THE LEGEND

A Quarterly Newsletter of the St. Louis Chapter of the National Corvette Restorers Society

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2020 BEGINS WITH FOOD, FUN AND FRIENDS

The St. Louis Chapter held its annual holiday awards dinner at the Spazio's Westport on January 4th. Nearly forty Chapter members enjoyed an evening of good food and great fun among friends.

The evening started off with a silent auction which raised $765 which will help support our Chapter charitable activities. We thank not only the successful bidders, but also those who donated goods and services that made this possible. There was also a representative of Nurses for Newborns on hand to accept gifts that members brought to help the local babies that this dedicated organization services year-round.

After dinner outgoing Chair Mark Kessinger recognized members whose participation during 2019 helped continue the tradition of St. Louis being an NCRS Top Flight Chapter. In addition to thanking 2019 Board Members and Committee Chairs, Mark lauded the judges and tabulators, all of the Chapter members who attended and received National awards at the NCRS National Convention in Greenville, and those members who submitted articles to *The Legend* during 2019. Mark also recognized Kelly Waite for being the most active member of the year as well as Tony and Reda Salters for traveling the furthest, from Conway Arkansas, to attend a Chapter event.

Mark then turned things over to incoming Chair Allen Kleinhenz who spoke briefly about 2020.

Of course, nothing says holiday like a spirited game of White Elephant Gifts, and there were some "spirited" moments as gifts were stolen back and forth.

If you were unable to attend this year's dinner, we hope you are able to participate and enjoy fun and friendship at next year's dinner.

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Holiday Awards Dinner *photos by*

NCRS NATIONAL CONVENTION July 19 – 24, 2020

Registration is now open. Information and registration links for the 2020 NCRS convention at French Lick, Indiana, can be found on the NCRS website by clicking on **https://www.ncrs.org/convention/index.php**

Convention hotel rooms at the French Lick Springs Hotel (adjacent to the judging field) are now available on-line at the convention rate of $159 (plus tax). You can use the following link to your on-site room directly: **https://book.passkey.com/e/49814631**

The 2020 National Convention is back in the Midwest and an easy drive from the St. Louis area. Plan now to attend and enjoy not only your friends from the St. Louis Chapter, but new Corvette friends from around the world.

CALENDAR OF UPCOMING CHAPTER EVENTS

March	12	*StL Chapter Board Meeting* *StL Chapter Dinner Meeting*	*5:30 PM* *6:30 PM*	*JJ's Restaurant*
April	9	*StL Chapter Dinner Meeting*	*6:30 PM*	*JJ's Restaurant*
	12	HCCM Easter Concours d 'Elegance		Forest Park
May	2	*StL Chapter Judging Meet & Picnic*		*St. Louis County Love Park*
	14	*StL Chapter Dinner Meeting*	*6:30 PM*	*JJ's Restaurant*
	14-16	Adirondack Regional Meet		Albany, NY
	28-30	Rock Mountain Regional Meet		Loveland, CO
June	11	*StL Chapter Board Meeting* *StL Chapter Dinner Meeting*	*5:30 PM* *6:30 PM*	*JJ's Restaurant*
	11-13	North Central Regional Meet		Rochester, MN
	25-27	Bloomington Gold		Indianapolis Motor Speedway
July	9	*StL Chapter Dinner Meeting*	*6:30 PM*	*JJ's Restaurant*
	19-24	NCRS National Convention		French Lick, IN

FROM THE CHAIR *by Allen Kleinhenz*

As I sit here and await the next rain, then sleet and then snow, forecast I wonder when I will get either Corvette out on the streets again. Both Carol and I are natives of Minnesota and no stranger to long and cold winters with lots of snow. We both hoped that Missouri would give both of us a respite from long and cold winters. Well enough of my ramblings and complaint of cold weather.

I look forward to spring then summer and getting out and about to car shows, judging meets and the occasional road tour. NCRS had a tag line many years ago that it started about the cars then evolved to the friends we make with this hobby. I am going to try hard to make this year's meetings about getting to know each fellow member better and that you can get to know their cars. We all have stories about our first car (Corvette), if it started out as a project or fully restored, how the car came out of long winter storage, or the original part you ordered from a vendor and it turned out to be a new part and made in China and does not fit. We also have found good vendors that sold great parts and stood behind them if you had questions or problems. All of this should be shared with fellow members because both parties win with this process.

I also think that those of us who are Master Judges can share with new members to the Chapter more about how the judging process works, and that you can ask the judge to explain how and why the part is not correct. The one thing that I have learned during judging is that these cars were not made to be judged and that early in the model year and late in the model year the cars can be different than the manual. This is not to say you may still lose points but you should document your car and look at other cars that are the same year and model and how they either match the manual or your car. I hope this ramble does not confuse you or confuse Kelly, our Judging Chair. It is just offered as a reminder that the cars were not made to fit our judging manuals. I would also encourage all members to get involved and come to a meeting or judging school or judging meet either local or regional.

NCRS ST. LOUIS CHAPTER OFFICERS 2020

Chair, Allen Kleinhenz	636-696-9753	ackleinhenz@gmail.com
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Events Chair, Dave Buescher	618-692-0679	dbuescher1@gmail.com
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New Member Profile *of Alex Rethy*

Everyone, please welcome Alex Rethy, our newest Chapter member.

I grew up in South St. Louis. My friends and I did a little street racing, mostly with Mopars. Our main hangout spot was the old Steak n' Shake (gone now) at Chippewa and Morganford back in the early '70's.

Around 1975 I bought a really clean '69 Corvette 4 speed coupe (silver) with pretty high mileage for,. I drove it for about a year, did some work on it (clutch, radiator, and carburetor, brakes, etc.) and sold it for a decent profit.

I met my wife in that car at the Steak 'n Shake (see a pattern here?) on South Lindbergh in 1976. After dating awhile, I realized that a C3 Corvette is not the most practical "only car", so I sold it and bought a new '77 Cutlass Supreme. At that time, I thought I was done with Corvettes

Fast forward about 45 yrs., several houses and a bunch of non-Corvette cars to June, 2019. I was just looking at car ads on Autotrader just "because" and C4 ads caught my eye in the sidebar. I looked through the C4 Corvette clutter and found a gem in Jonesboro, AK. It was an 1987 coupe, silver beige over brown with 17K original well documented miles. The car was originally ordered and driven by the chief design engineer at the Corvette assembly plant as a retirement gift to himself. He became ill after about a year and sold it to an engineer friend of his who put the car into storage with 14K miles and never drove it. The car was stored for 22 years and was finally sold by the family as part of his estate.

The new owner spent considerable money getting the car in drivable condition again but also drove it very little, mostly just car shows. He eventually put it up for sale at Streetside Classic (see sales video https://www.youtube.com/watch?v=5OO8-QrhidE and yes, I'm aware two wheels are on the wrong side even though tires are mounted correctly). It was eventually bought by a guy in Jonesboro Arkansas who only drove it about 1500 mi. He also owned a C6 an C7 and decided to sell my car because owning three Corvettes got a bit expensive.

This is when I noticed the ad on Autotrader. I contacted the owner to look at the car. My wife and I drove down to test drive it and look it over. It was as clean as shown in the Streetside ad and drove perfectly, everything in it worked. I gave him a deposit and picked it up the following weekend with my son who was able to borrow an enclosed car trailer from a friend.

I've only driven it to a few car shows, and a parade, and it is mostly stored in my garage. I plan on getting it out for some road trips this summer and enjoy it as long as I'm still able to get in and out of it.

Alex

CHAPTER FINANCIAL REPORT *by Joan Burnett*

The following is the final accounting of Chapter finances for calendar year 2020:

NCRS

2019 NCRS St. Louis Chapter Financial Report

Opening Balance, January 1st of reporting year:			**$8,675.17**
INCOME:	**(Gross Income)**		
	Membership Dues		**$1,888.97**
	April Judging Meet	$190.00	
	June Judging Meet	$205.00	
	October Judging Meet	$280.00	
	Holiday Party 2019	$175.00	
	Holiday Party 2020	$1,380.00	
	Total Events Income		**$2,230.00**
	50/50 drawing for Charity	$574.00	
	50/50 Winner Contributions to C	$155.00	
	Charity Auction	$1,500.00	
	Interest	$75.54	
	Shirt/Manual Sales	$117.00	
	Postage Reimbursement	$11.74	
	Badges	$70.00	
	Paypal Verification	$0.12	
	Total Other Income		**$2,503.40**
Total Income:			**$6,622.37**
EXPENSES:			
	2019 Holiday Party	$1,197.49	
	2020 Holiday Party	$470.00	
	Spring Chapter Show	$202.58	
	Fall Chapter Show	$437.19	
	Easter Show	$150.00	
	Judging Supplies	$375.11	
	Judging School	$45.00	
	Charity	$2,595.00	
	Total Event Expenses		**$5,472.37**
	Dues Related Expenses		
	Website/Newsletter Expense	$143.40	
	Badge Expense	$62.41	
	State Filing Fee	$10.50	
	Postage/flowers/misc	$108.99	
TOTAL EXPENSES:			**$5,797.67**
Account Balance	**12/31/2019**		**$9,499.87**

Respectfully submitted Joan Burnett, Treasurer

CHAPTER ACTIVITIES REPORT *by Dave Buescher*

The St. Louis chapter held its annual Chapter Holiday awards dinner at Spazio Westport on January 4th, 2020. The turnout was good with many members attending. There was a silent auction to support our charities, a great dinner, recognition of members accomplishments, and the crazy white elephant gift exchange. Thank you, Joan Burnett for organizing the event.

Gateway Classic Cars in O'Fallon Illinois sponsored a customer appreciation day on Saturday, December 7. Lunch was provided for all attending in exchange for an unwrapped gift for their Toys for Tots campaign. Several ST Louis chapter members attended.

Coming Up…

At the February Chapter meeting, the membership approved funding 10 entries again this year for The Horseless Carriage Club of Missouri's Easter Concours d 'Elegance at Forest Park will be April 12. If you would like to attend please contact me ASAP to reserve your spot. Cars must be 1995 or older so joins us with your Top Flight Corvette and let's enjoy talking Corvettes and the NCRS with fellow automotive enthusiasts.

The next chapter judging event will be May 2, 2020 at Love Park, 2239 Mason Ln, Ballwin, MO 63021. Contact Kelly Waite for judging related information. We will again have a mini swap meet at the event.

I am working on scheduling details for a garage tour to the Illinois side of the river, late spring early summer. It will be most likely on a Saturday. More details to follow. If YOU have a suggestion for a Chapter event, please contact me and we can work together to make it happen.

Join us for our monthly dinner meeting at JJ"s Restaurant on the second Thursday of the month beginning at 6:30 for good food and corvette talk. The address is 1215 S Duchesne Dr, St Charles, MO, and you can find them on the web at **https://dinejjs.com/**

CHAPTER CHARITIES *by Carrol Kleinhenz*

On Saturday, March 28th we will again volunteer our services, cleaning, repairing and sorting donated goods at the offices of our adopted charity, Nurses for Newborns, 7259 Lansdowne Ave #100, St. Louis, MO 63119. We will meet there at 9:30 AM. This is a fun and easy event and if you have not participated before think about joining us. As always, we will go to lunch together afterwards at Llewellyn's Pub in Webster Groves. It is a fun time with little stress and lots of friendship.

Our Silent auction at the holiday awards dinner established our 2020 charity nest egg. We will continue our 50/50 drawing at each monthly meeting. This is a great way to raise funds for our charitable activities and the winner walks away with a little extra cash.

JUDGING REPORT *by Kelly Waite*

Our next Judging Event will be at Love Park on Saturday, May 2nd. I have assured our lead BBQers (Mr. Kleinhenz and Mr. Foster) that we will have a great sunny day and no rain!! If you are interested in having your car judged or doing a Sportsman display, a registration form follows on the next page. Please complete and return to me ASAP.

As of now… we have 3 cars signed up for Judging:

- 1953 Corvette
- 1954 Corvette
- 1964 Corvette
- 1965 Big Block Convertible

Really cool that we have a 1953 coming. As they only made 300 of them… you do not see them very often. Bill Mulder and I have seen this car… It is really special.

We are already planning our fall Chapter Judging event, tentatively September 26 in Love Park. Stay tuned for further updates.

Also, don't forget that our Chapter Judging Events are for both Flight Judging and Concours Judging. All Corvettes presented for Concours Judging are *required to have original Corvette VIN Tags*. Concours judging is divided into two divisions:

Stock Division From its outward appearance, the Corvette appears to be stock as it came from the factory. This includes Corvettes which, with the doors, hood and trunk (if so equipped) closed, *and excluding wheels and tires* but including paint color and scheme, the Corvette *appears like a production Corvette*. It can have show quality chrome and paint, a different motor than was original to the car, and suspension/chassis modifications.

Modified Division includes all other Corvettes. These Corvettes can have body modifications such as flared or radiused fenders; custom paint such as flames or stiped; or, other visible modifications from the original factory appearance.

Concours judging is conducted in similar fashion to Flight Judging with five teams of judges assigned to assess Operations, Interior, Exterior, Chassis, and Mechanical. However, judging but *is based solely on condition of the car and its parts*, and part numbers and date codes are not judged.

St. Louis NCRS Chapter Judging Meet and Picnic
Saturday, May, 2, 2020 8:30 AM
Love County Park, Mary's Shelter
2239 Mason Lane, Manchester, MO 63021

Directions: Manchester Rd. west from I-270 two blocks past first stop light to Mason Lane. Left on Mason Lane to the park. Follow signs to Mary's Shelter.

Schedule of Events: 8:30 AM Registration; 8:45 Flight Judging 11:00; Awards presentations following completion of judging.

Name: _____

Address: _____ _____

City: _____ State: _____ Zip: _____

Telephone: _____ NCRS Number: _____ Expires: _____

Spouse / Guest: _____ E-mail: _____

Attendance is *FREE* but we request you pre-register			*FREE*
Flight® Judging Entry	Fee	$65.00 *	$_____
Concours® Judging Entry:	Fee	$40.00 *	$_____
Sportsman Entry: Chapter: _____	Fee	$20.00	$_____
Special Display: Bowtie, Crossed Flags, Duntov, McLellan (Circle One)			*FREE*
Make check payable to: NCRS St. Louis Chapter		Total:	$_____

Car Info: Year: _____ Coupe/Conv: _____ Engine: CI_____ H.P. _____

Complete VIN: _____

Ext Color: _____ Int: Color: _____ Int Fabric: Standard/Leather: _____

Following Applies To 1963 - 1996 Only: Trim Tag or Service ID Label Info:

Paint Code_____ Trim Code: _____ Build Date: _____ Body Number (63-67): _____

Do you want to tabulate, judge or observer judge? Tab: Y / N Judge: Y / N

OJ: Y/N ~ Class: ____ Int: ____ Ext: ____ Chassis: ____ Mech: ____ Tab: ____

Judging Level: _____ (If known)

Please enclose check payable to St. Louis NCRS with application and mail to: Kelly Waite
* Fees are not refunded for cancellations after April 2th. 2083 Eisenbath Road
For questions email kellywaite@att.net or call (636) 284-0500 O'Fallon, Missouri 63366

I agree to insure my vehicle and property for loss, damage & liability and to provide proof of such insurance to NCRS at time of registration. I agree to assume the risk of any and all damage or injury and to indemnify and hold harmless NCRS, its officers, directors, agents, employees and chapters for any actions or acts of omission which may result in the theft, damage or destruction of my property or injury to me or others occurring during or as a consequence of this event, wherever located.

Insured by: _____ Policy # _____Expires: _____

Signature: _____ Date: _____

C3 REAR SPRING REBUILD *by Greg Simon*

This article pertains specifically to 1975 Corvette with standard suspension. I do not know how much difference you will find to other years but I think the configuration is typical of C3 generation at least 1975 to 1977. The standard suspension spring is listed in many sources as a nine-leaf spring with the optional heavy-duty suspension being a seven leaf spring. More on this later.

My Corvette showed just 50,000 miles. I began hearing an intermittent ticking noise coming from the rear suspension which seemed to be coming from the rear differential. Further inspection revealed that the differential side yoke end play was over .125 thousandths on each side. Optimal is under .035 thousandths. The side yokes of 1975 Corvettes are known to wear more on the ends due to yoke ends not being as hardened as earlier years. The increased end play causes erratic camber settings of the rear tires. While not likely to be the cause of the clicking in the rear differential the increased end play was another reason to investigate the rear differential. So, it had to come out.

If you are into restoring Corvettes you likely know that when you start taking things apart one thing usually leads to another. Which leads to the subject of this article. To get the rear differential out you need to remove the rear spring. Since the spring is out, I might as well rebuild or refresh it. Sounds simple. And it is, sort of.

If your car sags in the rear or does not sit level you may need a new spring. With stock wheels and tires the lip of the wheel well at the center of the tire should sit about 28.5 inches from the ground. If you purchase a new spring disregard the substance of this article as you won't need to restore your spring.

Figure 1 - Spring is crusty, need freshened up

Lets Get Started

First, we need to remove exhaust pipes. Boy they look kinda rusty. Now we are into mission creep. Might as well get new exhaust pipes. Next remove spring ends from trailing arm links. Might as well get new bushings for links.

To start, assuming you are doing the job on the floor, jack the car up and set on jack stands and remove the tires.

Unbolting the links from the trailing arms is the next step. To unbolt the links you need to relieve the spring pressure from each link using a floor jack a block of wood and four inch C clamp. Clamp the block of wood a few inches from the end of the spring. Use the floor jack under the block of wood to

C3 REAR SPRING REBUILD continued…

raise the spring and relieve the pressure on the link. Once a link is unbolted lower the jack and the end of the spring. Make sure the block of wood is securely fastened so it does not slide up the curvature of the spring. Repeat on the other side. The ends of the springs should now be free with the wheel hanging loose.

Did I mention mission creep? Check the front trailing link bushings where they bolt to the frame. If there is a lot of tilting movement, you may need to rebuild trailing arms. Check the strut rod bushings. If they are shot you may need to replace those bushings or the strut rods if they are bent.

Next support the spring by putting your floor jack and your block of wood under the plate that holds the spring to the differential. With the spring supported remove the four half inch bolts holding the spring. Be careful not to strip the threads in the differential. Use a lot of penetrating fluid and heat from a torch if the bolts are stubborn. Dissimilar metals, steel bolts and aluminum case can seize together. Once the bolts are removed lower the jack and the spring from the car.

The spring is held together with one bolt in the center of the spring. Use a C clamp to hold the spring together while you remove the bolt. Once the bolt is removed loosen the C clamp from the spring. The individual leaves can now be separated.

Once separated remove the liners and clean the leaves. I used a wire wheel on a drill to clean the leaves. I have heard that sand blasting can change the temper of the springs. I don't know if that is true. Regardless the wire wheel worked well. I painted the leaves with Eastwood Detail Gray paint to mimic gray primer which was typically the expected finish.

Figure 2- Painted Spring leaves ready for reassembly

Figure 3 - Leaf with date codes, not visible when reassembled

The smallest leaf has the date code. My June 75 car had a date code seen in Figure 3. I believe the format is: 906 could be a part identifier, 130= Julian date May 9, E= May, C Shift, 5= 1975.

Of interest, to me, the spring is called a nine-leaf spring in the Corvette Central parts catalog but there are ten leaves. The 1975 NCRS judging manual specifies a ten-leaf spring so the Corvette Central catalog is incorrect. The NCRS judging manual calls for part number 356825 for 1975 standard ten leaf spring. I can't explain the difference so, if you are replacing the spring, be aware that replacement spring may be incorrect. More on this later. I ordered a spring liner kit from Corvette Central for a 1975 nine leaf spring, which unknown to me, came with seven liners. The lengths of the liners did not match my existing liners. I called Corvette Central tech support because my spring had nine liners. I do not believe the spring had ever been apart so the nine liners I had on my spring was, I believe, correct.

C3 REAR SPRING REBUILD continued…

The tech rep at CC said the NCRS judging manual specified seven liners with the sixth and seventh spring not having a liner. He said the judging manual he referred to was an earlier year C3 manual. I told him I didn't think the information was correct for later C3s and that I would send him pictures. He didn't seem too concerned or interested in correcting the kit so I don't know if they have researched the issue and corrected the kit. The following picture show my original liners with what I was sent in the liner kit. My eventual solution was to have Corvette Central send me a section of liner material which I cut to length and trimmed to replicate the indent in the middle of the liner.

Figure 4 - Original liners compared to liners from Corvette Central

Once the liner situation was resolved reassembly of the spring was simple. A new center bolt comes with the spring rebuild kit but I was able to use the original center bolt by clamping the spring leaves together compressing the center stack. There are no spring alignment clips as on other leaf springs as the four spring attachment bolts assure spring alignment. I replaced the cups on the end of the longest spring which may not be necessary depending on the condition of your spring cups.

When reinstalling the spring stack to the differential I used a small amount of anti-seize on the threads of the half inch bolts that hold the spring to the differential. The center bolt centers the spring to the mounting plate and the differential. Reinstalling the end links is the reversal of the disassembly process.

Figure 5 - Refinished spring reinstalled in car

C3 REAR SPRING REBUILD continued…

This project turned into a restoration of the total rear suspension, rebuilt trailing arms, strut rods, half shafts, universal joints and rebuilt differential. The clicking noise that started the whole process turned out to be a bolt that holds the ring gear to the differential carrier had broken. It was hitting the case as it rotated and was about to fall out and probably destroy the rear differential.

Figure 6 - Ring gear bolt at lower left is broken not loosened, but still in ring gear. Disaster averted!

Figure 7 - Broken ring gear bolt

A Collector Car Insurance Story *by Kelly Waite*

I had on my to-do list to get bids for classic car insurance. I finally made time for it.
The good news …is that getting bids saved me money. The bad news is that I overpaid for years.

I have always been with well-known insurance company that is *just like a neighbor*… and use them for Home, Auto, Umbrella and Classic cars. I was always told… to be careful… on their collector car "Stated Value" … as their definition could be different than yours.

So, I decided to get bids from a number of insurers specializing in "collector car" insurance. I was careful to get bids with the same coverage limits as I currently had with my current insurer. I thought the most well-known of the collector car insurers was going to be the best option… but they turned out to be the same price as my current insurer. Two other insurers, also well-known for covering collector cars, would not provide me with a quote unless they also had the home owners' policy.

Finally, I got the bid from Adam Boca of National Corvette Insurance (NCM). They were 29% cheaper. National Corvette Insurance is provided by American Modern Insurance, which is owned by a very large credible insurance company named Munich, and is rated A+ by A.M. Best.

By the way… Adam Boca and his team at NCM were very helpful and easy to work with. They just need pictures and your coverage needs. His number is 877.678.7626 and his email is info@ncminsurance.com

Finalizing My 67 Roadster Chassis for the Body Drop *by Tom Kreyling*

After many years of learning, work, along with help from several members of our chapter, and knowledge gained from the NCRS technical board, I am finally seeing a brighter light at the end of the tunnel. My chassis is nearly ready to accept the body. Well that's what I've thought at least more than once lately. Ten years of disassembly have led to some interesting "now where could I have put that part or bolt" challenges.

I have also gained some new knowledge on some of the components. Disc brake calipers, sleeved versus non sleeved and how to tell the difference. The decision to add power steering, factory typical vs no slave cylinder vs rack and pinion.

I replaced the leaking front calipers on this car in 2007 when I bought it with sleeved calipers. I thought the rears were working. Afterall they weren't leaking. Recently I disassembled both and I now completely understand the reason for stainless steel sleeved calipers. The pictures show the difference in what each look like. The originals have a larger chamfer in the cylinder and the sleeved ones have a fine groove between the sleeve and the casting and a smaller chamfer. The grey calipers are not sleeved and had probably been rebuilt without sleeving earlier in the car's life. The red calipers are from the front and are sleeved.

Figure 1 – Unsleeved Caliper

Figure 2 – Sleeved Caliper

Finalizing My 67 Roadster Chassis for the Body Drop, continued…

I decided that I definitely wanted power steering but wanted a more modern type than the original slave cylinder type that was so prone to leaks and not very responsive. I had already early in the restoration, on replaced all of the steering components so a rack and pinion conversion did not really interest me. Then recently, I learned about the Borgeson steering conversion. This system replaces the Saginaw steering gearbox with a Borgeson gearbox like those used more on other GM cars. It is more responsive and does not he any of the leaking issues that the slave cylinder does. A very simple pump to steering gearbox with the 2 hoses.

Figure 3 – Saginaw Steering Box

Figure 4 – Borgeson Steering Box

Figure 5 – Power Steering Pump

1963 Corvette Paint Discoveries *by Tom Dingman NCRS 4889*

I was recently invited to a garage party in Michigan. Most of the attendees were hot rod enthusiasts, but the garage owner happens to own a 1963 Corvette which still wears most of the original paint. Because of a slight bump in the rear, the exhaust/valance panel was off the car, so I took the opportunity to photograph it.

Like a lot of parts from that model year, the valance or “rear exhaust panel” on a ’63 Corvette is unique. The openings for the two exhaust pipes are smaller than those on any panel made for the 1964-1967 Corvettes with under the car exhaust. There are also small L-shaped strips “glued on” inside near the two (L & R) ends, but not quite at the very outer edges. Later years are simply “folded up” at the ends. The car owner also pointed out that the smaller 1963 exhaust bezels are usually cracked at the bottom. (Sorry, my photo just missed the crack.)

Another discovery about that panel is shown in the Photo #1 below. It gives a hint as to the location of the panel when it was painted in St. Louis. Can you see a paint feature that most restored Corvettes do not have? Another (bigger) hint comes from the Photo #2 of the rear license plate area. The discovery answer is at the end of my article, and you can find other such photos on ncrs.org.

1963 Corvette Paint Discoveries, continued…

Please note the lack of gloss on the areas pictured. It does not look as bad (dull or unpainted) as some other "bottom areas" I have seen. However, I am sure the paint buffing process missed the rear exhaust panel.

Photo 1 – Original 1963 Saddle Tan Exhaust Valance Panel

Photo 2 - Original 1963 Saddle Tan Body Without the Valance Panel

Photo #1 above shows an attachment point on the rear exhaust panel where a captive washer bolt was used to hold the panel on the rear of the body during painting. There is another unpainted spot just like it on the other side of the panel, indicating two temporary attachment points. This indicates to me that a proper restoration should include painting the panel in this "temporary mounting". From this 1963 example, it also appears no primer or paint was applied under the top edges of the hanging panel.

I have to wonder, what happened to all those painted bolts? Did some of them have multiple layers of colors? On NCRS.org/Discussion, there is a photo of a rear panel with one blue painted mounting bolt! This indicates at least one such bolt "stuck around" and ended up on the same body! I've been told the painting area was only about one hundred feet from the body drop (after which the panel would catch up with the matching color Corvette).

Perhaps you have seen the old B&W photo of a guy spraying paint at the rear of a midyear Corvette. The rear panel is visible hanging under the back of the car. You can find this (photo # 85) in one of the John Hinckley Downloads. They are presented on a page of the Michigan Chapter website. Go to www.michiganncrs.org Then look for "Downloads" on the menu across the top. Click on that word to see five downloadable documents. Below is the address of a particular Hinckley download. (Check out all five and see lots of interesting photos!) http://www.michiganncrs.org/resources/Hinckley-Presentation/CorvetteAssyProcess.pdf

Photo #4 - A now famous* SWC photo also shows the unpainted areas below the taillamps. The white painted rear valance panel is not seen in this image. *A reprint is available from the GM Heritage Center Library via GMPhotoStore.com.

Corvette Paint Discoveries continued…

Photo 3 - Slide #85 from John Hinkley's 2011 Presentation. Note the Hanging Valance Panel

Photo 4 - A Now Famous SWC Photo Shows Unpainted Areas Below Taillamps.

There are at least two discussion on NCRS.org which show additional photos. Copy the link below or search for words like "rear valance attach" within the discussion board. Here's one of the discussions you will find: https://www.ncrs.org/forums/showthread.php?118741-1965-C2-rear-valance-attaching-hardware&highlight=rear+valance+paint

The first photo you will see in this linked discussion shows a red car with unpainted areas like the white '63 above. Again, no valence panel in the photo. There are multiple white '64 Corvette photos below the red car photo. Those are from Don Hooper. Remember that Don's photos do not represent a factory process. Don simply used wires to hold his panel in a lower position, to present the same stuff I have been writing about here.

Also, in this same discussion, there is also a reminder from Harry Sadlock that the washer size on these bolts was larger in 1963. So, the '64 - '67 panels painted this way would exhibit a slightly smaller unpainted area around at least two of the bolt holes. Again, photo #1 was from a 1963 Corvette coupe.

I wish to thank all the NCRS members who published photos and information that helped me discover more about our favorite sports cars. Some (or all) of these discoveries could be labelled "old news", but I am enjoying as "news to me".

Thanks – Write or call anytime.
Tom Dingman, P O Box 1111, Lapeer, MI 48446 and (810) 338 0307

CLASSIFIED by Our Members

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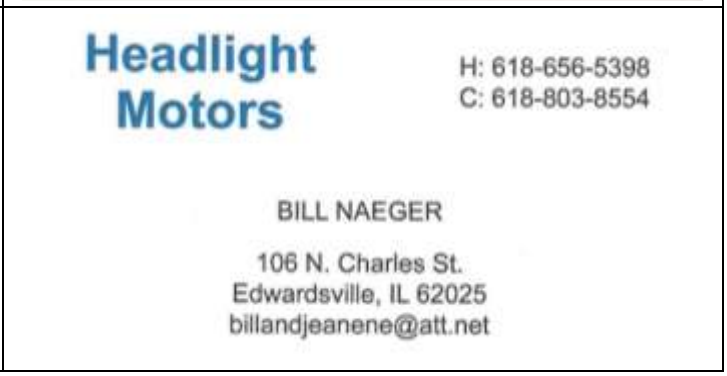

For Sale
NOS Transistor Ignition parts
T I magnet p/n 1960779 NOS new in unopened GM box $325 each, 2 available
TI Pole Piece p/n 1967928 NOS new in unopened box $150 each, 2 available
TI amplifier box, USED, tested good $225 each 3 available
63 to 67 Exhaust tips NOS in the GM box $175 for the pair
Call or text Dave Buescher 618-772-8641

For Sale
Restored 1965 1966 Corvette Telescopic steering column.
Includes new turn signal switch and lever, new chrome lock ring and horn button.
Also includes steering wheel hub.
May consider other columns on trade in
$1650 outright
Call or text Dave Buescher 618-772-8641

For Sale

1966 - 1967 Complete short block, with intake with bell housing and flywheel,
Engine 3892657, H286, V0626HE, s/n 22278,
Heads 3890462, H26 - $500,fan clutch included
1979 Aluminum wheel, used - $75
1989 Aluminum wheel with rim damage - $40
Delco Shock PLIACELL, # 5552659, 11D65 - $60
L82 Intake Manifold 14007378 - $150
L82 Valve Covers P3965543 LH & P3965544 RH - $100 Pair
Tach Drive Distributor, dated 4H24, needs refurbed - $40
58 - 62 Eyebrow Moldings, good condition, 1 set of 4, - $50
Upper and Lower Grill opening moldings, 2 pair, good condition - $200
Good Year, non-DOT, 670x15, 2 1/2 " whitewall, used - $75
Aluminum Radiator, used, orig 3150916 - $ 100
Other misc. 1962 items. Text your interest and I will look thru my boxes.
Text or E-Mail Dave Dawdy, 618-604-9611 dgdawdy@gmail.com, Photos Available. No calls please.

Wanted

1963 to 1967 convertible folding top frame. Any condition considered.
Call or text Dave Buescher 618-772-8641

For Sale

1962 327 Engine from a real Corvette. Original Pad stamped 104357 F1128RC (250 HP) Original Crank, Rods, Pistons still in it. Will separate the heads or whatever you need. Buy it all $595 - Delivery at Carlisle (August) or Detroit area. WOULD LOVE TO REUNITE THIS ENGINE TO THE ORIGINAL CAR IF ANYONE KNOWS WHERE IT IS!
1968 427 early Corvette original tri-power manifold cast in 1967. "Low-Rise", not same as '67. Square port / High HP version, with three carbs. This has been in dry storage for 40 years. Will be on sale at Carlisle (August). Price is TBD.
Call or Email Tom Dingman, Phone: 810-338-0307, Email: midvette@mac.com

For Sale

1962 CORVETTE: Two top with black soft top. All Numbers Match! Rebuilt 327/250 HP, 4 -Speed. Scored 93 at NCRS Chapter Meet on 10/12/19. Complete document trail. $67,500.00.
Gary Bader 314-616-0038 GaryB@r-ref.com

For Sale

1964 Corvette Roadster: Daytona blue with blue and white interior. 327-auto-ps-pb-rare factory ac-ko wheels Added side exhaust. Multiple show winner. Excellent driving car with less than 5000 miles since frame off restoration. Stock hood and balance go with car. Asking $57,500 trades considered
Call Larry at 314-422-6369

For Sale

1972 Corvette Coupe LS-5, Two owner, never been hit, #matching motor, transmission, rear end and all original glass. 51,700 miles. Factory equipped with power steering, brakes, windows, AC, and tilt & telescopic steering wheel. Excellent interior with new fuel tank, brakes, tires, rebuilt quadrajet and tune up by Pete Rizos. I also have the maintenance records back to 1991. $35,000
Bob Eichorn roberteichorn@att.net

Did we mention that the 2020 NCRS National Convention is in French Lick Indiana?

See Page 3 again!

For Sale

Large collection of new used and repo parts, mostly C1.

Contact Joan Burnett Joan Burnett joanieburnett@gmail.com

Year	New/ Used	Part #	Description
56		3707196	56 Chevy 3 Speed Tran Tail with Gears
58-60		3737450	Saginaw 3 Speed Tan Tail Extension w/gears F10
			3 Speed Case Date L79
53-62			Front Springs 14" 4 1/4 " Diameter
55-60			Harmonic Damper Balancer Riveted Pulley Low HP
58-62			Clock & Heater Plate Assembly
53-62			Anti-Rattle Spring - goes on Drum
60-62		5454480	Corvette Master Cylinder
65	Used	38144041	Gas Cap Lid
65			Battery Hold Down
53-62			Corvette King Pin Replacement
59			Corvette Horns – Non-Working
77			Water Pump Core date 1/11/77
53-61		SJ4653	Corvette Jack/Handle/Tool
59		3749965	Exhaust Manifold Manual Tran K28
55-57			Brake & Clutch Pedal Pads
53-57		GR-330	Grill Bracket
58-61	Repo		Passenger Side Shielding
58-62	Orig		Top Shielding
58-61	Orig		Passenger Side Vertical Shielding
58-62	Orig		Side Shielding
57		1110891	Distributor 7F27
56			Single Point Distributor 6C7
C1		1102115	Generator
65			Kick Panel Assembly
55-57			Chev Script Valve Cover V8 Staggered hole
56-59			7 fin corvette Valve Covers Chromed staggered hole
59-59	NOS	3726086	Corvette Staggered Hole Valve Covers
	NOS	1880902	Hi Perf Distributor weights
56-57			Bottom Door Trim
56-57			Door Trim
56-57			Door Sills
59		251225	Aluminum Dash Insert Black Letters
C2			Radio Speaker for Air Car
77-82		213075	Lower Speedo Cable W/Cr
68-77		483523-26	Red Storage Door Pull Loops
C1			Transmission Bracket
59			Hard Top Weatherstrip
56-57			Window Tracks
C1			Hood Hinges
C1			Heat Shield
C1		3737597	Shaft Unit Lower Control Arm
C1			Upper Control Arm
C1		3693693	Shaft Unit Upper Control Arm

Year	New/ Used	Part #	Description
59			Water Pump
C1			Rocker Molding Attachment strips
59			Hard Top Gasket
59			Air Cleaner
65			Rocker Moldings
57-60			GM Fan Blade 17" Spot Welded
57-60			GM Fan Blade 17 1/2"
57-60			GM Fan Blade 17 1/2" Riveted
59			Bottom Fan Shroud
53-62			Leaf Spring Ring Bushing
65-66	Used	3872929	Nose Emblem
		14020025	Tach Noise Filter
63-66	Used	3872930	Side Emblem
63-67	Used		Corvette Tail Light
63-67	Used		Corvette Tail Light - Cracked
	Used		Sealed Beam
		17110996	Carburetor Part
59	NOS	19309853	NOS Tach Gear Drive Set
	Nos	8912437	Spark Plug Wires
		902-148B	Carter Carb AFB Rebuild Kit
			3 SP Parts
58-62		4656	Original Corvette Fuel Pump rebuilt in 1989
56-57		20063-G	Oil Filter Adapter BB& SB
		59078	Wagner Master Cylinder Rebuild Kit
			Front Carburetor Return Spring 2x4
			Yellow Tran Speedo Gear
			Grey Tran Speedo Gear 370 & Up
56-?			Oil Filter Canister
65-66			Seat Belt Cover
58-60			Corvette Only 3 sp Saginaw Transmission 1959 Casting
			Aftermarket Carter Carburetor
59		3755550	283 small valve staggered hole head 4/14/1959
		3884520	Non Corvette 327-300 HP Small Valve Head 10/20/66
		3884520	Non Corvette 327-300 HP Small Valve Head 8/31/66
			Positraction Rear End Dated 1961
		3782870	Corvette Flint Casting 2 bolt main 7/12/62
65-67			Thermo Gauge
			Vacuum Advance
	used	1931385	Resis
1959			Generator Plates
58-59			Ignition Switch
58-62			Shifter Bezel

For Sale

Large collection of new used and repo parts, mostly C1.

Contact Joan Burnett Joan Burnett joanieburnett@gmail.com

Year	New/ Used	Part #	Description
53-60			Ash Tray - Original marked AA
53-60			Ash Tray -
			Ground Straps
			7" Head Light Trim Ring
56-57	Orig		Gauge Faces need amps
		2223	Temp Gauge Base
			Carter AFB Carb Parts
55-61			Neg Battery Cable
61-62			tube vent for California Emissions
56-62	Repo		Seat Separator
	repo		Distributor Shielding Bracket
58-60			Rear License Plate Bracket
57-62			Corvette Crank Case Vent tube
59-61	origl	37223	Water Temp housing (water outlet) 2x4 &FI
65			Ash Tray Door
63-69			Vented Fuel Cap
53-62	orig		Park Lamp
53-62			Engine Mount Cushions
63-67			Wiper Arms
56-58			Inner & Outer Door Moldings RH & LH
56-57E			Fuel Tank, original baffles, no vent no rust inside
	used		Corvette Wiring
			3 speed Saginaw tran Parts includes 2 sides
C1?			Corvette Rig Gear Carrier
		5455856	wheel Cylinder Kits
		5455855	GM Brake Cylinder Rebuild Kit
67-76			Std M/Cyl Repair Kit
			wheel Cylinder Kits

Year	New/ Used	Part #	Description
		66764	Brake Parts
56-64		191094R	RH RR Wheel Cylinder (Exc HD Susp)
56-64		191094L	LH RR Wheel Cylinder (Exc HD Susp)
		7701	Voltage Regulator
65		2225032	Corvette Master Cylinder with cap refinishable
			AC Fuel Filter for fittings
			Carter AFB Parts only
			Carter Carb AFB Base Caveat Emptor!
56			Corvette Horns
			Flat Back Horn like '75 no repos
			Small Block Timing Cover Long Tab
69-79			SB Timing Chain Cover LT-1 or L-82 Serrated Tab
			SB Timing Chain Cover Short Tab
			Gates Radiator Hose
53-59			Corvette Voltage Regulator After Market Echlin
		382195	mirrors - Chevy, 67 Camaro, impala, el Camino
			Delco 12 x 4 tube w/ shield
63-67	NOS	898005	License Plate light
63-82	repo		Rear Corvette Brake hose pair
			Oil Pump pickup aftermarket
53-61	repo		Master Cylinder Early
		1582937	Speedometer Bezel & Lens
53-62		1548210	53-62 Tach Bezel
58?			Tach Bezel Face
53-58			Gauge Lens
53-62		1508132	Gauge Bezels
53-57	repo?		Corvette Clock Face
		3927794	1 1/2" Fan Spacer

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