

# The Flag Bearer

A Publication of the Southeast Chapter of the NCRS  
(National Corvette Restorers Society)  
October 2022

## Highlights:

- Results & pictures from the October Fall Tour meet at Vintage Corvettes
- 2 new Corvette enthusiasts joined our Southeast chapter in Q3
- Technical Articles on changing the headliner and LED light conversion

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## Chairman's Report

We have just returned from the Judging meet held at Greg Wyatt's new Vintage Corvette Dealership in Summerville. What a wonderful job Greg has done converting the old Chevrolet Dealership into a thing of wonder. Everywhere you look there is something amazing. Someone said to me they expected to see an airplane suspended from the ceiling. I pointed up and suggested they look at the one over their head. I can't describe it - you need to go and experience Greg's Dealership. Special thanks to Greg and Dee who were great hosts. We had two wonderful days judging 7 excellent cars with 50 people in attendance. Thanks again to the Florida and Carolinas Chapter members who attended and helped with the judging. It was a great weekend of food, fellowship and Corvettes.

It is again election time for chapter officers. Special thanks to Don and Janice Mason who for several years have worked very hard for this chapter. Janice has been the secretary, which is a job that requires a good deal of time and attention, and Don stepped in to serve a year as both Vice Chairman and treasurer and is currently the treasurer. They have worked diligently for the chapter and now have asked to retire from their positions and remain active chapter members.

Rich Mauser, Jim Krakau and I are willing to continue in our positions, if elected by the membership.

Wayne East has agreed to be the Chairman of the Nominating Committee. If you are interested in being considered for the position of Secretary, Treasurer, which are vacant, or Judging Chairman, Vice Chairman or Chairman please contact Wayne by email to express your interest in the position.

Nominations will be received until November 14<sup>th</sup>. Voting will occur at the Holiday Social in December. Date and location to be announced.

Stay well and put those hard tops on so you can continue driving that Corvette.

Thanks,  
Tom Beuglas

## Vice Chairman's Report

As Tom mentioned, the Fall Tour meet at Vintage Corvettes was a fantastic meet. In addition to the judging meet, Chris Henry and Rich Mauser presented a great judging school that demonstrated how to judge a C2 side pipe car. Many tips were provided to identify how the side pipe cars left the factory and features to look for that might indicate a conversion. At the meet, we also had a tech session panel with “tricks” to restoring your Corvette (see Quick Tips later in this newsletter). Presenters including Tom Beuglas, Chris Henry, Jeff Meadows and John Ballard. I know I learned many tips and hope that our members in attendance did to.

On the calendar is our annual Christmas party scheduled for early December. Please keep in mind that we will continue to offer tickets for our 50/50 raffle that supports the Gary Sinise Foundation. Look for an upcoming announcement and we hope to see you there.

Thanks  
Jim Krakau

## Judging Chairman's Report

Our SE NCRS Fall Event was held at Greg Wyatt's Vintage Corvettes in Summerville, Ga. on Friday and Saturday, October 7 and 8. I'd like to take this opportunity to thank Greg Wyatt for once again accommodating our event. The feedback received from attendees has been more than positive.

On Friday, all of our Flight-judged cars arrived, operations judging was completed, and the cars placed inside the building. Flight Judging took place on Saturday. This was a two-day, five-point event.

All participants on premises after judging school on Friday were surprised with a delicious dinner hosted by Greg Wyatt and Dee Pitts in celebration of Vintage Corvette's new museum/showroom in downtown Summerville. The food couldn't have been more delicious, and then there were those sinful desserts! We are fortunate to have use of this amazing facility, and the surprise treat put this top-notch event off the charts. It was wonderful having time to sit and relax over dinner and enjoy each other's company in the ambiance of this spectacular setting. Many thanks to our host and hostess for their hard work and generosity.



Our judging school on side-exhaust was presented by Chris Henry. Chris prepared a color pamphlet for all participants and also displayed a workbench full of factory assembly line side-exhaust components. Additionally, we had a converted side-exhaust car on the lift to view firsthand and point out the characteristics that would identify the car as being converted from under-car exhaust to side-exhaust. Chris also had some poster-size photos displayed showing pertinent characteristics. Thank you, Chris, for your presentation and especially for your extensive time-consuming preparation work.





Restoration Tips was the subject of our tech session, headed by Tom Beuglas and Chris Henry. Thank you both for your roles in presenting these informative “tips”, which were well-received by everybody in attendance. All presenters displayed items showing the final results. It was an enjoyable and educational “show and tell”.



We had two categories of vehicles at our event.

The following cars were presented for Flight judging, and awards were as follows:

1963 owned by Walter Russell	Top Flight
1965 owned by Dave Landis	Top Flight
1966 owned by Sid Echols	Top Flight
1967 owned by Dave DelVecchio	Top Flight
1970 owned by Bob Brewer	Top Flight
1970 owned by Arland Womack	Top Flight
1995 owned by Mike Winget	Top Flight







And, finally, we had our Sportsman cars:

1967 owned by Chris Henry  
2018 owned by Lynn Skipper  
2018 owned by Bob Kinstrey



A very special congratulations to all!

Judges and tabulators--thank you to all for volunteering your hard work. We had an excellent turnout from the entire region--with judges from Alabama, Florida, Georgia, Kentucky, South Carolina and Tennessee. We also had judging participation from Wisconsin—Dennis Michalowski drove all the way to attend our SE event! Without your efforts, none of this would be possible. Again, your time, effort and knowledge is appreciated by all.

We also had an additional award, the Women's/People's choice award. All Flight and Sportsman cars were eligible. The award went to Dave Landis with his 1965 maroon coupe. Congratulations, Dave!



Hope to see all of you at our Spring Meet in Pigeon Forge, Tenn. in March at the Corvette EXPO on March 24 & 25. Again, this will be a two-day, five-point event. Details for the event will be announced soon. Also, details for lodging will follow, once registration is made available.

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

Rich Mauser  
SE NCRS Judging Chairman  
[rjmauser@bellsouth.net](mailto:rjmauser@bellsouth.net)



407-230-2303

## Museum Ambassador's Report

The National Corvette Museum is winding down another very successful year of operation, but it has not been without its challenges. A Tornado did some damage to the museum itself and the Motor Sports Park earlier this year, but the most damage was sustained by the assembly plant itself which resulted in over 100 Corvettes being destroyed and the plant being shut down for a time. The tower at the Motorsports Park also sustained damage along with some other buildings on the property. Good news is this has all been overcome, the plant was only shut down a short time as a result of the storm and the Motorsports Park is back better than ever. Probably the best news coming out of the assembly plant now, other than production of the Z06 is that plant tours are scheduled to resume before the end of the year. Museum member can get advance tickets beginning October 25<sup>th</sup> thru the museum and non-members can begin reserving tickets on November 1<sup>st</sup>. Reservations are highly recommended, there may be some tickets available on a "same day" basis but don't count it.

The next museum sponsored event will be the 2023 Michelin NCM Bash on April 27-29, 2023. This event always begins the museum event season each year and is a great time with lots of activities, seminars, celebrities and much more.

Also, in 2023 the NCM will host an 11-day Alaskan Cruise from July 11 – July 22. The cruise will originate in Anchorage, sailing south and ending in Vancouver. Very few spaces are available so do not hesitate if you are interested. Contact the NCM very soon.

If you are wanting some production documentation for your Corvette, you can contact the museum for build sheets and window stickers for any Corvette manufactured in Bowling Green. There are a few production gaps in 1982, but other than that documentation is available in a number of ways. Documents can be printed on paper, glass, slate or aluminum and the paper documents can be laminated. These can be great gift ideas...Christmas is coming!!

There are four Corvette Raffles remaining for 2022, they are as follows;

October 20, 2022: Build Your Own Corvette or \$80,000.00 in Cash. Ticket price is \$250.00 with a maximum of 1500 tickets to be sold. There are 779 tickets remaining as of this writing.

November 10, 2022: Hypersonic Gray Convertible; Ticket price is \$200.00 with a maximum of 1500 tickets to be sold. There are 1128 tickets remaining as of this writing.

December 1, 2022: Elkhart Lake Blue Coupe. Tickets are \$150.00 with a maximum of 1500 tickets to be sold. There are 1446 tickets remaining as of this writing.

December 15, 2022: Mist Red Z06 Convertible: (1<sup>st</sup> Z06 Raffle) Tickets are \$350.00 with a maximum of 2500 tickets to be sold. There are 2380 tickets remaining as of this writing.



Don Mason,  
Museum Ambassador

## Secretary / Membership Report

From the Desk of Janice Mason, Southeast Chapter Secretary  
Membership/Event Administrator

I am happy to report we have added two new members and to our chapter since the last edition of the Flagbearer. Please join me in welcoming:

Robert Williams 50552  
3307 Sutherland Bluff NE Drive  
Townsend, GA 31331

Edwin Ward 69477  
14 Forest Hill Terrace  
Crossville, TN 38558

As of September 30<sup>th</sup>, we have a total membership of 98 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 online at [NCRS.org](https://www.ncrs.org), services, renewal membership, or by mail to the address below. Chapter dues are \$30 per year. I am attempting to send out renewal notices on a monthly basis. However, you may contact me at any time if you are unsure about the status of your dues.

Janice Mason  
P.O. Box 353, Locust Grove GA 30248  
[ncrs.sec@yahoo.com](mailto:ncrs.sec@yahoo.com)  
Cell: 770-757-5677.



## Treasurer's Report

JUL – SEP 2022	
BEGINNING BALANCE 7/1/22	\$15,303.83
DEPOSITS: Dues and Event Registrations	\$1,532.26
EXPENSES: Buy-a-Vette event	(\$866.11)
ENDING BALANCE 9/30/22	\$15,969.98

## Communications

### Charity Auction Benefiting the Gary Sinise Foundation

Each year, our chapter is honored to solicit contributions for the Gary Sinise Foundation through a 50/50 charity raffle we conduct. The Gary Sinise Foundation was established under the philanthropic direction of actor Gary Sinise, who has been an advocate of our nation's defenders for nearly forty years. Our mission is to serve our nation by honoring our defenders, veterans, first responders, their families, and those in need. Our programs, designed to entertain, educate, n strengthen, build communities, serve America's heroes and their loved ones 365 days a year Follow this link to learn more about this worthy charity: <https://www.garysinisefoundation.org/>

We will be offering raffle tickets at each or our judging meets and at the annual Christmas party. The raffle is a 50/50 raffle, with 50% of the collected amount awarded to the winner. The remaining 50% is contributed to the above charity along with a matching contribution awarded by NCRS. Ticket prices are \$10 each, 4 for \$30, 5 for \$40 and 7 for \$50.

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

Jim Krakau

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## Member's Awards & Recognitions

At the 2022 NCRS National Convention in Mobile, the SE Chapter members receiving awards were:

John Thornton	1967	Top Flight
Mark Wiley	1954	Duntov Display
Dave Landis	1965	Duntov Display
Tom Walther		200 Level Master Judge Award

.....

At our Fall Tour meet at Greg Wyatt's Vintage Corvette Museum October 7<sup>th</sup> and 8th the following members received Top Flight awards as follows:

Dave Landis	1965	Top Flight
Sid Echols	1966	Top Flight
Dave DelVecchio	1967	Top Flight
Bob Brewer	1970	Top Flight
Arland Womack	1970	Top Flight

In addition, Chris Henry and Bob Kinstrey received Sportsman awards for displaying their Corvettes at the meet.

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Please let me know if you have received recent awards that I have missed.

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## Quick Tips

A few tips picked up at the recent tech session:

- Black 3M Strip Caulk can be used as dum dum to seal openings and nuts
  - Rub n Buff Silver Flake can be used to provide a cadmium look
  - Weldwood contact cement mixed with brown coloring (paint or food coloring) can be used to adhere weather stripping and give the factory appearance
- .....

*As you see or learn of interesting tips that are too short for a technical article, please send me a note and I will add them to this Quick Tips section.*

Thanks  
Jim Krakau



## Regional Director's Report

From Region IV Director . . . . .

I Attended the Southeast Chapter Fall Color Tour this past weekend. This event was held at Greg Wyatt's recently renovated Chevrolet Dealership. This fantastic building has everything new and set up for Corvettes in this small town of Summerville GA. He has a rotating display for the premier "for sale" cars.

Chapter members and guests were treated to lunch and dinner for two days and the quality was fantastic. Chris Henry hosted a Seminar on Side Mount Exhaust N14. For demonstration, there was a side pipe car up on a lift. Mr. Henry also provided a seven-page color booklet containing each part.

This whole event was a real treat as the building was spotless as we observed the cars that were Judged.

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

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.



### 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](http://www.ncrs.org/shop/index.php?main_page=index&cPath=65)

## Road Tour (s)

On October 7<sup>th</sup>, we conducted a road tour from Ringgold, GA to the Fall Tour meet in Summerville. It was a beautiful day with little traffic, which made for a perfect fall drive.

We hope to have additional road tours in the future. With mountain roads, wineries and picturesque cities there are many opportunities in our region for us to take advantage of. Let me know if you have ideas for a future tour.

Jim Krakau

**Correspondence to the Southeast Chapter should be sent to:**

**[NCRS.SEC@yahoo.com](mailto:NCRS.SEC@yahoo.com)**

National Corvette Restorers Society [www.ncrs.org](http://www.ncrs.org)

National Corvette Museum  
[www.corvettemuseum.com](http://www.corvettemuseum.com)

Southeast Chapter NCRS  
[www.sec.ncrs.org](http://www.sec.ncrs.org)



## Technical Articles

### Changing the Headliner in a 66 Coupe

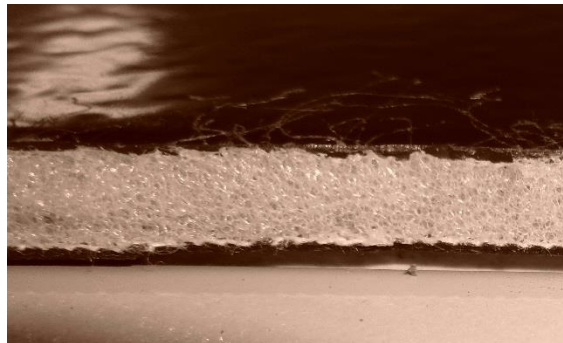
Bob Kinstrey

I needed to change the old headliner because it was pulling lose and the vinyl edge over the passenger door was exposed and not secured by the over door trim. Since I never changed a headliner, changing the headliner in my 66 Coupe was worrisome and perhaps even daunting. However, the process was actually fairly easy although it did take several hours.

I decided to use a new molded head liner supplied by Al Knoch, which was delivered in a large, flat box. The headliner itself made up of a hard shell molded back, a thin layer



New headliner sitting on top of the car



Cross section of the new headliner

foam

insulation and the vinyl headliner itself. The old unit had the vinyl headliner, a multi ply fiberglass insulation and a heavy kraft paper backing. See photos below.

The old layer of

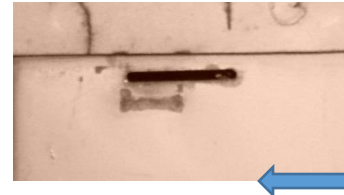


Cross section of the old headliner

The first step in installing the new headliner is to remove the old unit, which meant removing the trim that holds the headliner in place. This includes the rear-view mirror and visors, trim pieces across the top of the windshield and down both sides of the windshield. These pieces of trim are secured by screws.

I also removed the screws that held the overdoor trim in place and the front screws that hold the rear "halo" piece in place. I bagged and noted the screws to make sure they were re-installed in the correct location.

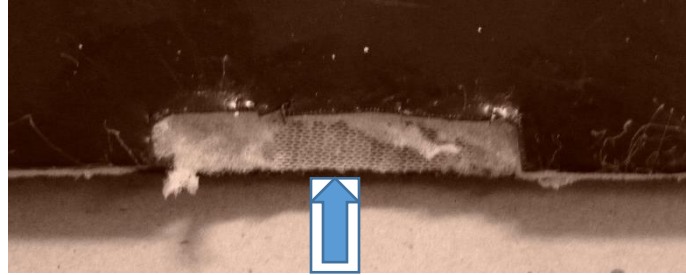
The two trim pieces over the door are also held in place by a clip that is located towards the middle that slides into a slot in the bird cage. Al Knoch recommends not removing the clips but to let the side pieces dangle before slipping the new head liner into place. In my case, one of the clips was broken and had to be replaced. the clips are very brittle and easily.



broken  
Beware  
break

To provide space for the clips make sure a sufficient amount of headliner was secured by the door trim pieces, I cut (notched) shell backing using tin snips. See right

Since I could not completely square up the new headliner; I had to trim a little on the front left of the hard shell to allow it to fit without buckling. I used tin snips to trim about ¼ inch for 6 inches, once trimmed the buckling when away.



and  
the  
over  
the hard-  
arrow at

square

While I had the visor removed, I took the the dirty mounting hardware with a and give the visors a good cleaning. I the heads of all the screws removed, them a fresh appearance.



time to polish  
buffing wheel  
also buffed  
again giving

Installing the headliner was fairly easy. The back slips into the gap between the roof and the "halo" piece. I used a length of rope to hold the front of the new headliner in place so I could adjust the alignment for the new headliner. Rope also allowed me to easily secure the side trim pieces in place as well as the windshield pieces.



I used a small piece of electrical tape to help locate the slot for the clips, thus making their installation easier.

Indicated by the arrow.

Getting the trim pieces to fit properly took a little finagling, taking the pieces back off, adjusting the alignment/placement of the adjacent pieces and then reinstalling. The



The finished project

secret was to not force the fit of the pieces and eventually they all fit back together nicely. Al Knoch recommends a large blob of RTV silicon be placed in the top middle of the headliner, to help secure the headliner to the roof. They say this will help prevent the sagging of the formed liner if exposed to high temperatures for a long period of time. However, since my car is mostly garaged, I did not use the glue in the middle.

## LED Light Upgrade

Bob Kinstrey

The original lights on my 66 coupe have been a concern when driving at night as the car's single 3 inch tail light/side wasn't very visible compared to today's modern lights. After some research I decided to improve the visibility of my 66 and reduce my concern. LED tail, parking and back-up lights are readily available from several suppliers. Headlights, however, were a different issue.

The owner's manual for the 66 calls for the Inner / high beam bulb to be a 37.5 w (H5006) and the outer bulb a 37.5w/50w (high/low beam – H5001). The headlight bulbs removed from my car were upgraded Wagner T3s with the inner bulb being rated 50 w and the outer bulb rated 37.5w/60w. power I thought of converting the T3's to halogen HID, however they pull significantly more wattage (55 to 100w) than the original bulbs, which I felt would be straining the existing wiring, headlight switch and the 37a alternator. I started looking for a solution that consumed less power. LEDs seem to be the answer. Finding suitable 5 ¾ inch bulbs for my 66 took some hunting.



The LEDs I choose for the headlights were the GEN 3 LED conversion kits from Octane Lighting. These bulbs have a driver and cooling system built into the bulb, which means there are no external parts to mount or plug in. I just had to replace your old bulbs with the new ones and plug them in like the originals. Buckets did not require any modifications. Once set into the buckets the alignment of the lights were the same as the old T3s, so I didn't have to make any alignment

adjustments.



The new GEN 3 LED conversion kits Octane Lighting are reported to be the on the market! Each dual beam LED produces 2,000 Lumens of light and watts of energy on the low beam but produces 2,500 Lumens of light and watts of energy on the high beam. The face of the bulb is crystal clear. Housing is metal. Light produced is a white 6,500k. The difference in brightness is amazing, estimated to be 3 times the T3s. See illustration.



from  
brightest  
bulb  
draws 18  
setting;  
draws 24  
setting.  
glass.  
bright

It should be noted that when a set of four is purchased, each bulb is identical, e.g. each is a low/high beam bulb, and the only difference is the extra spade (for the low beam) in the single high beam bulb has been taken out of the plug thus making it a two prong plug. It would be very easy, need to install a short jumper, to have all four bulbs working on both high and low beam.

The make a LED bulbs that replaces the 1157 and 1156 bulbs. These bulbs vary in size and in the number of LEDs contained. They, for the most part, emit light to the side of the bulb or have a few rear facing LEDs. I chose to replace the directional lights with self-contained LED units. I replaced the front amber parking lights with units that have 25 Amber LEDs. It plugged into the 1157 socket just like the normal bulb. A flat bladed screw driver inserted into the slot on the base is used to twist the base into position. They are sealed units with a life time warranty. The taillights were replaced with units that have 15 red LEDs. The backup lights were replaced with units that have 20 white LEDs and plug into the 1156 socket. The taillights and back up lights have the weep hole at the bottom just like the traditional lens where the cotton wick is normally installed. Installing the LED lights required replacing of the traditional flasher with one designed for the low power consumption. The new flasher required it to be grounded, which I was able to do using the passenger kick panel vent knob bracket – just loosen the bracket screws, slipped the wire under it and then re-tighten the screws. One of the side advantages that I didn't expect, was due to the lower power draw when the headlights are on, the instrument lights are now brighter so you can actually easily read them.

The installed lights are shown below.



Although they are not to NCRS standards, I can now see down the road much better and other cars can now see me much better. Safety all around. If in the future I want to return to the traditional lights for judging, it would only take an hour or less to undo the whole conversion.

### NCRS 2022 Calendar of Events

DATE	EVENT	LOCATION
Oct. 20-22	Lone Star Regional	Frisco, TX
Early December *	Southeast Chapter Holiday Social Dinner	Atlanta, GA

- NCRS – SE Chapter Event

### NCRS 2023 Calendar of Events

DATE	EVENT	LOCATION
Feb. 23-25	Florida Winter Regional	Lakeland, FL
Mar. 24 – 25	SE Chapter Spring Meet	Pigeon Forge, TN
July 23-27	2023 NCRS National Convention	French Lick, IN

### 2022 NCRS Southeast Chapter Officers

<b>Chairman</b>	Tom Beuglas	404-456-3711	<a href="mailto:beuglast@gmail.com">beuglast@gmail.com</a>
<b>Vice Chairman</b>	Jim Krakau	404-983-7333	<a href="mailto:jkrakau@ymail.com">jkrakau@ymail.com</a>
<b>Judging Chairman</b>	Richard Mauser	407-230-2303	<a href="mailto:rjmauser@bellsouth.net">rjmauser@bellsouth.net</a>
<b>Secretary/Membership Mgr.</b>	Janice Mason	770-757-5677	<a href="mailto:SENCRS@outlook.com">SENCRS@outlook.com</a>
<b>Treasurer</b>	Donald Mason	770-954-9738	<a href="mailto:donaldlmason@bellsouth.net">donaldlmason@bellsouth.net</a>
<b>NCM Ambassador</b>	Donald Mason	770-954-9738	<a href="mailto:donaldlmason@bellsouth.net">donaldlmason@bellsouth.net</a>
<b>Newsletter / Web Editor</b>	Jim Krakau	404-983-7333	<a href="mailto:jkrakau@ymail.com">jkrakau@ymail.com</a>
<b>Region IV Director</b>	John Ballard	502-905-3942	<a href="mailto:johncballard40@gmail.com">johncballard40@gmail.com</a>

## NCRS – Member News

The full minutes of the NCRS Board Meeting held on July 29, 2022 in Mobile can be found at: <https://www.ncrs.org/docs/7292022.pdf>

In addition, there is a NCRS News and Documents page that has been established in the NCRS.org website at: [NCRS.org/contact/documents.php](https://www.ncrs.org/contact/documents.php). This page has a Membership Recruitment Flyer that you can take to your car show and distribute to your friends to highlight the benefits of joining NCRS. Past Board minutes, bylaws, policies, chapter guidelines and more can be found on this page.

## ***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~~ **\$8,000**

Contact: Tom Beuglas (404) 456-3711 or e-mail [beuglast@gmail.com](mailto:beuglast@gmail.com)

.....  
**1984 Corvette** Red exterior / grey interior, 4 speed w/overdrive and 33k original miles. I have owned for 2 1/2 years. Purchased from original owner. Don't want to sell on open market, reason I'm contacting y'all. If anyone is interested e-mail or call me.  
[larryrochester@att.net](mailto:larryrochester@att.net) 864-325-4016



### FOR SALE – Parts & Items

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](mailto:bunkybyrd@gmail.com)

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](mailto:beuglast@gmail.com)

1 Set of 1998 Corvette GM service manuals (3 Books), MINT condition still in original "HELM's" shipping box.  
\$75.00 plus shipping(media)

1993- -1996 Corvette key fob remote for convertible. Single button (new)  
\$25.00 plus shipping

BlackWing air filter unit complete with MAF. This is from throttle body to air filter style.  
\$300.00

Contact:

**Steven Heck**

[sheck327@gmail.com](mailto:sheck327@gmail.com)



### WANTED – Parts & Items

2 Original or NOS 1965 Corvette hubcap spinners

1965 Fuel Injection Air Cleaner that needs restoring. Any condition is considered.

**Stephen H. Byrd (865) 250-1968** [bunkybyrd@gmail.com](mailto:bunkybyrd@gmail.com)

### WANTED – Corvette

**Wanted** Need your HELP Looking for First Corvette 1967 Blue Convertible  
350HP Small Block 4 speed Black interior low option



VIN 104677S1 14501

Still have Bill of Sale

Purchased @ Martin Burk Chev Forest Park, Ga.

Chris Henry (61744) Southeast Chapter

## Services Offered



## RHM Jumpstart - A dedicated automobile business!

- I am a buyer!
- I will help you sell your vehicles.
- I can help you locate a car.
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