manager Pete Estes, the Astro II debuted to the public at the 1968 New York Auto Show.



THE AMELIA ISLAND CONCOURS d'ELEGANCE



1972 Chevrolet Reynolds Aluminum Corvette
General Motors Heritage Collection Detroit, MI

Originally known as XP-895, the Reynolds Aluminum Corvette was designed by Henry Haga and Allen Young as a mid-engine Corvette for the 1970s. Fitted to a chassis supplied by Zora Arkus-Duntov, their new design featured rounded coupe lines, conventional doors, pronounced air-scoops on the front deck, hidden headlamps and detailing which rivaled that of a production car. The interior was sumptuously fitted with high-backed bucket seats and a padded cowl over the instrument panel. Completed in 1972 and originally clad in steel, the car was significantly heavier than a production Corvette. To lighten the vehicle, Chevrolet entered into an agreement with Reynolds Metal Company to fabricate a new aluminum body. Although widely used in powertrain components, aluminum had not been seriously considered as a body material. The body delivered by Reynolds reduced weight by almost 40 percent. The "Reynolds Aluminum Corvette" was introduced publicly in 1974 and touted as "an important milestone in the application of aluminum in auto-body construction."



People's Choice Number

419





THE
AMELIA ISLAND
CONCOURS
d'ELEGANCE



1973 Chevrolet Aerovette
General Motors Heritage Collection Detroit, MI

The mid-engine Aerovette began life as a showcase for the GM Rotary Combustion Engine (GMRC) built on a chassis constructed by Zora Arkus-Duntov's team at the Chevrolet Engineering Center. GM Design Vice President Bill Mitchell instructed Henry Haga and his assistant Jerry Palmer to design a sports car body with a teardrop shape that recalled the sleek lines and tapered tails of the 1930s Mercedes-Benz record-breaking race cars. The car debuted at the Paris Automobile Show in October 1973 as the Corvette 4-Rotor alongside its two-rotor sibling. It featured sterling silver paint, silver leather interior, a digital display and bi-fold doors. It was powered by an experimental version of the GMRC developing 350 hp. After the rotary program was cancelled, Bill Mitchell had the engine replaced with a small-block Chevrolet V8. It was then christened "Aerovette", a name credited to GM designer Chuck Jordan.



People's Choice Number

422





THE AMELIA ISLAND CONCOURS D'ELEGANCE



1973 Chevrolet

Corvette XP-987 GT

National Corvette Museum

Bowling Green, KY

Corvette XP-987 GT was one of two mid-engine Corvette prototypes designed by General Motors Styling Division to promote the smooth and high revving Wankel Rotary engine. It was intended to power some GM passenger cars from 1974, so both cars were shown at worldwide auto shows from September 1973 to April 1974. Unfortunately, the rotary engine proved to be both thirsty and polluting compared to conventional piston-in cylinder engines so the simultaneous gasoline shortage and strict Federal emission legislation sealed its fate. After the last show appearance in Europe it lost the rotary engine and was sealed in a plywood case and stored at the British GM Division Vauxhall Motors Design Centre in Bedford, England. Scheduled to be crushed in 1983, it was rescued by an English Corvette author with the assistance of then GM Head of Design, Chuck Jordan. It was displayed in Kent, England before finding its way to the States.



People's Choice Number

367





THE AMELIA ISLAND CONCOURS d'ELEGANCE



1986 Chevrolet

Corvette Indy

General Motors Heritage Collection Detroit, MI

The Corvette Indy was conceived by Tom Peters under the guidance of studio head Jerry Palmer and executive champion Chuck Jordan. A sleek and soul-stirring design with a sleek body that flowed into a transparent roof and featured huge side scoops that provided engine cooling, the Corvette Indy carried the banner for mid-engine Corvette in the 1980s as it pushed the boundaries of the brand's traditional styling. The car took its name from its power plant, the 2.65-liter DOHC Indy V8 developed for IndyCar racing. The car was packed with advanced technology such as drive-by-wire controls, four-wheel drive, four-wheel steering, traction control, active suspension and anti-lock brakes. The cockpit contained three CRT displays which substituted for mirrors, and delivered vehicle dynamics as well as navigational and operational information. The Corvette Indy debuted at NAIAS in 1986 and was updated with an LT-5 ZR-1 engine in 1988.

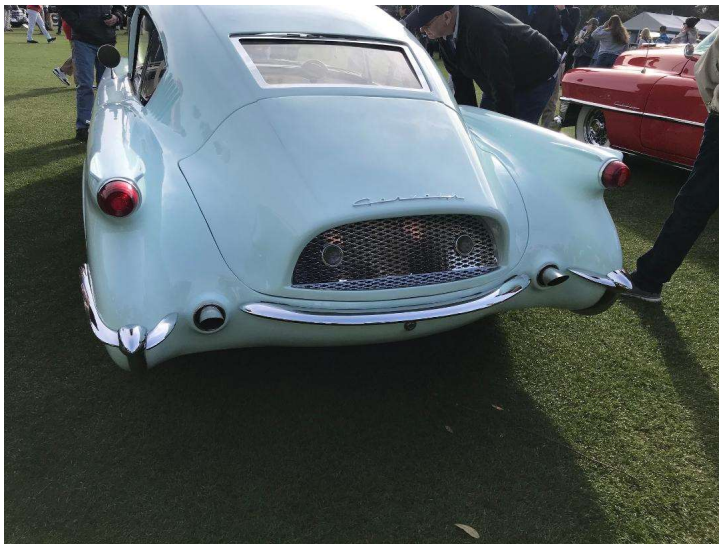


People's Choice Number

423







**THE
AMELIA ISLAND
CONCOURS
d'ELEGANCE**

25th
AMELIA ISLAND
CONCOURS d'ELEGANCE

1954 Chevrolet
Ken Lingenfelter - The Lingenfelter Collection

Corvair
Brighton, MI

During the 1950's, General Motors sponsored a traveling exhibition, the GM Motorama. The main attractions were the dream or concept cars and the new production models. One of the stars of the 1954 GM Motorama was a Chevrolet Corvair, a name derived from "Corvette" and "Bel Air." It was essentially a Corvette fitted with a fastback roof sweeping back into a "jet exhaust-type opening." Other details included a new ventilation system and exhaust vents located on the C-pillars. Engine compartment heat was vented through chromed, slotted vents in the hood. The "jet exhaust opening" at rear was fitted with the license plate mounting, a license plate lamp and backup lamps, and was filled with a bright metal plate with 270 Chevrolet bow-tie emblems cut into it. The Corvair's rear styling was a styling update for the 1955 Corvette. The display car is an exact recreation of that car.

People's Choice Number
312

Meguiar's





Thank you, Jim, for making space in this newsletter—and a big thank you for your eagerness to take over this important job for our Chapter. Tori left some “big shoes” to fill.

Rich Mauser
SE NCRS Judging Chairman
rjmauser@bellsouth.net
407-230-2303

As always, please feel free to contact me with any judging questions or concerns.

Museum Ambassador's Report

You all probably know the sad news by now that given the current spread of the COVID-19 virus, the National Corvette Museum has been closed to the public since March 18, 2020 and will remain closed until further notice, even though no one in the museum or the community has been diagnosed with the virus. The Museum was in fact closed by executive order of the Governor of the state of Kentucky. NCM sponsored events for March, April and early May have been rescheduled or postponed.

Even though the NCM is closed, all work has not stopped. RC8 Museum Deliveries will continue for those purchasing museum delivery on their order forms. Also upgrade work on several museum exhibits will continue during the closure. The Corvette Café will continue to be available thru Uber Eats for carry-out only.

The very popular Corvette Raffles will also continue with three raffles scheduled for the month of April. The first of which is a "BYO" (build your own) Corvette or \$60,000.00 in cash that is scheduled for April 24, 2020. Tickets are limited to 1500 sales and the price is \$250.00 per ticket.

The next raffle is the very next day, April 25, 2020 when a Black 2020 Corvette Coupe will be raffled off. Ticket sales are unlimited as the ticket price is only \$20.00 per ticket. Many of you will realize that these dates correspond with the NCM Bash that is usually held at this time, but will not be held this year, at least not in April.

The third April Raffle will be held on April 30, 2020 when a 2020 Torch Red Coupe will be raffled off. Ticket sales are limited to 1,500 and the ticket price is \$150.00 each.

Across the street at the Motorsports Park all events have been cancelled until April 22 at this time. The situation will be re-evaluated as the 22nd approaches to see if the closure should be extended.

A shorter report this quarter given the current state of the health alert. Lets all be very diligent, listen to our leaders, practice social distancing and good hygiene so we can return to the things we like to do sooner than later...

Don Mason
Museum Ambassador

Editor's Comments

Hi Everyone,

Thanks to all who contributed to this quarterly newsletter. Please feel free to send me articles of interest and/or pictures you would like to have posted in the next issue...and as always, your fellow members want to see your **Technical Articles** ...*they can be as simple as useful tips!*

If you'd like to **Buy, Sell, Trade or Advertise**, please email information to me. This is our newsletter and I welcome any and all feedback. With your help, I want to make this newsletter a great asset for communication and information useful to our Chapter!

For any Facebook followers, please check out our chapters Facebook page at:
<https://www.facebook.com/NCRSSEC?ref=profile>

Please add your own posts, pictures and comments. There is limited activity on the page now, but with your participation, we can make it better.

Many thanks,
Jim Krakau
jkrakau@ymail.com

National Corvette Restorers Society
www.ncrs.org

National Corvette Museum
www.corvettemuseum.com

Southeast Chapter NCRS
www.ncrs.org/sechapter

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National Corvette Restorers Society –
Southeast Chapter



NCRS
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The National Corvette Restorers Society
Has created a new website
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NCRS Members
visit
<https://www.ncrs.org>
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NCRS registered marks used in the Southeast Chapter Flag Bearer include NCRS Founders Award ®; NCRS Judge Award ®; NCRS Performance Verification Award ®; NCRS Flight Award ®; and NCRS Sportsman Award ®. These are registered with the United States Department of Commerce and Trademark Office. The NCRS American Heritage Awards application is pending.

Member's Awards & Recognitions

A great way to escape the rain in Georgia this February was to attend the 42nd annual Florida Winter Regional held February 19-22 at the Sun 'n Fun Aerospace Expo in Lakeland. This year's event was held in conjunction with the Carlisle Winter AutoFest. The Florida Chapter hosted the NCRS portion and registered 320 attendees along with 55 cars.

Our Southeast Chapter had a large contingent with a total of 5 cars and 10 members making the trip. Following are details:

Dave Landis	1 car, top flight, 1965
Dennis Lombardo	1 car, top flight, 1993
Steve Heck	1 car sportsman, 2009
Bob Kinstrey	1 car sportsman, 2018 GS
Brian McIntyre	1 car sportsman, 2019 GS
John Ballard	
Jim Krakau	
Rich Mauser	
Jeff Meadows	
Russ Robbins	

8 of the above chapter members participated as judges.



Dave Landis



Dennis Lombardo



Steve Heck



Bob Kinstrey



Brian McIntyre

We would like to recognize our members who have been honored at a **Regional or National**; to include Flight Award, PV Award, Master Judge Award, Club Award, etc.

- ❖ **Please forward this information to Jim Krakau (Newsletter Editor) at jkrakau@ymail.com so I can put it in our next quarterly newsletter.**

NCRS 2020 Calendar of Events

DATE	EVENT	LOCATION
August 20-22	Northwest Regional	Redmond, OR
October (TBD)	SE Chapter Meet (Vintage Corvettes)*	Summerville, GA
October 22-24	Texas Lone Star Regional	Frisco, TX

* Southeast Chapter Meet

NCRS 2021 Calendar of Events

DATE	EVENT	LOCATION
July 18-22	NATIONAL CONVENTION	Palm Springs, CA

NCRS 2022 Calendar of Events

DATE	EVENT	LOCATION
TBD	NATIONAL CONVENTION	Mobile, AL

You can also check out the online calendar of events for updates at www.NCRS.org/services/coming-events.php

2020 NCRS Southeast Chapter Officers

Chairman	Tom Beuglas	404-456-3711	beuglast@bellsouth.net
Vice Chairman	Donald Mason	770-954-9738	donaldlmason@bellsouth.net
Secretary/Membership Mgr.	Janice Mason	770-757-5677	SENCRS@outlook.com
Treasurer	Richard Guthrie	770-329-2212	guthrierl@gmail.com
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Flag Bearer Editor	Jim Krakau	404-983-7333	jkrakau@ymail.com
Region IV Director	John Ballard	502-905-3942	johncballard40@gmail.com

Any correspondence to the Southeast Chapter should be sent to:

SENCRS@Outlook.com

Member Stories

Corvette Trifecta

Written by:
Ron Hazzard
NCRS member #39250

The year was 1966. The place was Peoria Illinois. The people involved were Jim, Mike and Ron. All three of these high school buddies and long-time friends had graduated high school in 1961. Jim followed in his father's footsteps and went to work for Keystone Steel & Wire Co. in Peoria. Mike and Ron had gone on to college and graduated together in 1966. Then both accepted engineering positions with Westinghouse Airbrake Co. (WABCO)...formally known as Letourneau Westinghouse. It was later that year when several strange things took place.

Ron, who was currently driving a 1956 Chevy 2dr hardtop, went to his cousin Jerry Huffman at Huffman Chevrolet in Farmington Illinois and inquired about trading in his 1956 Chevy on a new car...kind of a college graduation present to himself. After some debate on what he could afford, having just graduated college, Ron decided to have Jerry order a 1967 Corvette. With much financial consideration, the Corvette was specked out as a Lynndale Blue coupe with L79 engine, power brakes AM/FM radio, but not many other options. Ron took delivery of his new Corvette on December 23, 1966. It turned out to be a Christmas present as well as a college graduation present. Of course Ron had to immediately brag to his buddies Jim and Mike about his new possession. This is where the strange stuff starts to happen. When talking to Mike, Ron is informed that he too had ordered a new 1967 Corvette and that it had been delivered a day earlier. Mike's car would be a Marlboro Maroon coupe with L79 engine and side exhaust. Other options were just about the same as Ron's. So while this was exciting news to Ron, it was also somewhat of a downer in that he lost some of his bragging rights. OK, no problem, let's move on to Jim and get some real bragging going. "Hey Jim guess what Mike and I are driving, we both just took delivery of new 1967 Corvettes". You should have seen the look on Jim's face. The first thing out of his mouth was "you've got to be kidding!" And, of course my first thought was "gotcha". But then, Jim goes on to tell us both that he too has a 1967 Corvette on order and it was scheduled to be delivered in mid-January 1967. Jim's would be a Marlboro Maroon convertible with L79 engine and side exhaust.

The irony is that all three Corvettes were ordered from different local dealers and none of the three buddies and close friends had informed the others about their plans to purchase new Corvettes.

And now the rest of the story:

Ron was drafted in February 1967, spent 2 months basic training at Fort Knox and then 2 years at Picatinny Arsenal in Dover, NJ, where he used his mechanical engineering degree to develop munitions for the Vietnam War. He was also able to have his corvette with him during his 2 year stay. Since Ron had done some drag racing with his brother and cousin during his college days, he continued this passion while in the service. He competed at both Island Dragway and Englishtown, NJ with his 1967 Corvette where he was undefeated in showroom stock classes, defeating the then class record holder from Youngstown, OH at Englishtown with a run of 13.92 sec. (just .07 off the national record). Ron eventually went to work as a design and development engineer in Detroit, before retiring in 1999 and moving to Georgia. Not having the time while working in Michigan, Ron

completed a complete restoration of his Corvette in 2005, including rebuilds of the engine, transmission and rear axle. To this day, the interior is completely unrestored original. Mike, on the other hand, sold his 1967 Corvette in 1979. Since then he has owned a '79, '86, '92, '96, '00 & '07 and recently purchased a '17. In February 2017 he responded to a Driveline ad and was able to reunite with his 1967 Corvette, which was then in Westland, Michigan. The car is now back in the Peoria, IL area having had a frame-off restored by its' previous owner and is driven weekly for exercise...weather permitting. Mike now claims "book end" status having both a 1967 and a 2017 Corvette and having driven Corvettes for 50 years. Mike will be participating in the 2020 southeast road tour with his 2017 model. Oh, I must also mention that Ron purchased Mike's 2000 Dark Bowling Green Corvette. This 2000 Corvette participated in 4 road tours when Mike was the owner and Ron with his wife Maggie will be participating in their 7th road tour with this car in 2020. And now to Jim, who did not attend college, but followed in his father's foot-steps and spent a long and successful career at Keystone Steel & Wire in Peoria. Jim, like Ron and Mike, is now retired, but still owns his original 1967 Corvette. Unlike the Corvettes of Ron & Mike, Jim's Corvette is completely unrestored with less than 24,500 original miles. While Jim still drives his car occasionally, it is unlikely you will see it outside his garage on even a cloudy day. Jim and his wife Kathy have 3 other classics, a 1967 Camaro, which belonged to Kathy before she and Jim were married, a 1975 Monte Carlo and a 1978 Impala that Jim's dad bought new, all of which are original and receive very special treatment. His Corvette is perfect and was used to confirm originality during early Bloomington Gold events. The Corvette was judged one time and Jim vows not to repeat the experience. His car was brand new at the time, with only a few 1000 miles, and was downgraded in several areas by inexperienced judges. Neither Mike nor Ron has had their cars judged, but Ron did use the judging manual extensively to restore his car to NCRS Top Flight standards. OK there you have it. Three buddies through high school who bought 1967 Corvettes from different dealers in the Peoria, IL area, didn't tell each other they were doing so and each one still has their original Corvette to this day.



Ron's



Mike's



Jim's

Please share your own Corvette story for a future newsletter.

Technical Articles & Tips

Backup Camera Installation

Submitted by:

Steven Heck - NCRS #47456

sheck327@gmail.com



.....

It all started last summer when I decided to replace my 140,000 mile C5 with a newer C6. I had been searching the internet for months not really in a hurry. One morning I saw exactly what I was looking for. Color was important, since I was coming from Millennium Yellow and Black something a little more subdued felt better.

This C6 was a 2009 Cyber Grey with light grey interior. I only had a couple other must haves, one being heads-up and the other navigation. This car had them both but with a twist. The owner had replaced the factory navigation unit with a Panasonic head unit which included blue tooth, touch screen and Apple Car Play. (He saved the original nav unit in case he ever wanted to revert back to stock). Fast forward a few months. I had really been enjoying the car and especially like the upgraded radio. I liked the reverse camera since it was nearly identical to the other newer GM cars we were driving. Having said that one day when I shifted into reverse the camera failed to come on leaving me with just a black screen in place of the rear view with the colorful lines. It did work at times over the next few weeks before completely failing. I thought maybe I would be ok with no reverse camera but I soon found I had really become used to it.

I started doing research on the internet on camera failures and how the system was driven by the radio. I had already figured out that it was probably hard wired from the radio to the rear tail panel and this was confirmed by numerous you-tube videos. I also noted there should be a connector in the cable at the rear by the camera. Ok now I need to disassemble the rear interior and do some hands on research. To remove your rear interior trim just note the retainers on the rear trim panel. The 2 brackets that hold the hard top are retained by screws. The rest of the interior rear and side trim is more of a wedge fit and will bend with a little pressure. I did not find it necessary to remove the side trim completely only to untuck it from under the upper lip of the 1/4 panel. The factory harness runs at



this upper edge just behind to trim so you should have plenty of room to do your diagnosis. Upon gaining access to the harness I found no such camera connector.

I went back to you-tube to try and figure out my next move. One suggestion was to reprogram the camera side of the radio but that did not change anything. I did find a video that showed 4 different kinds of cameras and cables which seemed to confirm the universal fit scenario. The camera cable connector to the radio seemed to be all the same. Also during this video the presenter stated that some Panasonic units had 1 piece cables with no connector and the cameras would need to be replaced as a complete assembly. That being said I ventured onto eBay and purchased a universal camera with sufficient cable length to reach the rear of the car. These were readily available at very low costs. Since I felt the Radio removal would be the most difficult or at least tedious I did a quick video to confirm mounting screw location.

You will need to start by opening the console door and removing it. Be careful the 4 torx screws that retain it to the hinge are easy to strip. Lay the lid off to the side and now remove the two 10 mm nuts at the rear of the console base. You will see they have a plastic trim covering the nuts. A small pick tool should easily pop these off exposing the nuts. You also have 2 screws at the front of the console box next to the accessory plug. They also have trim covers to remove which will expose the screws. You will also need to remove the passenger side console trim referred to as the "hockey puck" Use a gentle downward motion to release it from the dash where 2 clips hold it in next to the glove box door.



Now you are ready to start the console trim removal process. If you have an automatic this becomes very straight forward, just gently lift the console trim starting at the rear. It will come out around the shifter. The console is only tabbed in around the radio so a gentle pulling motion to the rear with light pressure should work. If you have a manual transmission then you should find the shift boot is retained to the console trim and must be released from the shifter by removing the shift knob. The shift boot will now

stay with the console.

When removing the console trim you will find switches and connectors that will need to be released from the behind the trim. Heated seat switches (if so equipped), accessory plug the 4-way flasher and any other optioned switches. These are all "push and release" connectors so again just take your time. Now you can set the console trim aside. You will probably want to remove the climate control unit which has 2 mounting screws. Let this fall back onto the tunnel. I would recommend using a towel or cushion to protect the control unit and the radio. You should not have to unplug the control unit as there should be enough harness to allow you to move it out of your way. If this isn't the case remember connectors are push and release style and it can easily be removed. By addressing the climate control unit it will afford you more room to move the radio around after you remove the 4 screws which retain it to the dash. This should help protect the radio from damage.

Now locate the RCA type cable, noting each radio could be different with different colors or names for the camera output connector. I found the cable connector at the middle driver's side of the back of the radio. I plugged in the new camera cable and decided to do a test run before I put things back together just in case there were other problems. If this went well I would need to route the new cable under the dash while working my way back to the rear of the car.



Note: Be sure to ground the camera head during the test, I neglected this and found no operation at first. After my successful test run I proceeded to run the new cable, removing the old one in sections by cutting while rerouting.

The original camera was mounted above the license plate and removing the inner tail lights gave me room to get my hands in the closeout area between the bumper and the interior. The previous installer had drilled a hole in the lower interior panel to run the cable through. Good location but no grommet or seal to keep the weather out. I added a grommet and some insulated sealing tape to help ensure no water or dirt could get into the interior. The old cable routing seemed kinked so I modified the routing and finished the rear installation. I had also noted comments warning about kinking the video cable when routing it to the rear so beware of this when installing your new cable.



Reinstall your interior items and enjoy. The new camera operation is flawless and definitely worth the time as a DIY project.

C6 owners with NAVIGATION - - CLOCK FIX

TheCorvetteMechanic.com

<https://www.thecorvettemechanic.com/forum/showthread.php?5555-C6-Navigation-fix-for-a>

We all know the issues with the C6 clocks going blank. Here is the fix from Corvette engineering

Click the link below and download the file.

https://tis2web.akamai.gm.com/radio/..._05_10_fix.zip

UNZIP THE FILE BEFORE you Burn the LOADING.KWL to a BLANK CD-R. Once this disc is completely burned and finished, go to your Corvette

#1 Make sure the vehicle is outside for GPS reception and the engine is running.

#2 On the radio display, press the Open/Close Faceplate Key

#3 Eject the map disc by pressing DVD Map Database Eject Key.

#4 Insert the Software Update Disc in the DVD Map Database Slot

The update will start automatically. You will see a progress bar on the screen. The update takes about 2 minutes. The vehicle logo will be seen once the update is completed.

Once you see the Corvette logo, remove the update disc and REINSTALL YOUR MAP DISC!

Technical service bulletin 16-NA-262 has been updated as of Nov 15, 2019 with the Corvette service procedure if you would like to have your dealership reference the GM document.

THIS IS NOT A MAP UPDATE< THIS IS ONLY FOR YOUR CLOCK BEING BLANK!

Classified Ads

CARS FOR SALE

1961 Corvette - Super nice older restoration with original 283/239 motor, 4 speed, radio, heater and washers. Excellent body and base coat clear coat paint. Red with white coves and red interior. Original motor built and ready to go in the car. Currently in the car is a built 327, '62 Corvette motor with 58 - 60 fuel injection. Runs and drives great. Very original car that could top flight with the original motor in place. **\$75,000**

1973 Corvette Coupe Project Car - car is apart and the frame has been restored with new lines, offset t-arms, tube control arms, coil over shocks and big brakes. There is no motor or transmission and the former owner had planned to build a restomod. All of the rest of the car, including the original suspension, is there with no body modifications. Can be rebuilt to stock or go wild. Have GA title and trim and VIN tags. **\$10,000**
Contact: Tom Beuglas (404) 456-3711 or e-mail beuglast@bellsouth.net

2001 Corvette Convertible - Pewter Metallic/Gray Interior/ Black Top, 1 owner, 114,000 miles, 6-speed, loaded with options including magnesium wheels. Fresh 4-wheel alignment & 4 new shocks. Looks, runs and drives great. Complete service records available, everything works! Gets 30 mpg on the hwy. Garaged since new. Pics available upon request. **\$14,000**

1993 Corvette 40th Anniversary (Ruby Red) Coupe - 6-speed, removable targa top, Excellent paint and interior new A/C compressor, looks, drives and runs great, garage kept, gets 28 mpg on the hwy. 54,000 miles. Pics available upon request. **\$18,000**

Contact: Don or Janice Mason sencrs@outlook.com

FOR SALE – Parts &

Five (5) BF Goodrich bias ply tires, size 7.75-15 with narrow whitewalls. Used only for NCRS judging on my 1965 car. I also have five 15" x 5.5" steel wheels that are correct for 1965-1966. Call for pricing.

Contact: Dr. Russ Atchley (404) 550-0640 or email weski@mindspring.com

1964 Starter 1107320 Date Code 3 K 29 (October 29, 1963) \$75.00

Contact: Stephen H. Byrd (865) 250-1968 or email bunkybyrd@gmail.com

1996 Pace Trailer – 8'x24' Shadow. Brake box, custom cabinets, wench, drop down door in the rear, door with step on the right side & custom door on the left side for easy exit from your car. \$4000

Contact: Toni Sams (770) 354-5791 cell or (706) 647-2435 home

Complete 2.5 inch chambered exhaust system for midyear, 5 excellent repo narrow white wall tires, caps, and wheels for 1965 - used once for judging.

1968 wheels; water pump 3782609 1961-63 core; hubcaps 1963, 1964, 1966, PO2; 1971 original spare Firestone wide oval w/ dealer sales albums 1975, 1976, 1977, 1978; alternators 1100628 3B4, 1100693 5G30, 6J20; Holley Carbs: 1966 427/425 33886101 Core, 1965 327/365 #3849804 Reissue no date, 1966 327/300 – 350 h.p. #3884505 Service Replacement; 1963 WCFB #3826005 1963 original windshield; 1963 -1967 replacement windshield; 3 1966 restored and dated 390HP Holley carbs; set of 5 1967 rally wheels; Original 1971 white letter spare tire and wheel; 3 1965 - 1966 power brake master cylinders – restored; sets of hubcaps 1963, 1964, 1966, PO2; 1967 trim rings – restored.

Contact: Tom Beuglas (404) 456-3711 or email beuglast@bellsouth.net

WANTED – Parts & Items

Three step oil pan for 1960 245HP

Contact: Richard Brodeur NCRS #4779 (615) 430-4019 or email Rickb1873@aol.com

1965 spinners for hubcaps
1965 Fuel Injection Air Cleaner that needs restoring. Any condition is considered.
Original 1965 Corvette front grille
2 Original or NOS 1965 Corvette hubcap spinners

Contact: Stephen H. Byrd (865) 250-1968 or email bunkybyrd@gmail.com

WANTED – Corvette

This is Peter Guntermann, NCRS member #63597. I hope you can help me with my search for my next Corvette.
I want to add a 1970 BB convertible to my collection.

Presently I own:

- 67 L79 Coupe 2 Top Flights 1 of 34 built with L79, K19, C60, M20 and N40
- 71 454 convertible only ever in Germany by NCRS judged Corvette, done by the Dutch chapter in 2018 (2nd Flight)
- 72 SB Coupe with DUNTOV award and less than 33k miles (page 205 "Corvette Sports Car Superstar")
- 82 Coupe with Bloomington Gold (less than 19k miles) my "daily driver"

Now I am looking for a 1970, 454 Convertible (might consider LT-1) in mint to excellent condition, must have are:

- 4 speed
- Power steering
- Power brakes

TOP Flight and known history would be fantastic

Looking forward to hearing from you,

Peter Guntermann
Ingendorfer Str. 55
50259 Pulheim
GERMANY
Cell: 0049 172 2898 741 or peter_guntermann@web.de

S p o n s o r s



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Greg Rush
 CEO



HISTORICAL DOCUMENT SERVICES

Chevrolet Shipping Data Reports from 1965-1972



National Corvette Restorers Society is pleased to announce that we can now provide certain information for model years 1965 through 1972 for Camaro, Chevelle and Nova through the efforts of the NCRS and permission granted by General Motors. We believe our fellow hobbyists and car clubs have desired this information since it became available for Corvettes several years ago.

The information consists of the dealer code, dealer name, dealer location and the production date the car was produced. The good news is this may allow you to find the original dealer where your Chevrolet Camaro, Chevelle or Nova was shipped and possibly open the door to finding more information about your Chevrolet.

A Camaro, Chevelle or Nova Shipping Data Report can be ordered only online. Membership in NCRS is not required. The fee will be \$50 payable by credit card or PayPal. You will receive via USPS a letter with the information which includes the NCRS official seal. In limited cases the dealer code is not available or readable and in this case a full refund will be made.

www.chevymuscledocs.com

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