



The Flag Bearer

A Publication of the Southeast Chapter of the NCRS
(National Corvette Restorers Society)
January Issue, 2021

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Chairman's Report

I hope this Holiday Season finds you and yours in Good Spirits and most of all in Good Health. 2020 has been a very difficult year and I know we all are looking forward with great hope to 2021. The Florida Regional has been canceled due to current high levels of infection from the virus and we have decided not to hold the Spring Judging Event at Corvette EXPO this year. However, we are still hoping to safely hold three judging meets later this year. We are planning a Summer Event at Buyavett in Atlanta, and a Fall Event at Vintage Corvettes in Summerville, Georgia.

In addition, John Thornton owner of Thornton Chevrolet has offered to sponsor a judging meet at his Dealership. The Dealership is highly respected and is located West of Atlanta on I 20 near the Alabama line. We are all anxious to again enjoy our cars, our NCRS Activities, and our friendships and recover our full lives. Hopefully that time is near when we can be together but until then be careful and stay safe.

Thanks
Tom

Museum Ambassador's Report

4TH QUARTER 2020

The NCM finished up a challenging year for 2020 even with issues like COVID and being closed for several months. The museum staff now looks forward to a much better 2021 and getting back to a more (if not new) normal schedule.

The museum begins 2021 by welcoming 2 new board members, replacing members that are rolling off. Dale Ledbetter is with the Hendrick Motorsports organization and a long time NCRS member. Shannon Skokos is a Dallas, Texas attorney and a former Miss Arkansas. Welcome to both of you.

The Car-Toon Creatures, Kustom Kars & Corvettes: "The Art and Influence of "Big Daddy" Ed Roth" Exhibit that opened in January of 2020 is still at the museum and can be viewed thru April of 2021. The first, and so far, only museum sponsored event scheduled for the 2021 year is the annual NCM Bash which is scheduled for April 22 – 24 on the museum grounds. The sponsor again this year is Michelin. Please visit the website for more information on tours and events during the Bash and also registration information.

Final production numbers are out for the first year of the long awaited C8 mid-engine Corvette. With COVID-19 shut-downs and delays and an extended production run that went well into November 2020, workers at the plant managed to turn out 20,328 units for the model year. 82.4% were coupes with the remainder being convertibles which came along later in the production run. 76% rolled out with the Z51 option and the 3LT equipment group was the most popular with 46% of the cars being so equipped. As is almost always the case, the most popular color was Torch Red with a solid 25% of the units bearing this color. Artic White was next with 15% and black was third with 11.7%. the remaining 9 colors made up less than 7% each with Bronze being the rarest with 2.69% or about 547 units.

The next Corvette Raffle will be January 14, 2021 when a "build your own" raffle will be held. Tickets will be \$250.00 each with a limit of 1500 to be sold. The winner will have the option of choosing the color and options of their Corvette to be built or \$65,000.00 in cash. Then on February 2, 2021 a Mist Red Corvette convertible will be raffled off. Tickets are \$150.00 each with a limit of 1500 tickets to be sold. Tickets are still available for both raffles.

Don Mason,
Museum Ambassador
donaldlmason@bellsouth.net

Region IV Director's Report

NATIONAL CORVETTE RESTORERS SOCIETY Board of Directors Meeting Via ZOOM Teleconference December 1, 2020

NCRS Board of Directors Meeting was called to order at 12:00 PM EST

Present were: Mike Ingham, John Ballard, Rick Coker, Dave Ewan, Bob Johansen, Ralph Ridge, Mark Tulley, Shannon Urton, Dave Brigham, Larry Colvin, Harry Ledgerwood, Vinnie Peters, John Tidwell. Absent: Sue Strawmyre

1. Approval of Minutes from the October 22, 2020 Board Meeting – Larry Colvin.

a. *Mark Tulley moved, and Dave Ewan seconded, to approve the minutes from the October 22, 2020 Board meeting.*

i. *Passed: 8 for, None against, 1 absent (Sue Strawmyre).*

2. Activities – Regional Meets – Dave Ewan.

a. 2021 Florida Regional.

i. Updated Dave Brigham on the Board's recommendation that the 2021 Florida should be cancelled.

1. Dave recommended that the Florida Chapter be reimbursed for any expenses from the cancelled Regional, as well as any expenses for a potential replacement Chapter event.

2. Dave agrees with the Board that the 2021 Florida Regional should be cancelled.

a. Currently low registered car count, but not unusual for a year with a west coast National Convention.

b. One Judging Team Leader has contracted Covid-19.

ii. *Mark Tulley moved, and Shannon Urton seconded, to cancel the 2021 Florida Regional due to safety and health concerns for the membership, but give the Chapter the option to hold a Chapter meet in place of the cancelled Regional. NCRS will reimburse the Florida Chapter for any expenses for the cancelled Regional and a potential replacement Chapter event.*

1. *Passed: 8 for, none against, 1 absent (Sue Strawmyre).*

iii. Discussion about how to notify the Florida Chapter; John Ballard to call Paul and Coach.

iv. Vinnie Peters will publish notice of the cancellation in The Driveline.

b. 2022 Regional in Greenville, SC.

i. Same convention center and hotels as previous Regional and National Convention.

ii. May 19, 2022 – May 21, 2022.

iii. Conducted by the Carolinas Chapter.

iv. Will be a feeder event for the Mobile, AL National Convention.

v. *Dave Ewan moved, and Mike Ingham seconded, to approve a May 2022 Regional in Greenville, SC.*

1. *Passed: 8 for, none against, 1 absent (Sue Strawmyre).*

3. Activities – National Conventions – Mike Ingham.

- a. 2021 Palm Springs, CA.
 - i. Working to continue defining costs and events.
 - ii. Planning a site visit in January 2021.
- b. 2022 Mobile, AL.
- c. 2023 French Lick, IN.
- d. 2024 Options:
 - i. Albuquerque, NM, planning a virtual tour.
 - ii. Denver, CO.
 - iii. Las Vegas, NV, same site as used in 2018.

4. Old Business.

a. NCRS Social Media Ideas – Shannon Urton.

- i. Made administrator personnel changes.
- ii. Focused on recruiting more NCRS members.
- iii. Increase visibility on Facebook.
- iv. Facebook should be the main vehicle for the NCRS social media campaigns.
- v. Definition of success:
 - 1. Reaching new members.
- vi. Placed some test ads.
 - 1. October 17th through November 15th reached 15,000 friends.
 - a. Reaching the friends of direct friends, also.
 - 2. Facebook will provide necessary statistics.
- vii. Need a marketing focus on all social media activities.
 - 1. Build brand awareness and boost engagement.
- viii. Need to ask how people heard of the NCRS in order to fine-tune outreach efforts.
 - 1. This is not currently asked when new members join.
- ix. Shannon feels her time and marketing/social media experience is limited.
- x. Mark Tulley suggested considering making NCRS YouTube videos available online.
- xi. Make NCRS cars-for-sale information available via social media.
- xii. Currently, similar NCRS online functions are found in different places.
- xiii. Dave Ewan suggested putting cars-for-sale information on Facebook.
 - 1. Should go on main pages.
 - 2. Needs to be coordinated by an I.T. person.
 - 3. Dave suggested contacting Gary Chesnut to start this process.
- xiv. Shannon recommended involving a social-media knowledgeable person to coordinate and implement this program.
- xv. Referring to Shannon's advertising test (item vi above), Mike Ingham noted that a fairly small investment by Shannon yielded significant results.
- xvi. Harry Ledgerwood participated in a podcast by a Corvette related entity to discuss basic NCRS information.
 - 1. Also dispelled some false impressions of the NCRS.
- xvii. Mike Ingham noted that a member of the Southern California Chapter makes short technical YouTube videos.
 - 1. Shannon asked Mike to send this member's contact information so that these videos could perhaps be included on the NCRS Facebook page.
- xviii. Shannon would like to put a social media update in The Driveline but wait until more changes have been made.

b. Replacement for Road Tour Chair – Dave Ewan and Mike Ingham.

- i. None of the current road tour managers want to take over the overall Road Tour Chair responsibility.
- ii. Joe Santamaria was contacted and agreed to take over Road Tour leadership.

1. Has been in contact with Kay and Scott Sinclair.
- iii. *Dave Ewan moved, and Rick Coker seconded, to approve Joe Santamaria as NCRS Road Tour Chair.*
 1. *Passed: 8 for, none against, 1 absent (Sue Strawmyre).*

5. New Business.

a. Discuss Life Member Issues – Mike Ingham and Ralph Ridge.

- i. The Bonneville Chapter asked to make a Chapter-founding member a “Life Member”.
- ii. Currently, there are no NCRS Life Members.
- iii. Life membership is currently included in the NCRS Bylaws (Section 9.4) but has never been used.
- iv. Mike Ingham suggested removing Section 9.4 from the NCRS Bylaws and turning down the Bonneville Chapter request.
- v. *Dave Ewan moved, and Mark Tulley seconded, to remove Section 9.4 (Life Members) from the NCRS Bylaws.*
 1. *Passed: 7 for, none against, 1 abstained (Ralph Ridge), 1 absent (Sue Strawmyre).*

b. Member Appreciation Ideas – Mark Tulley.

- i. Metro Long Island Chapter is waiving Chapter dues for 2021.
- ii. Mark suggested waiving National dues for some number of months.
 1. General consensus of the Board was that this would have too negative an effect on NCRS finances.
- iii. Discussed the idea of sending a holiday message of appreciation from the Board to the membership; Mike agreed to draft a message and circulate it to the Board for comment.

c. Discussion Regarding How Chapters are Using Zoom Video Conference Capabilities.

d. May 2021 Scottsdale Regional Event Contingencies – Dave Brigham.

- i. Dave suggested that contingency planning is needed.
- ii. Concern that if Scottsdale Regional is cancelled it would threaten the Palm Springs National Convention from a judging perspective.

e. Discussion of Board Meeting Schedule – Mike Ingham.

- i. Next Board meeting: January 22, 2021.

Dave Ewan moved, and Mark Tulley seconded, to adjourn the meeting.

Passed: 8 for, None against, 1 absent (Sue Strawmyre).

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 one new member to our chapter since the last edition of the Flagbearer. Please join me in welcoming:

Member 67386, Terry Day from Dothan Alabama.

Terry is an emergency medicine physician in Dothan, AL. and currently own six corvettes.

- 1963 Split window with 49k original miles, all original numbers matching
- 1976 Stingray Restomod
- 1990 ZR-1 with a 415ci Lingenfelter conversion
- 1999 Coupe with 11k original miles, all original
- 2012 ZR1 with a Stage 3 Lingenfelter upgrade
- 2015 Z51 convertible

Terry hopes to attend some of our meets in 2021. We certainly will look forward to meeting Terry and seeing which of his awesome corvettes he will bring to our meetings.

As of December 31, 2020, we have a total membership of 89 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 hopefully seeing many of you as tentative plans are being made to hold judging meetings this year.

Janice Mason

318 Peeksville Road, Locust Grove GA 30248

ncrs-sec@yahoo.com

770-757-5677.

Any correspondence to the Southeast Chapter should be emailed to:

NCRS.sec@yahoo.com

Judging Chairman's Report

Our Judging Meets continue to remain on pause due to Covid, and the Southeast Chapter has no current judging results to report for this newsletter.

As mentioned by our Chapter Chairman, at this time we have decided to forgo our March event in Pigeon Forge, Tenn. which is held in conjunction with Cooper Events' Corvette EXPO.

Our next event normally would be at Buyavette in Atlanta, and it's currently a "go"! Date will be determined, probably in June. We will keep all posted as to the date and when registration will be open. No doubt, all of us will welcome the opportunity to resume the camaraderie our Chapter members have enjoyed for many years, but the safety of all of our members remains our priority.

If you are involved with restoring, or prepping a car for judging and are willing to share any part of your work experience, I am sure that Jim Krakau, our Newsletter Editor, would appreciate any information including photos that you would be willing to provide for future newsletters.

As always, if you have any judging-type questions, please feel free to contact me.

Thanks for being a Southeast Chapter Member and please stay safe.

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

Treasurer's Report

	4 TH QUARTER 2020
BEGINNING BALANCE 10/1/20	\$13,121.41
DEPOSITS (MEMBERSHIP DUES)	\$ 60.00
INTERST EARNED	\$ 0.30
TOTAL CASH ON HAND	\$13,181.71
CHECKS ISSUED	- \$1,100.00
SERVICE CHARGES	-\$ 12.00
BALANCE 12/31/20	\$12,069.71

NOTE: Activity was limited in the 4th quarter to 2 membership dues being deposited and two checks issued. The chapter issued our annual donation to the Gary Sinise Foundation in the amount of \$1,000.00 and a donation was made to the Georgia chapter of The Alzheimer's Association in the amount of \$100.00 in memory of Chapter member Leon Warick. As of 12/31/20 the check issued to the Alzheimer's Association had not cleared the account.

Don Mason
Acting Treasurer.

Editor's Comments

Thanks to all assisted with contribution to this newsletter. The officer updates and member articles makes this job fun. There are two member articles in this newsletter, which is evidence that members are making use of the down time. Please consider telling us your Corvette story or providing a technical article for a future newsletter.

If you haven't visited the NCRS Technical Discussion Board recently, please do so. There are excellent online judging sessions being provided by NCRS chapters. And you can earn judging points.

Become a NCRS-SE Chapter follower on Facebook to stay in touch between newsletters at:
<https://www.facebook.com/NCRSSEC?ref=profile>.

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

Check us out on...



<https://www.facebook.com/NCRSSEC?ref=profile>

National Corvette Restorers Society –
Southeast Chapter

Member's Awards & Recognitions

There have been no awards this quarter due to pandemic related cancellations. Please let me know if there any awards that I missed .

NCRS 2021 Calendar of Events

DATE	EVENT	LOCATION
February 6	NCRS Virtual Judging School – Wheels Part 2	Online
May 13-16	Arizona Regional	Scottsdale, AZ
June 10-12	Heartland Regional	Cedar Rapids, IA
Summer*	NCRS – Southeast Chapter Summer Event at Buyavette	Atlanta, GA
July 18-23	NCRS NATIONAL CONVENTION	Palm Springs, CA
Fall*	NCRS – Southeast Chapter Fall Event at Vintage Corvettes	Summerville, GA

- NCRS – SE Chapter Event

NCRS 2022 Calendar of Events

DATE	EVENT	LOCATION
July 24-28	NCRSNATIONAL CONVENTION	Mobile, AL

Check out the online calendar of events online events registration and for all updates at
www.NCRS.org/services/coming-events.php

Stay tuned to the NCRS website for new online events.

2020 NCRS Southeast Chapter Officers

Chairman	Tom Beuglas	404-456-3711	beuglast@gmail.com
Vice Chairman	Donald Mason	770-954-9738	donalldmason@bellsouth.net
Secretary/Membership Mgr.	Janice Mason	770-757-5677	SENCRS@outlook.com
Treasurer (Acting)	Donald Mason	770-954-9738	donalldmason@bellsouth.net
Judging Chairman	Richard Mauser	407-230-2303	rjmauser@bellsouth.net
NCM Ambassador	Donald Mason	770-954-9738	donalldmason@bellsouth.net
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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:

NCRS.SEC@yahoo.com



NCRS
NATIONAL CORVETTE RESTORERS SOCIETY
The National Corvette Restorers Society
Has created a new website
NCRS Classified ADS
The site is open to everyone, not just
NCRS Members
visit
<https://www.ncrs.org>
and click on "member services"
to locate the
NCRS Classified Ads
link



MEMBERSHIP AUTO RENEWAL

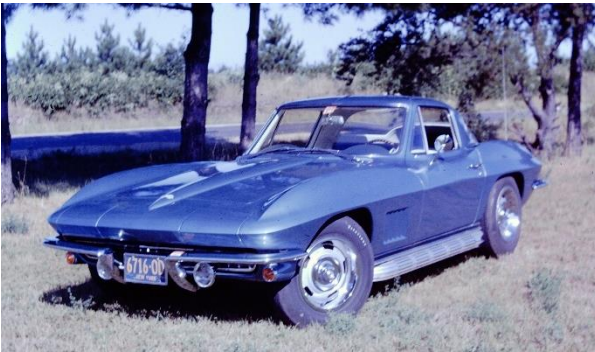
Renew Membership Now online through the NCRS Online Store.
You can renew for ONE year or TWO years at a time if you like.
http://www.ncrs.org/shop/index.php?main_page=index&cPath=65

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 Stories

A Story about Three Corvettes Bob Kinstrey

My love affair with Corvettes goes way back – back to 1957. My first Corvette was used to go to and from school and home for lunch, 6 miles a day in rain, snow and good weather. It was a Christmas present from my parents. It was made by Schwinn; not by Chevrolet. I still have the bike and it remains unrestored and /or modified except for new tires and seat. The bike is still used today. My second Corvette was made by Chevrolet. Purchased new off the showroom floor of Salinas Chevrolet, Syracuse, NY in May, 1967. It was a Marina Blue Coupe, white interior, 327/350 with side pipes (194377S113263). Why? Well I had just passed my last exam and knew I had a date with the



Army and Southeast Asia later in the year. So I thought I would enjoy myself for as long as I could. Graduated and started working in Wisconsin. The car was not perfect from the factory. Came with an alternator belt that was too short and kept cutting the bottom of the top radiator hose. Dealer replaced the hose and told me it would be a while before GM could deliver the correct belt. I solved the problem by cutting the top and bottom out of a steel Budweiser can and slipping it over the radiator hose and holding it in place with a little electrical tape.

Being in my early 20's I modified the car to my liking. A pair of speakers were installed in the rear under the window. Large Lucas driving lights were installed to allow deer to be spotted. Homemade rails were installed under the driver seat that allowed the seat to move to the rear about an extra inch – great help with the leg room. Car and I went to Elkhart Lake for Road America. Saw the Makko Shark pro-type. Great times. Time to report to the Army. The original bias belted tires were awful. Spun the car several times in the rain. Finally the local Amoco gas station advertised RADIAL tires – stopped on the way home from the post and had a set put on. No more spin outs. People forget how dangerous the old tires were. Brakes were problematic. No fluid leaks but air would be sucked into the lines whenever the break peddle was released rendering the brakes useless. Disc brakes were new then and many Chevy dealers did not know how to repair them.

Turns out my duty assignment allowed me to keep the Vette. So after the service I was back in Wisconsin and then Northern NY. Few more additions to the car. A ski rack was purchased that had suction cups and straps that mounted on the back deck. A commercially available trailer hitch was added. It was the only car I owned; it was a utilitarian vehicle. It was used to pull a small ski boat in the summer and a snowmobile in the winter. Winter tires – studded snow tires of course. I had the car when I married Pauline. She had to displace my English setter who was





use to riding in the passenger seat. Vette carried us on our honeymoon. Pauline use to drive it to school once in a while. She taught 6 grade – the boy's tongues would hang out as the car rumbled into the parking lot. The coupe proved to be impracticable when we started to build a house. Not great for carrying construction materials, saws, hammers, etc. Unfortunately the car was sold in 1972. Car had 120,000 miles when sold, an average of about 22,000 / year. All I have left is my blue car is my Corvette owner's card, a few pictures and my memories.

Fast forward to 2012. After years of Celicas, pick-up trucks and assorted other vehicles I got the bug again. Pauline and I started

looking around. I didn't really like getting in and out of a C1 and I really wanted another C2; a 67 preferably just like my original. I also had to be affordable and suitable for driving. After months of looking I saw an ad for several C2 posted by a dealer in Ohio. Fantastic, I was heading to Ohio on business within a few days. Got to Ohio in the middle of a blinding February snow storm. Stopped at the dealer and saw a 1966 I liked; it looked good although it wasn't blue but yellow. It was a 66 coupe with power steering, power brakes, power windows, tinted glass and a 327/300 with a four speed transmission. No test drive that night – too dangerous. Next evening the weather was better but not great. Took the car out for a test drive – it was still snowing. Car seemed to run well. Up on a rack for a quick inspection and the under carriage seemed ok. Dealer assured me the car was in tip top condition. Dealer had some documentation. Car appeared to have spent a lot of it's life in Missouri. Documentation included a NCRS Top Flight Award certificate from 2004. Mind you I was not an NCRS member, nor did I know anything about NCRS but the fact the car had obtained the certificate seemed to be a good thing. I was purchasing the car to drive, to return to my youth and not to campaign. Serial number (194376S100328) showed it was born on Sept 9, 1965 -- a third day production car. So I wrote a check and waited for the car to be delivered.

Delivery is a long story in itself. After transport problems the car arrived. Pauline saw the car for the first time. However the car was not as I saw it last. In the process of

transferring the car from one trailer to another in another snow storm the front fender was nicked. After a lot of searching it seemed my best bet for repairs was Kevin Whittaker's body shop. Shop had restored several vintage Vettes for Kevin. Choice was correct, they did a marvelous repair job and the nick cannot be spotted.

As soon as I started driving the car, I noticed the car had a tendency to overheat when in heavy traffic. I also thought that it would be a good idea to add AC to the car since it gets warm in South Carolina during the summer. As the car had received a Top Flight Award I didn't want to ruin the car's pedigree. So called Roy to ask him about the impact of adding Vintage Air to the Car. He told me it would cause the car to lose several points but nothing significant.



Next – off to Atlanta to have the Vintage Air installed and to figure out the overheating problem. In route to Atlanta there was a bomb threat that stopped all traffic on the interstate. Car started to overheat big time. Finally got to the dealer. Vintage air installed. Check of the radiator found it plugged and they were not able to unplug it. A new copper core radiator installed. Cars is home again. Overheating problem persists. Back to Atlanta and a new correct DeWitt aluminum radiator installed. Home again –overheating still persists. Changed thermostats, water pumps, etc. Still overheating persists.

February 2014, I have had the car a year and decided to have it judged just for the heck of it. After all the car had already received a Top Flight in 2004. Driving to Charlotte in the pouring rain, the car stops running on the interstate. I tried to re-start and nothing – no lights, nothing. Tow truck arrived 2 hours later and hauled it to the judging location. Good way to start! Next morning it was determined the connections on the back of the fuse block weren't making connections. A little wiggle and the car jumped to life.

Judging for the first time. Nerves galore. Everyone is nice. Sunfire Yellow paint on my 66 is being compared to the Sunfire Yellow on the 67 parked behind me. One of the seat ripped in the seam due to dry rot when one of the judges leaned on it. At the end of the day the car barely made second flight. Good news was the engine belonged with the car.

On the way home the car again stopped on the side of the interstate. I also noticed the car was using oil. Time to make sure the car was safe. I made arrangements to have the car taken to Motorama for repairs. New electrical harness, motor rebuilt (bored to 0.040), repairs to the front suspension, etc. Oil pan replaced – someone had cut the baffles out of the old one with a torch – WHY??? Water pump and fuel pump changed to correct rebuilt units.



Car is delivered home again. Overheating still is a problem. I start replacing bolts, screws, found a pair of correct horns, NOS 66 emblem installed on the 67 hood (investigations during the rebuild determined the car had been wrecked once; surprise!), removing paint for items that should not have been painted, rebuilding the windshield washer system, etc. Just takes time and money and plenty of both. Spent time on the Corvette forums trying to understand the overheating problem. Tom Dewitt suggest that I test the vacuum advance. I borrowed a hand vacuum pump and gauge. Connected it to the vacuum

advance and gave a couple of squeezes – nothing. Tried again – again nothing. Replaced the vacuum advance unit and reset the timing. Overheating problem is finally gone. Vacuum advanced was about \$15 – too bad someone didn't think about it earlier before I spent thousands of dollars chasing the problem. Car use to run at mid gauge and would creep up from there in traffic. Now the car runs at a quarter gauge and creeps up to half when stopped in traffic for half an hour.

Six months later I decided to again have the car judged. Drove to Banner Elk, NC again in the pouring rain. Judging again was nerve racking. However my work paid off and the car made Top Flight with a score of 95.5. Again I got a list of things to work on and many have been corrected since judging. With a change in the NCRS views on Vintage Air the car will not be judged again. Which is unfortunate as I would like to have it judged for the Founders Award.

Would I do it again? YES. Would I do it differently? YES. I would evaluate what I wanted from the car before I purchased it – is it a driver or is it a car to be campaigned? I would spend more time inspecting the car and less time listening to the owner. I might have someone more knowledgeable than I help with the inspection. I would make sure the sales document had some guarantees included related to the mechanical components – are they as good as they are supposed to be – if in reality they are not as promised then the dealer to be responsible to pay for those repairs required for safe operation within 6 months of purchase. NCRS judging has changed over the years. What was acceptable in 2004 is not acceptable today. Potential buyers need to be aware of that. A piece of paper does not mean a car is close to perfect. All that said I do enjoy the car and I am glad I was able to save a piece of history. I goes to work on occasion, to Lowes on weekends, NCRS events and to car shows. Considering the car is not a red convertible with bright chrome wheels it still has managed to snag several trophies.



Technical Articles

Holley Carburetor Thread Repair

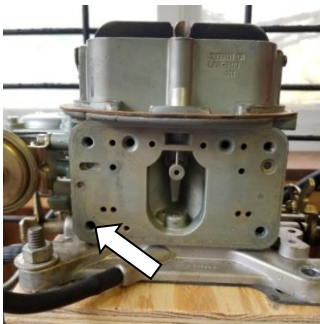
Dave DelVecchio – NCRS #16111

If you own a performance car with a Holley carburetor over a long enough period of time, you will probably eventually experience some fuel seepage or a fuel leak from the carburetor. This is because unlike most Carter or Rochester carburetors where the fuel bowl is a continuous “bowl” with a floor and integral sides comprised of a single aluminum or zinc casting, the Holley carburetors have the fuel bowls set on their side, with a gasket between the fuel bowl and the mating surface of either a metering block or the carburetor main body. That gasket is called upon to keep the fuel inside the bowl. If that is not enough concern, there are also four fuel bowl-to-main body retention screws that pass through the fuel bowl. Therefore, the gaskets beneath each of the four screw heads are also susceptible to leaks. On a four-barrel Holley carburetor, there is a Primary and a Secondary fuel bowl, each of which have 4 screws, for a total of 8 leak paths!

On my 1967 L79 Corvette, I noticed a bit of fuel seepage at the base of the Primary fuel bowl coming from one of the lower fuel bowl screws. I used a screwdriver to tighten the screw slightly and got that sickening feeling where it appeared to be stripped! I did not know the entire history of this carburetor because the previous owner of the car had the carb rebuilt and restored several years ago.

I decided to remove the carb from the engine and repair the stripped hole with a Helicoil thread repair insert. This involves drilling the existing threaded hole oversize, tapping new threads, and then installing the Helicoil insert that has inside diameter threads to match the original threaded hole. As I researched the available Helicoil repair kits on line, I stumbled upon a kit that also included a fixture (or jig) that provided a method to keep your drill bit and tap properly aligned and square to the work surface. Follow along to see how this works!

I removed the carburetor from the engine and then drained both fuel bowls by removing one lower fuel bowl screw from each fuel bowl. I caught the gasoline into a container as each bowl drained. I then made a simple mounting fixture from some scrap wood that I could mount in my workbench vise and then bolted the carburetor onto the fixture as shown below.



Next, I removed the four primary fuel bowl screws which allowed removal of the fuel bowl and the metering block. The primary side of the main body was now visible. The threaded holes in the four corners are for the fuel bowl screws. The lower left corner hole (arrow) is the one that was stripped.



This is the repair kit. The contents, clockwise from upper left, include:

The alignment fixture, two screws to attach the fixture to the main body, the Helicoil install tool, the tap, the drill bit, and a baggie of ten Helicoil inserts.

The alignment fixture has two bushings. The smaller bushing is used to guide the drill bit. The larger bushing guides the tap.



Here is the alignment fixture mounted to the carburetor main body. To prevent metal chips from clogging passages in the carburetor, I placed masking tape over all of the holes in the mounting surface of the main body before installing the fixture. I also covered the top opening of the carburetor (air horn). I have the small bushing positioned over the lower left hole in preparation for drilling.



Here is the screw hole being drilled using the kit-supplied drill bit mounted in an electric drill.

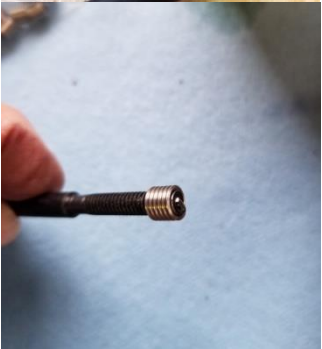
There is no turning back now - we are committed!

After the hole is drilled and cleaned out with a blast of compressed air, the fixture is removed, flipped 180 degrees, and reinstalled so that the larger bushing is positioned over the hole. Next, the tap is used to cut new threads in the hole. I used a few drops of WD-40 to lubricate the tap. I made about two revolutions, backed out the tap to clear some chips, and repeated this process a few times until the hole was fully threaded.



After tapping the hole, I used another blast of compressed air to blow out any aluminum chips. I then removed the alignment fixture.


Here is the hole that has been drilled and tapped. It is ready to accept the helicoil insert.



Here is the Helicoil insert on the installation tool. I installed the insert fully into the new hole and continued about one thread (one revolution) below the flat surface of the carburetor main body. Then, I simply unscrewed the installation tool, leaving the Helicoil installed in its final position.

To complete the job, it was a matter of reinstalling the metering block, fuel bowl, and fuel bowl screws back onto the carburetor using all new gaskets.

Pictured below is an image of the kit I purchased via eBay. This is NOT an advertisement for this kit. I did find at least one other similar kit on line from another seller, so you certainly have choices available.



Holley BG QFT AED 4150 4160 2300 Carb Float Bowl Screw Helicoil Thread Jig

Condition: **New**

Quantity: 6 available
35 sold / [See feedback](#)

Price: **US \$99.95**
[No Interest if paid in full in 6 mo on \\$29+*](#)

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100% buyer satisfaction 35 sold More than 84% sold

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I was more comfortable with repairing this screw hole on my own using a kit such as this one rather than sending my correctly date coded and restored carburetor off to a carburetor rebuilder, having to worry about lost or damaged shipments, and hoping the work would be done properly.

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@gmail.com

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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 & Items

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

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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

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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

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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@gmail.com

WANTED – Parts & Items

Wanted: Three step oil pan for 1960 245HP

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

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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

Stephen H. Byrd
(865) 250-1968 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:

- 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

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WANTED: 1966/67 Corvette coupe or convertible, matching numbers 327/Automatic, Silver or Nassau/Marina Blue, black or blue interior. A decent driver that maybe needs some work. If you have one to sell, I'd appreciate a call. Thanks.

John Bryant #38956
Auburn, AL Bryant61@bellsouth.net 334-821-1423 (home)

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S p o n s o r s



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 E-mail: Greg@buyavette.net

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