



The Flag Bearer

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

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Chairman's Report

I think this report is the most difficult report I have ever written. We are all facing a very different world today than just a few months ago. We are dealing with demonstrations, riots, politics, the economy and a virus pandemic. The activities of the NCRS, our Chapter and our lives have been shut down and our lives have changed. Who do we believe, what do we believe, what are the right things to do to protect our members?

I want to express for myself and the officers our hope that all of you and yours are and remain safe and well. We miss seeing you and hearing from you and while the shared interest in the Corvette brings us together, it is the great people in this chapter we miss.

Our hope is that the Fall Chapter Meet at Greg Wyatt's Dealership will be held but conditions do not seem to be improving. Included in this newsletter are new guidelines from the National that are to be followed for all activities. When you read those guidelines and think about how to keep our membership safe, chances of holding further activities this year don't look good. We will make the decision on the October Meet as late as possible in hopes that things improve and we can safely hold the meet.

On a more positive note, please remember the SE Chapter has a Facebook Page on which members can post and communicate. Talk with Jim Krakau if you have ideas or need help with that. Be safe and we look forward to better days.

Thank you,

Tom Beuglas

beuglast@gmail.com

Vice Chairman's Report

No report this quarter

Don Mason
Vice Chairman
donaldblason@bellsouth.net

Region IV Director's Report

It is my sincere hope our NCRS family members remain safe and healthy during this unusual Coronavirus shut down. All Chapter, Regional, and National events are cancelled except possibly the Frisco Texas Regional in October. We can use our "at home" time organizing those time-consuming projects on our cars and equipment. We also were informed Bloomington Gold now has a possible event date in September. Please stay home and safe. As you may know, Kentucky just got indoor toilets about five years ago so we are short on toilet paper and hand sanitizer. We have only one "testing site" with two people for the entire state located in the capital Frankfort Ky.

You might enjoy observing online the Mecum "Eddie Vannoy Collection" of Corvettes, Gas pumps, motorcycles, signs, Road Art, Diners, Country Stores, Barber Shop, Neon Signs, Bicycles, Pedal Cars. This collection is the finest I have ever seen.

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

67022 Ashley Baker, Sharpsburg, GA
66249 Ronald Deering, Marietta GA

As of this writing, the chapter total membership is 90.

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 online 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 monthly. However, you may contact me at any time if you are unsure about the status of your dues.

Also, a note of change to the Chapter email – ncrs-sec@yahoo.com. My Amazon account was cloned and the sencrs@outlook.com email was used to establish a new account in my name. Thankfully, Amazon let me know my account was hacked and my credit card cancelled. No matter how diligent you are about keeping your accounts safe, the thieves are even more diligent in their attempts to steal your information.

I hope everyone has remained safe and well. We hope to see everyone in the Fall, if all goes well, and we can hold our annual fall color tour.

Janice Mason

318 Peeksville Road, Locust Grove GA 30248

ncrs-sec@yahoo.com

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

Beginning Balance	June 01, 2020	\$12,833.60
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Income	Chapter Events	\$0.00
	Membership Dues	\$0.00
	Interest	\$0.09

Total Income	\$0.09
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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	\$120.00
	Bank Service Charges	\$4.00
	Christmas Event	\$0.00

Total Expenses	\$124.00
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Ending Balance	June 30, 2020	\$12,709.69
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Judging Chairman's Report

While our Judging Meets are on pause, and we are essentially prohibited from large social gatherings, the Southeast Chapter has no current judging results to report for this newsletter.

I suppose now is the time to reflect on the good times we have shared as a Chapter and hopefully smile at the camaraderie enjoyed at our events. God willing, we will be able to resume somewhat normal activities as soon as possible. Unfortunately, with the rising Covid case counts, the situation remains uncertain.

I know we have several members working on cars and I am sure that Jim Krakau, our Newsletter Editor, would welcome any information that you would be willing to share 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

Museum Ambassador's Report

The big news this month is that the NCM is back open. They opened back up on June 8, 2020 after being closed since March 18, 2020. Current hours of operation are 8 – 5 Monday thru Friday and 10 – 3 on Saturdays. Since March 18th, the only thing going on at the museum has been R8C deliveries but now most facets of operation are back open including the Corvette Café, Museum Store, Driving Simulator and Library and Archives. The staff has had COVID-19 training and has been reduced in numbers to try and help with social distancing. The staff wears masks and gloves and is screened every morning upon arriving at work. The museum is offering special times for high-risk persons and masks are provided for visitors who want to wear one. They are also practicing increased cleaning in all touch areas and eating areas and hand sanitizer is located throughout the museum. The number of guests admitted per hour is limited to aid in social distancing. You can go on the Museum website for a complete list of all the protocols currently in place.

There is a great special exhibit at the museum this year. "Cartoon Creatures, Kustom Kars and Corvettes" featuring custom cars of the 50s and 60s with a special tribute to the art and influence of "Big Daddy Ed Roth" for his contributions in that era. Two movie Corvettes are also part of the display. Side Swipe and Crosshairs are two custom Corvettes that appeared in two of the Transformer Movies. All of these cars will be on display until 12/31/20.

So far this year, all museum sponsored events have been cancelled but one that is still on the calendar is the 26th Anniversary Celebration. Dates for the event are September 2 – 5 2020. Let's hope this event remains on the calendar as registration will open soon.

Unfortunately, Plant tours are not available at this time and a re-opening date has not yet been announced.

As always, I want to promote the Corvette Raffles and to let you know what is coming up in the next few months. The next raffle will be on July 16, 2020 and will be for a 2021 "build your own" Corvette or \$60,000.00 in cash. Ticket sales are limited to 1,500 and 959 are still available as of this writing. Ticket price is \$250.00.

The next raffle will be on July 30, 2020 when a 2021 Shadow Gray Coupe will find a new home. Ticket sales are once again limited to 1,500 and 1,124 are still available as of this writing. Ticket Price is \$150.00

Finally, on the last day of the 26th Anniversary Celebration (September 5, 2020) a 2020 Torch Red Coupe will be raffled off. Ticket price is only \$20.00 but ticket sales are not limited. Tickets have been on sale for this Corvette most of this year.

I hope it is not too long before we can gather again to enjoy our Corvette hobby together.

Don Mason
Museum Ambassador.

Editor's Comments

Two of our meets have been cancelled and I miss seeing our members. Dealing with the pandemic and keeping our members safe at future meets has prompted new guidelines from NCRS National, which start on the next page. Please become acquainted with these guidelines.

Thanks to all who contributed to this quarterly newsletter. There are two member submitted articles below. Please consider telling us your Corvette story or providing a technical article for a future newsletter.

Become a NCRS-SE Chapter follower on Facebook to stay in touch between newsletters at: <https://www.facebook.com/NCRSSEC?ref=profile>. The NCRS-SE Chapter site is open to all and your comments are welcome. In fact, comments are part of the whole Facebook experience. Members enjoy seeing your Corvette insights. Or, show us your Corvette project, a picture of what's in your garage or what you want in your garage. There is limited activity on the site now. Your participation can change that and will 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

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. We do want to recognize 3 of our members that contributed articles for this newsletter. Your contributions are appreciated by all members.

Also, please recognize the following guidelines from NCRS national relating to future meets and the safety of our members.

NCRS Rules & Regulations for Events in the COVID-19 Era

Introduction

This document contains the rules and regulations that N. C. R. S., Inc., ("NCRS") has established for running its events while the threat of COVID-19 pandemic infection exists. These rules and procedures must be followed at all in-person NCRS events until such time that NCRS determines that they no longer need to be followed.

If the United States CDC or another branch of the US federal government, a host state government, or a local host government, or a private host facility has rules and regulations in place that are more stringent than the rules and regulations in this document, those rules and regulations must be followed in addition to these NCRS rules and regulations.

In the event that the United States CDC, another branch of the federal government, a host state government, a local host government, or a local host facility has rules and regulations in place that are less stringent than the rules and regulations in this document, then the rules and regulations outlined in this document are to be followed.

In many situations, NCRS will require six-foot (6') social distancing and/or use of face coverings to minimize the potential for transmission of COVID-19.

NCRS has created these rules and regulations to promote the following:

- To protect the health of NCRS members, guests and event attendees
- To create safe environment for NCRS events
- To allow NCRS events to proceed without undue burdens
- To protect the integrity of NCRS awards
- To continue the collegiality of NCRS

Conduct During Judging Meets

NCRS judging will be completed in the normal fashion, subject to the following requirements:

- Please make best efforts to observe 6' social distancing whenever owners, judges, observer judges and others are in the vicinity of any car being judged.
- Because social distancing cannot always be achieved when a car is being judged, all people in the vicinity of the judged car must utilize a face mask or face shield. Host Chapters must have disposable face masks available for judges who need them.
- Judges may elect to use disposable medical-type gloves during judging, such gloves must be discarded when judging of each car is completed.
- Judges must wash their hands immediately after the completion of judging each car.
- Do not share pencils, manuals or clipboards during judging. Pencils will be discarded after use by a judge or owner, and clipboards will be sanitized between uses.
- Judges should not touch any part of the car. The car owner shall be the only person to touch the car or components of the car.
- All persons entering or remaining in the show hall (or show field) shall utilize a face mask or face shield.
- These requirements shall apply to the show hall or show field, including operations

check

The Tabulation Department

The NCRS Tabulation Department receives score sheets for all cars, which, by definition, have been handled by many persons before the sheets arrive in the Tabulation Office. Accordingly, the following will apply:

- The tabulation workstations will be laid out to best accomplish social distancing.
- All tabulators must utilize a face mask or face shield while in the Tabulation Office.
- Tabulators may elect to use disposable medical-type gloves when present in the Tabulation Office. All gloves to be discarded upon leaving the Tabulation Office.
- No sharing of pencils or calculators; pencils will be discarded after each day and calculators will be sanitized between uses. Pencils and calculators will be assigned to an individual tabulator for the duration of the work shift. Tabulators will be encouraged to bring their own supplies.
- Tabulation workers must wash their hands immediately before entering and immediately after leaving the Tabulation Office.
- Hand sanitizer must be available in Tabulation Office.
- Disposable face masks must be available in Tabulation Office

The Registration Desk

- All Registration Desk workers must attempt to achieve social distancing.
- All Registration Desk workers must utilize a face mask or face shield while present at the Registration Desk.
- All Registration Desk workers must use disposable medical-type gloves.
- Any person that approaches the Registration Desk must utilize a face mask or face shield while in the vicinity of the Registration Desk.
- Hand sanitizer must be available at Registration Desk.
- Disposable face masks must be available at Registration Desk.

Judging Schools and Other Meetings

- Seating should be arranged to allow for 6' social distancing.
- All participants must utilize a face mask or face shield when entering the meeting room.
- If the entire meeting has been arranged so that 6' social distancing is present throughout the entire room, attendees may remove their face mask or shield while seated (the mask or shield must be reinstalled when the person leaves his/her seat).

The Trailer Parking Lot and Other Parking Lots

The same rules and regulations as applied to the Registration Desk shall apply to all parking lots.

The Awards Banquet or Ceremony

For an Awards Banquet:

- Table service only, servers to wear face coverings. No buffet service lines.
- The banquet hall shall be laid out so that no person at one table is closer than 6' to any person at another table.
- There shall be no more than six persons to be seated at any table.
- All persons entering the banquet hall shall utilize a face mask or shield at least until that person arrives at his/her table seat.
- Once seated at his/her table, the person may remove his/her mask/shield while seated at that table (the mask or shield must be reinstalled when the person leaves his/her seat).
- No visiting with other tables once seated.
- The award presenter must take steps to ensure that no award has been touched by ungloved hands within the 48 hours preceding the banquet.
- The award presenter must use disposable medical-type gloves while presenting awards.

- The award presentation area must be created such that the presenter and recipient are never closer than 6'.
- No handshakes, but photographs with 6' social distancing may occur.

For an Awards Ceremony with no meal served:

- Utilize the same rules as above, but eliminate those rules that apply to food service and, perhaps, to seating.
- All attendees must observe social distancing and utilize a face mask or shield.

Judges & Tabulators Meals

For judges and tabulators meals:

- Table service only, servers to wear face coverings. No buffet service lines.
- The judges and tabulators meal area shall be laid out so that no person at one table is closer than 6' to any person at another table.
- There shall be no more than six persons to be seated at any table.
- All persons entering the judges and tabulators meal area shall utilize a face mask or shield at least until that person arrives at his/her table seat.
- Once seated at his/her table, the person may remove his/her mask/shield while seated at that table (the mask or shield must be reinstalled when the person leaves his/her seat).
- No visiting with other tables once seated.

Any Portion of an Event not Covered Above

If there is a portion of an NCRS Event that is not covered by the above rules and regulations, remember that social distancing, face coverings and frequent hand washing are the keys to minimizing the chances of spreading COVID-19. If you remember these three items and employ them whenever necessary, you will be contributing to the effort to have an event that is as safe as it reasonably can be.

NCRS 2020 Calendar of Events

DATE	EVENT	LOCATION
July 11	Nebraska Chapter – How to be Judged	Online
July 18	Mid-Atlantic Chapter – Judging School	Online
July 25	Midway USA Chapter – Flight Judging	Online
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

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

Do you long for the Corvette events of summer but feel like staying safe in your home? There are 3 July judging meets listed above that may pique your interest. Open a cold one and enjoy some time online. These are virtual meets put on by separate U.S. chapters that are sure to relieve some of your Corvette deprivation. Sign up is on the NCRS website (NCRS.org). Don't delay though as there are space limitations.

Stay tuned to the NCRS website for new online events.

Other Corvette Events:

Mecum Auctions has added a new auction to be held at Kissimmee FL. ON August 27 -29, 2020. www.mecum.com/auctions/kissimmee-2020

Contact chapter member Reggie Martin if you have questions, want to run a car or need help with tickets.


Member Bryan Cooper has rescheduled Corvette Expo for August 7-8, 2020. Check the website for information: www.corvetteexpo.com

2020 NCRS Southeast Chapter Officers

Chairman	Tom Beuglas	404-456-3711	beuglast@gmail.com
Vice Chairman	Donald Mason	770-954-9738	donalddlason@bellsouth.net
Secretary/Membership Mgr.	Janice Mason	770-757-5677	SENCRS@outlook.com
Treasurer	Richard Guthrie	770-329-2212	guthrierl@gmail.com
Judging Chairman	Richard Mauser	407-230-2303	rjmauser@bellsouth.net
NCM Ambassador	Donald Mason	770-954-9738	donalddlason@bellsouth.net
Web Page Editor	Jim Krakau	404-983-7333	jkrakau@ymail.com
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



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

MY FIRST CORVETTE

By: Chris Henry

In 1960 at 11 years of age I started working on the weekends at my stepfather's Sinclair Station in Dublin, Georgia. That opportunity provided an interest in buying old broken-down cars and selling them for a profit. Today they call that flipping cars. The next broken-down car was upgraded with every sale.

In 1968 I was able to buy a new VW. Later that year I ordered from Tim Timmers Chevrolet a 1969 396 Chevelle in **maroon**. The Chevelle arrived in **red**. Their mistake but I accepted the red Chevelle. But none of my friends would give the Chevelle any credit because it was red. In 1969 there were a lot of fast cars out there but not red in Dublin, Georgia.

Later that month while driving my red Chevelle by Martin Burks Chevrolet (Forest Park GA), I saw they had a used 1967 lynndale blue convertible Corvette out front. Whoa, very cool huh? I turned the Chevelle around and told the salesman I would trade my new Chevelle for the Corvette. He said there would have to be monies exchanged. We settled on my paying \$100. My first Corvette! Except for a couple of years in the Army when I was driving bulldozers, I've been driving Corvettes ever since. And most of the Corvettes have been 1967's!

THE REST OF THE STORY: My first Corvette was a 350 HP 4 speed with a big block hood and no emblems. GO FIGURE!

L E	NEW TRUCKS - MEDIUM		
	NEW TRUCKS - HEAVY		
	NEW TRUCKS - FLEET		
	USED CARS - RETAIL	3400.00	
	USED CARS - WHOLESALE		
	USED TRUCKS - RETAIL		
	USED TRUCKS - WHOLESALE		
	SALES TAX	3.00	
	LICENSE AND TITLE	1.00	
	FINANCING		
INSURANCE			
TOTAL PRICE		3404.00	
SETTLEMENT			AMOUNT
MONEY DUE ON CAR			
Rec. 6142	CASH ON DELIVERY		104.00
TOTAL USED CAR ALLOWANCE			3300.00
FINANCING:			
MONTHS @ PER MONTH			
TOTAL SETTLEMENT			3404.00

*Always Bring Your
Car Here For
Factory Authorized
Service*

ER POST BINDER 60-811W

CHEVROLET 310 Tlame Road Telephone 366-9245 FOREST PARK, GEORGIA 30050		458-1080 STOCK NO. Z5140 YEAR MAKE P636 1967 Ford 44 9467 SERIAL NO. 1A6775114501 SALESMAN 258 Upton
SOLD TO: J. C. Henry ADDRESS: 2729 C Shallowford Rd. CITY-STATE: Chamblee, Ga. 30005 DATE: 3-14-69 NEW OR USED: U ENGINE NO.		VEHICLE SALES DESCRIPTION SALE P NEW CARS - REGULAR R NEW CARS - CHEVELLE I NEW CARS - CHEVY II C NEW CARS - CORVAIR E NEW CARS - CAMARO O F V NEW CARS - FLEET E H NEW TRUCKS - OTHER I NEW TRUCKS - LIGHT C NEW TRUCKS - MEDIUM L NEW TRUCKS - HEAVY E NEW TRUCKS - FLEET USED CARS - RETAIL 3400.00 USED CARS - WHOLESALE USED TRUCKS - RETAIL USED TRUCKS - WHOLESALE SALES TAX 3.00 LICENSE AND TITLE 1.00 FINANCING INSURANCE TOTAL PRICE 3404.00 SETTLEMENT MONEY DUE ON CAR Rec. 6142 CASH ON DELIVERY 104.00 TOTAL USED CAR ALLOWANCE 3300.00 FINANCING: MONTHS @ PER MONTH TOTAL SETTLEMENT 3404.00
OPT I O N A L E Q U I P M E N T A N D A C C E S S O R I E S USED VEHICLE TRADED YEAR MAKE MODEL SERIAL NO. ENGINE NO. 1969 Chev. 136379A305843		<p style="text-align: center;"><i>Always Bring Your Car Here For Factory Authorized Service</i></p>

CARS-131 NORICK, OKLAHOMA CITY ORDER POST BINDER 60-811W

Technical Articles

Diagnosing and repairing C2 transmission clutch chatter and throw-out bearing noise

By Dave DelVecchio – NCRS #16111

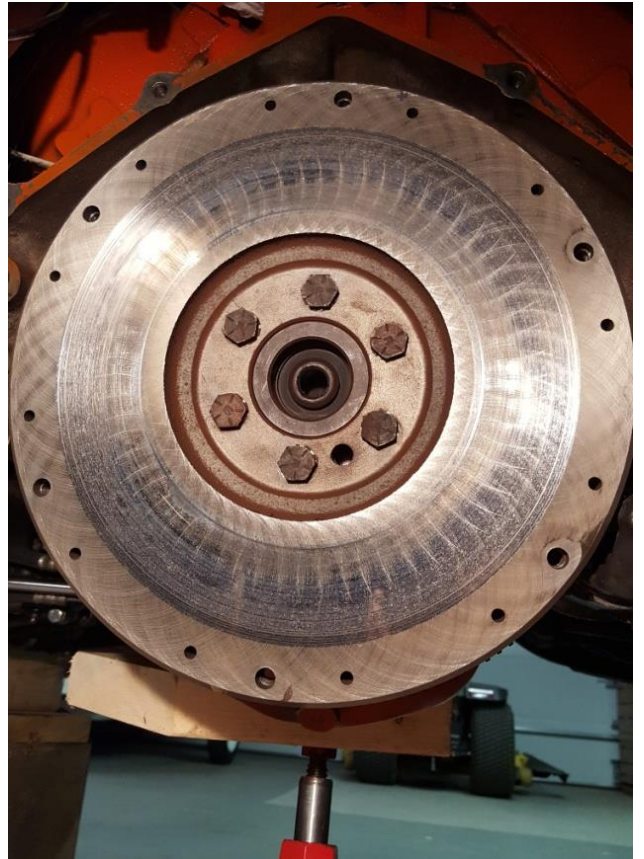
Note: I started a discussion thread regarding this topic on the Corvette Forum in the spring of 2019, so this may be familiar to some of you.

I have a 1967 Corvette coupe L79/M21 (327/350 and close-ratio 4-speed) that I acquired in 2017. It has always had a clutch chatter issue when slowly engaging the clutch from a standing start and the chatter could also be felt on gear changes. In addition, the clutch pedal had a slight vibration when driving (clutch fully released) and the clutch pedal area also exhibited a noise similar to a dry speedometer cable. I verified that the clutch pedal free play was adjusted correctly. The previous owner had the engine rebuilt and at the same time also installed a new clutch. The car had about 2,500 miles on the rebuilt engine and new clutch, and I personally put about 600 of those miles on it with no change in the chatter issue - if anything, maybe it had become a bit worse.

I suspected that perhaps the clutch fork was incorrectly installed onto the throw-out bearing. So, I finally decided to bite the bullet and take the transmission and clutch assembly out of the car. If you have ever done this job on a C2 Corvette with the non-removable transmission crossmember, you know what a PITA this job is! I discovered the clutch fork was correctly installed on the throw-out bearing, but the throw-out bearing was very sloppy. I measured .070" of radial play, and .025" of axial play in the throw-out bearing. I suspected this was causing the pedal noise/vibration when driving, but I was still not sure about the clutch chatter when engaging the clutch.

All components inside the bellhousing/clutch area were dry, so oil seepage was not a contributor to the chatter issue. The flywheel, pressure plate, and clutch disc all visually appeared to be in good shape. The next step was to examine these parts more closely and take some measurements.

The flywheel surface looked good with only minimal glazing. I set up a dial indicator and checked total surface run-out at three different flywheel locations - near the outer, at center, and near the inner radii portions of the clutch disc mating surface. After rotating the engine 360 degrees for each of the three measurements, total run-out was .002" at all three locations. This would be the total run-out of the flywheel and the crankshaft mounting surface combined. I also placed a steel rule across the entire flywheel surface at 12, 2, and 4-o'clock positions to check flatness. It was flat to something better than .001". The thinnest feeler gauge I had was .001" and I could not get it to slide under the rule. So, the flywheel seemed to be acceptable for run-out and flatness. I used some 150 grit sandpaper wrapped around a steel flat bar to lightly sand the flywheel surface to remove any glazing. I then cleaned the surface with some chlorinated brake cleaner.

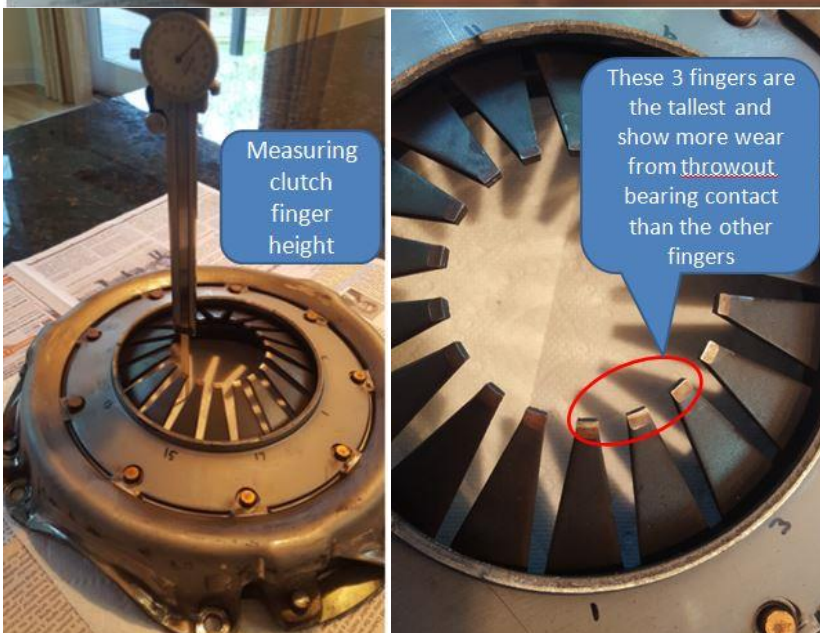
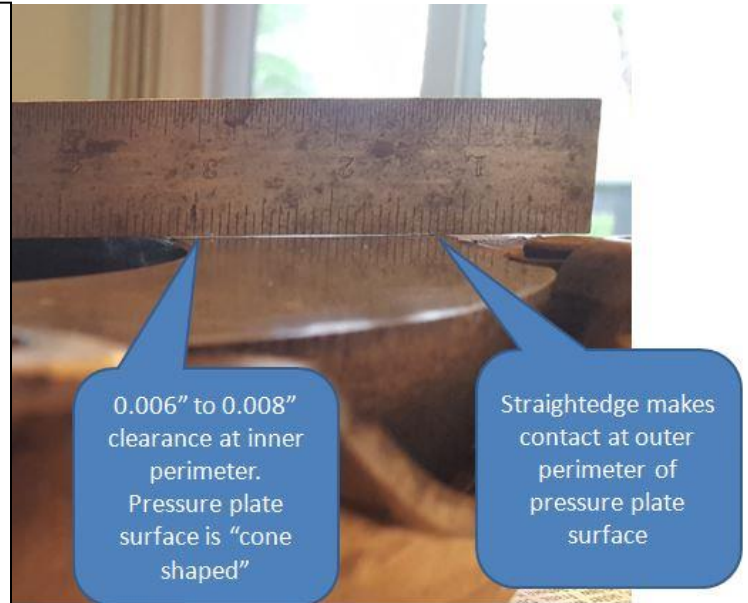


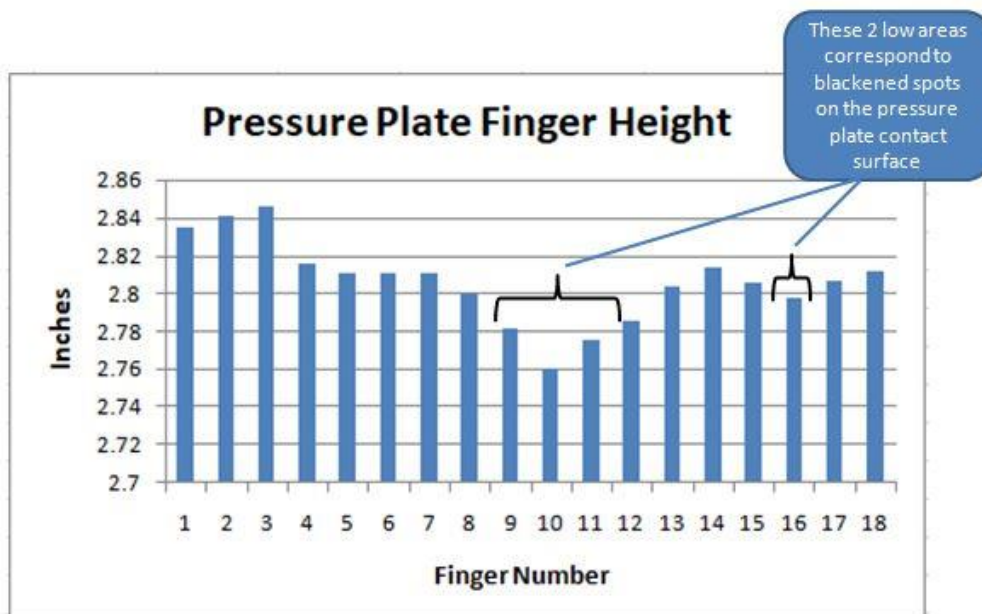
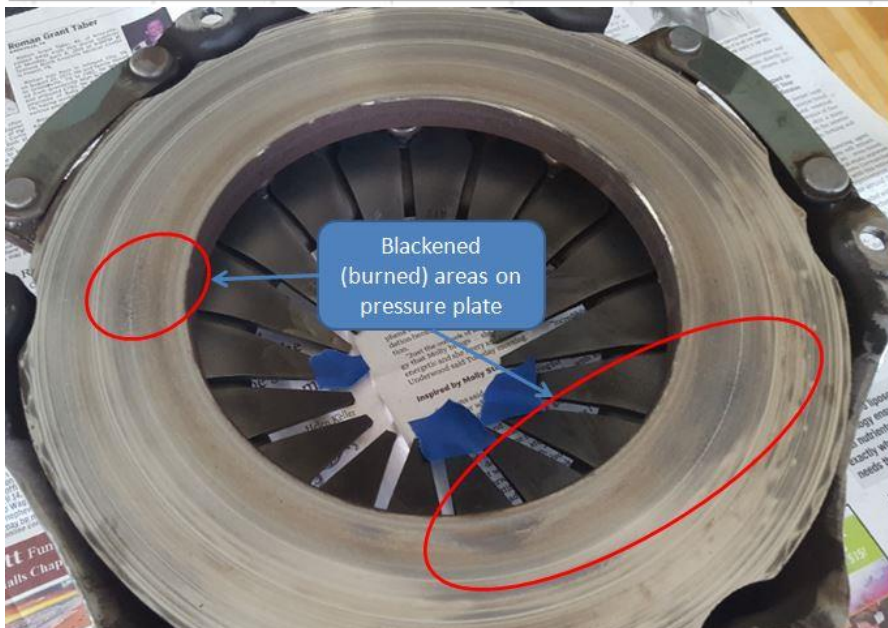
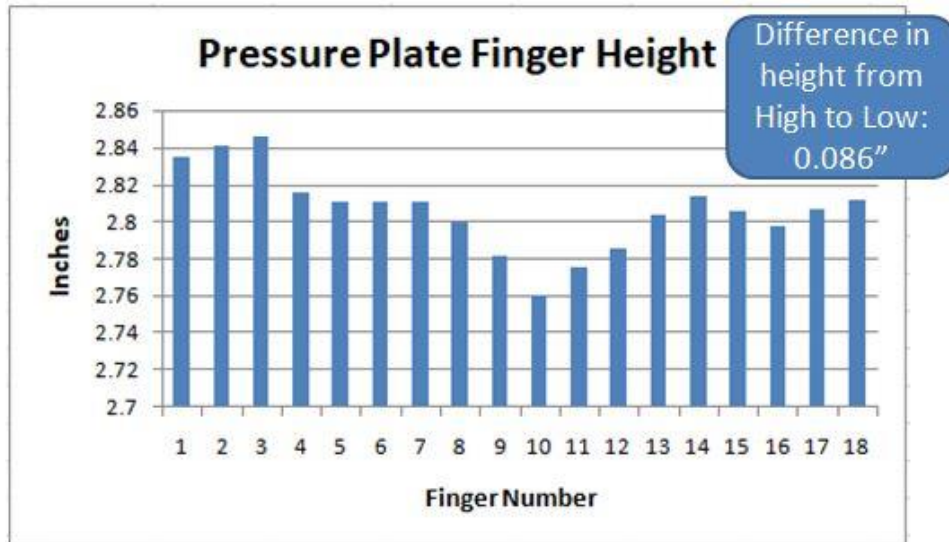
The pressure plate was labeled as "Valeo AMC-13 – Made in Korea". I took some measurements on the pressure plate.

The face of the clamping surface was "cone shaped." The inner radius is .006 to .008" shallower than the outer radius.

Secondly, the clutch diaphragm fingers are not in an even plane. From high to low, the height varies .086".

I was pretty sure the height variation of the fingers was the cause of the clutch pedal vibration/noise when the clutch was engaged and also the clutch chatter issue.





A few notes so far:

The flywheel was a GM flywheel with the 3791021 number cast into it.

I measured the ID of the pilot bushing and the mating pilot OD of the transmission input shaft to determine they were within specification.

I measured the pressure plate diaphragm finger height by resting the pressure plate friction surface face-down in a free state resting on a "surface plate" – our kitchen granite counter top 😊. I planned to use a McLeod Steel Pro Clutch for my new parts, so I contacted their tech department. I asked what an acceptable pressure plate diaphragm finger height variation is, and they stated no more than .050" – so my .086" variation of the existing pressure plate was definitely not good!

There are a number of Corvette experts on the Corvette Forum and one that has quite a bit of success with clutch work is "Lars" (Lars Grimsrud). For proper clutch operation in a C2 Corvette, Lars recommends the pressure plate and clutch system be verified to produce a full .050" of clutch disengagement with .500" of throw-out bearing movement. There have been a number of clutch pressure plates in recent years that have not exhibited this proper operating condition. The McLeod tech department stated that their Street Pro clutch system will fully disengage with just .480" of throw-out bearing travel.

The old clutch fork had some wear at the contact points where it interfaced with the throw-out bearing, so I ordered a new GM part.

My new McLeod clutch kit arrived and I checked the new pressure plate in a free state on the "surface plate." The diaphragm fingers varied in height from high to low by just .031". McLeod says it should be no more than .050". Recall that my old pressure plate had variation up to .086". I also checked the new pressure plate finger dimensions after I bolted it up to the flywheel. The diaphragm finger height variation was now just .029" – that is great! To test proper clutch disengagement, I installed a dummy transmission input shaft along with the clutch disc, pressure plate, throw-out bearing, clutch fork, and bellhousing (basically everything except the transmission.) I had my wife operate the clutch pedal from inside the car and with me under the car, I verified that the clutch fully disengaged with less than .500" of throw-out bearing movement.

After I buttoned everything up and took the car for a 20-mile ride, I verified that the clutch chatter was gone, and also the clutch pedal no longer vibrated nor made noise while underway!

In summary, the old pressure plate fingers varied in height by .086" and this caused both the clutch chatter due to uneven engagement as well as causing the throw-out bearing to wear prematurely and create the clutch pedal vibration. The new pressure plate fingers varied in height no more than .031" in a free state and .029" when assembled to the flywheel. I also went with an adjustable clutch pivot ball stud so that I could add about .080" of stud length, because the new pressure plate was a bit slimmer than the previous one and the stock pivot ball stud put my clutch pedal adjustment towards the end of the threaded adjustment rod. The stock stud would have worked, but I felt more comfortable with the longer stud that allowed me to move up the threaded rod a bit.

On a closing note, prior to this 1967 Corvette, I owned a 1964 Corvette convertible 327/300 for 32 years. Back around 1987, I had to put a new clutch in it. I recall at the time the old flywheel showed some heat stress cracks, so I purchased a new flywheel from GM and a new Hayes clutch kit from

Summit Racing. I installed everything without making any measurements whatsoever, and it all worked great!!! Unfortunately, that is not often the case recently with many C2 owners – many have had problems with improper clutch disengagement, grinding gears (especially in reverse), clutch chatter, noise and other issues. This could possibly due to offshore manufacturing, poor quality control, or simply the fact that the lower volume of these components now does not justify significant investment in proper manufacturing techniques. The bottom line is that the installer must verify every part dimensionally and also verify proper clutch disengagement clearances before final assembly of the components to the vehicle.

Bonus from the NCRS website:

The Mid-Atlantic Chapter provided a complete slide show for the ***C2 Chassis Judging VTC*** that was presented by Patricia Kropac, MAC Judging Chair on May 23, 2020. This was posted to the MAC Website. You can view and download the presentation from the following webpage, just click on the link at the top of the page that is titled "C2 Chassis Judging". When you click on it a new page will open with the slide show - just perform routine downloading procedures for a PDF.

<https://www.ncrsmac.org/Whats-New-on-the-MAC-Website>

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)

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.

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