THE LEGEND

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

Volume 32, Number 3 **3rd Quarter 2020**

ST. LOUIS CHAPTER EVENTS SUCCUMB TO COVID-19

Cancelled. Postponed. Two words that have blown up the schedules of hobby groups around the globe this summer. The NCRS St. Louis Chapter is no exception to this COVID-19 fallout.

Recognizing the organization's responsibility to keep members safe and healthy, the NCRS Board of Directors recently implemented the *NCRS Rules & Regulations for Events in the COVID-19 Era,* which you will find beginning on page 4 of this issue. Like many other NCRS Chapters, the Board of Directors of the St. Louis Chapter has been watching the impact of the pandemic on our local community. With the number of COVID-19 cases once again spiking in the St. Louis metro area, Chair Allen Kleinhenz called a special meeting of the Board of Directors to discuss Chapter events.

A lengthy discussion examined the current rates and effects of infection, the new National rules and regulations, and the ability of the Chapter to responsibly host events in a manner that would be both safe yet fun for our membership. The Board also considered the general age range of our membership and the potential of more than a few members being at higher risk for a more serious outcomes if affected. Unfortunately, with 11 of 13 Board members present, the Board decided unanimously that the responsible action was to cancel the 2020 Fall Judging Meet and to consider our monthly dinner meetings on a month-to-month bases for the remainder of 2020. The Holiday/Awards dinner originally planned for January 9 remains a possibility, but we have no contract or financial commitment at this time, so the event will be determined at a later date.

Hopefully we can get back to enjoying our Corvette hobby at some point this year. In the meantime, we encourage our members to *STAY SAFE* by continuing social distancing, wearing masks and practicing good hygiene, including frequent hand washing and sanitizing.

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CALENDAR OF *TENTATIVE* UPCOMING CHAPTER EVENTS

August	~~**13**~~	~~*StL Chapter Dinner Meeting*~~	~~*6:30 PM*~~	***CANCELLED***
September	**10**	*StL Chapter Board Meeting*	*5:30 PM*	*JJ's Restaurant*
		StL Chapter Dinner Meeting	*6:30 PM*	
October	**8**	*StL Chapter Dinner Meeting*	*6:30 PM*	*JJ's Restaurant*
	~~**10**~~	~~*StL Chapter Judging Meet*~~	~~*8:00 AM*~~	***CANCELLED***
November	**12**	*StL Chapter Dinner Meeting*	*6:30 PM*	*JJ's Restaurant*
December	**10**	*StL Chapter Board Meeting*	*5:30 PM*	*JJ's Restaurant*
		StL Chapter Dinner Meeting	*6:30 PM*	

NCRS ST. LOUIS CHAPTER OFFICERS 2020

Chair, Allen Kleinhenz	636-696-9753	ackleinhenz@gmail.com
Vice-Chair, Randy Howard	314-960-7949	rhc6427@yahoo.com
Secretary, Bill Mulder	513-305-8949	billMulder123@gmail.com
Treasurer, Joan Burnett	636-462-4401	joanieburnett@gmail.com
Board Member, Frank Bloemke	314-962-0580	ekmeolb@gmail.com
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Immediate Past Chair, Mark Kessinger	314-341-5664	markek5@gmail.com
Judging, Chair Kelly Waite	636-284-0500	kellywaite@att.net
Events Chair, Dave Buescher	618-692-0679	dbuescher1@gmail.com
Membership Chair, Greg Simon	636-262-9911	gsimon767@sbcglobal.net
Charity Chair, Carol Kleinhenz	636-293-8367	ackleinhenz@gmail.com
Webmaster, Joe Raine	314-799-7513	j.r.raine@gmail.com
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FROM THE CHAIR *by Allen Kleinhenz*

As I stated in our last newsletter, I am still not sure when we might hold another monthly meeting and or judging event. As of today, our Fall Chapter Judging meet has been cancelled and I am cancelling our August monthly dinner meeting because of the virus risk.

There has been no new update from NCRS on the status on future events but I suggest you keep tabs on the NCRS website for information on any you may be interested in attending. Although the NCRS has cancelled their Gallery and retail store at Carlisle, the 2020 Lone Star Regional on October 22-24 at Frisco TX is still listed with on-line registration. I would recommend that you contact the chapter at ncrstexas.org to verify the event is still on before you leave, then drive or fly to Texas.

I know we are all looking for a quick return to our "normal life" and I hope you all are still safe and well. I did replace the batteries in both of my Corvettes the 1976 and 2004. I now need to drive them and get the fluids moving. I know I should not complain, I am lucky to have the ability and means to enjoy two Corvettes.

CHAPTER FINANCIAL REPORT *by Joan Burnett*

The current balance is $8149.03. The chapter voted to approve charity donations of $500 to both Nurses for Newborns and the NCRS Foundation and checks have been sent. We received a refund from St. Louis Parks after canceling the October chapter show. I will be completing our annual state filing prior to the deadline of August 15th. STAY SAFE!

CHAPTER CHARITIES *by Carol Kleinhenz*

Although we cannot currently do a service day at their facility because of the Corona virus, we are still tentatively planning to participate in the Holiday gift wrap project at Plaza Frontenac in December the date and time to follow.

JUDGING REPORT *by Kelly Waite*

As most of you know… we had to cancel our May Judging Event… and just recently we have cancelled the October Judging Event. I got to tell ya… the Board spent a lot of time talking through all of the issues about whether or not we could safely have a Judging Event. For now… the unanimous Board decision was to hold off on having a Judging Event at this time. This is very painful for me… and I am sure lots of others… but at the end of the day… safety comes first. It was the right thing to do.

I am looking forward to our next Judging Event… although I don't know when that is. I know the Board will let us know when it is time. We just have to be patient.

The only good news on this Corona Virus environment….is that I have had a lot more time to work on corvettes!! And I assume that you all have had a lot more time as well!!! The attached decal is proudly displayed on my 57… that is getting a lot more attention now days. (The decal is courtesy of Mr. Foster).

Be safe!

MINUTES OF SPECIAL CHAPTER BOARD MEETING *by Secretary Bill Mulder*

A Chapter Board Meeting was called to discuss Chapter activities and business during the COVID-19 pandemic. Allen provided adequate advance written notice of the Board Meeting to all board members. The meeting was held at Love Park in Manchester, MO. And all members present followed social distancing guidelines as prescribed by the CDC and the NCRS.

National Corvette Association St. Louis Chapter Board Meeting Minutes
Date: 7.9.20 Starting at 4PM
Location: Love Park, Ballwin Missouri
Attendees:

Position	Name	Present
Chair	Allen Kleinhenz	Y
Vice Chair	Randy Howard	N
Secretary	Bill Mulder	Y
Treasurer	Joan Burnett	Y
Immediate Past Chair	Mark Kessinger	Y
Events Chair	Dave Buescher	Y
Membership Chair	Greg Simon	Y
Charity Chair	Carol Kleinhenz	Y
Newsletter Editor	John Foster	Y
Judging Chair	Kelly Waite	Y
Board Member	Frank Bloemke	Y
Board Member	Mike Hanley	N
Board Member	Dennis Hardesty	Y

With a quorum present, Chair Allen Kleinhenz called the meeting to order.

Treasurer's Report: Joan notes we have in the bank $9,045.67. No immediate expenses.

Charitable Contributions: Following a discussion on the Chapter continuing charitable contributions based on the funding currently allocated, a motion was made by John Foster and seconded by Greg Simon to contribute $500 to the Nurses for Newborns and $500 to the NCRS Foundation, The Board unanimously approved the motion and Allen conducting a vote of the membership by email. We have 75 members and need 25% or 19 members for a quorum and already have 11 members who voted for it. We would need 8 more members to vote (the majority vote approves the recommendation).

Chapter Meetings and Judging Events: Current NCRS national rules require rubber gloves, masks and hand sanitizer be available as well as the release be signed. Recommend that Allen is to determine on a month-to-month basis if, when, and how we hold the next chapter meeting. Zoom was discussed but no consensus obtained. It was left open as whether we could have it at a Love Park type setting or indoors at a restaurant like JJ's Restaurant.

Minutes of Special Chapter Board Meeting, continued…

Fall Judging Event: Following a lengthy discussion, it was decided unanimously by the board to cancel the October Judging Event at this time and consider rescheduling based upon future developments of the coronavirus. The board members did not believe that a judging event could be conducted in a responsible but fun atmosphere.

Holiday/Awards Dinner was discussed: At this time, we will not book any reservations at any location. Spazios restaurant which is the site of prior holiday events is open and taking reservations but once made, the financial commitment cannot be reversed. The current pricing options of the tentatively scheduled dinner are $48.71 Buffet – not allowed at this time per NCRS COVID rules; $57.37 Seated platted meal with one entrée for all; and, $66.00 seated plated meal with two entrees for all. The latter two currently comply with NCRS rules, but the price is high and we do not know what the future will bring. It was decided to table a decision on the matter and likely have another board meeting later this fall.

Election of Officers: For the charitable contribution, we will have a vote by email to be sent by Allen and votes counted by Allen. Due to the pandemic, other future votes, including election of officers and board members for 2021, may need to be conducted by email and the votes to be sent by Allen and counted by Allen.

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

On July 3, 2020 the NCRS Board of Directors published the following rules and regulations that all NCRS Chapters must follow when holding events during the current pandemic. The responsibility of the Chapter Board of Directors, as well as our ability to implement these rules and regulations while still making our events fun and enjoyable for the membership, were major factors in the Chapter Board of Director's decision to cancel the Chapter Fall Judging Event and the month-to- month planning of our Chapter dinner meetings and other in-person events.

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 then the rules and regulations in this document, those rules and regulations must be followed in addition to these NCRS rules and regulations.

NCRS Rules & Regulations, continued…

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 then 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.

To the extent that these requirements go beyond federal, state, or local PPE requirements at the time of the event, NCRS will bear the entire cost of extra PPE items/supplies required to comply with these rules and regulations at all regional and national events. NCRS will provide such PPE items/supplies to chapters at cost for use at chapter events.

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 must use disposable medical-type gloves at all times while judging a car, such gloves must be discarded when judging of each car is completed. Host Chapters must have disposable medical-type gloves available for judges.
- To further minimize the chance of cross-contamination, judges are encouraged to wash their hands, or use CDC-approved hand sanitizer (i.e., >60% ethanol or 70% isopropanol alcohol) immediately after the completion of judging each car.
- Do not share pencils, manuals or clipboards during judging. Pencils will be discarded or sanitized after use by a judge or owner, and clipboards will be sanitized between uses. The car owner shall be the only person to touch the car or components of the car with ungloved hands.
- 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

NCRS Rules & Regulations, continued…

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 work stations 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 or sanitized 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 or use CDC-approved hand sanitizer immediately before entering and immediately after leaving the Tabulation Office.
- CDC-approved hand sanitizer must be available in the Tabulation Office.
- Disposable face masks must be available in the 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.
- CDC-approved 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 room 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).
- If the entire meeting has not been arranged so that 6’ social distancing is present, attendees must wear face masks or shields at all times while in the meeting room.

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.

NCRS Rules & Regulations, continued…

The Awards Banquet or Ceremony

For an Awards Banquet:

- Table service only, servers to wear face coverings. No buffet service.
- 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 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/or utilize a face mask or shield.

Judges & Tabulators Meals

For judges and tabulators' meals:

- Table service or box lunches only, servers to wear face coverings. No buffet service.
- The judges and tabulator's 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 tabulator's 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.

A LETTER FROM HARY LEDGERWOOD *NCRS Member 2901*

Candidate for Region VII Regional Representative

Dear NCRS **Region VII** Members,

My Name is **Harry Ledgerwood** and my NCRS Member is #2901. I am a Candidate for the upcoming open position for Region VII Representative. The election will be coming out in late August with the September-October Driveline magazine.

I wanted each of you to know why I am running and what some of my goals would be if you choose to vote for me and I am elected. I know that the NCRS is experiencing a decline in membership and looking for ways to improve that, along with getting our members more involved in participating at all levels.

My background is I am one of the Co-Founders of the Kansas City Chapter in 1981, and then the Club joined NCRS in 1983. We have enjoyed a steady roster of members and have been involved in co-hosting many Regional Meets in Joplin, MO, St. Louis, MO and Lake of the Ozarks. We have also co-hosted National NCRS meets in Lake of the Ozarks, MO in 1987, Grand Lakes, OK in 1993, Collinsville, IL in 1997, St. Charles, MO in 2008 and Overland Park, KS in 2014. I have been Chairman of the Chapter for over 12 of the 37 years the Club's existence.

If elected, here are some of the Priorities for that position I see as important:

1. Attend at least one Chapter Meet per year in every one of the Chapters that are part of Region VII.
2. Be visible and participate in as many events in Region VII as possible.
3. Seek input from each of the Chapters involved to learn what issues are important to them so I can convey them to the NCRS Board of Directors.
4. Find ways to assist each of the Region VII Chapters in growing their membership and increasing member involvement.
5. Offer to help share the things that other Region VII Chapters are doing that is working, with all Region VII Chapters.
6. Be an active voice for all members in Region VII to convey their thoughts and concerns to the NCRS BOD.
7. Assist Region VII Chapters with submitting and executing Regional NCRS events on the calendar and proposed.
8. Help Region VII Chapters fine tune and improve their Judging Events and gather qualified Judges to help if needed.
9. Develop a Team of members from each Chapter to work on "Best Practice" ideas to offer across all Region VII Chapters.
10. Help to develop things and events that involve more of the spouses and partners in NCRS activities.
11. Support the growth and participation of the NCRS Foundation & Scholarships and encourage Chapters to help fundraise for the NCRS Foundation.

Letter from Harry Ledgerwood, continued

12. I vow to give my best efforts to see that the NCRS organization we all so value and enjoy will prosper and grow for many years to come.

In summary, Region VII is in the Heart of the USA and incorporates the States of Arkansas, Kansas, Louisiana, Missouri, Oklahoma, and Texas. That is lots of miles and a total Region VII current membership of 1,240. Interesting too is that Region VII's lowest member number is 39 and the most recent is 67,084. Also interesting is that 366 or 29.5% of Region VII membership numbers are over 60,000. That means over 25% of our Regions members have joined in just the recent years, indicating the interest to grow and join still exists.

The election begins when you receive to Sept.-Oct. Driveline and the **Deadline** to vote is online voting or postmarked by **October 31, 2020**. You can vote in two ways:

1 – **Online** at HTTPS://www.NCRS.org/forums/register/VOTE.php

2 – Complete a copy of the Ballot and mail it in **WITH A COPY of YOUR MAILING LABEL** and mail it to: Larry Colvin, NCRS Secretary
8 Warren Lane
Walpole, MA 02081

Above ALL, PLEASE VOTE!!!

I would respectfully ask that you consider voting for me, and I will do my very best to live up to your expectations.

Harry Ledgerwood – NCRS #2901

OIL LEAKS AND INTAKE MANIFOLDS *by Greg Simon NCRS 26438*

Fluid leaks on the garage floor drive me crazy. Oil leaks in particular. After driving and parking my 1975 L82 convertible the next time I moved the car I could count on seeing a puddle of oil about the size of a quarter under the bellhousing and a smaller damp spot under the front of the right valve cover. Upon inspection of the bellhousing you could see a drop of oil form under the front lip.

Annoying leak after driving

Evidence of leak source

My instinct was to assume the worst, so I began making plans to replace the rear main seal as the oil seemed to be coming from the rear of the engine. Since I had never done a Rear Main Seal Replacement, I asked club member and professional mechanic Doug Johnson if it was a job he would do for me. He looked at the engine and in about 7.34 nanoseconds he said, “You don’t need a rear main seal.” “Your intake manifold is leaking at the rear”. He then pointed out oil on the rear of the block where the block casting number is located. Oil was coming out from under the intake and running into the seam between the block and bellhousing, then flowing down to the bottom of the bellhousing and out on the floor. He felt I could remove and reseal the intake manifold myself without too much trouble.

So, after procrastinating for as long as I could, I decided to tackle the job. I won’t bore you with too much detail about removing the intake other than a few general points. Take pictures or diagram where all hoses or wires run and terminate. Remove the carb and most other accessories attached to the manifold. I tried to shortcut this and made extra work trying to work around things still attached. You can leave upper radiator hose bib and thermostat on the manifold. You must drain the coolant before you start taking things apart. Note were the intake bolts go, as some are longer than others.

You will need to remove the distributor. Before you do mark the edge of the distributor where the rotor is pointing and mark the passenger valve cover where the vacuum can hose nipple is pointing. These steps will help to reinstall the distributor and to get the timing adjusted close to the original setting. My timing only changed one degree using the refence mark on the valve cover after reinstallation of the distributor. Do not turn the engine over after removing the distributor.

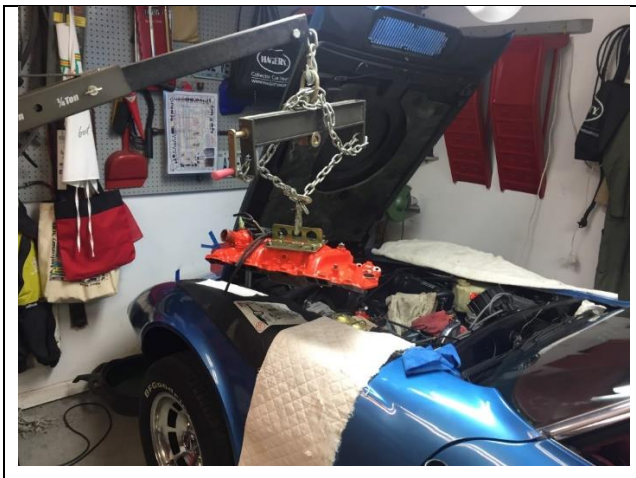
OIL LEAKS AND INTAKE MANIFOLDS continued…

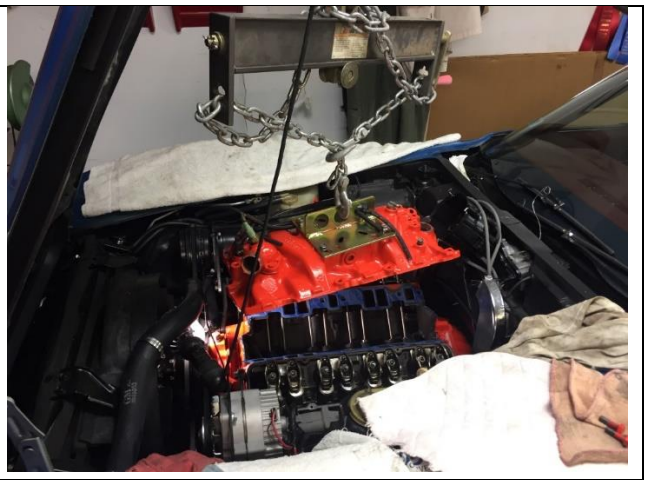
Mark rotor orientation on the edge of distributor

Mark valve cover where the vacuum can nipple is pointing

Remove valve covers. After lifting off intake manifold fill the intake and exhaust ports with rags and put towels in the valley to collect debris as you clean all mating surfaces.

If you are doing the job by yourself and have a cast iron manifold, you may need some type of lifting device to remove and for sure, to reset the manifold. Aluminum manifolds are not so difficult. I think my cast iron manifold is close to 60 pounds. Felt like 100. When I lifted the manifold off while leaning over the fender my feet almost slipped out from under me from the weight of the manifold. I used my engine hoist to reinstall the manifold. More on that procedure later in the article.



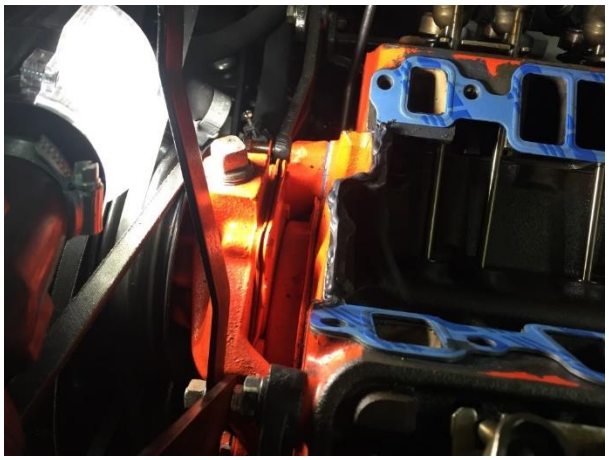


I used a Fel-Pro small block Chevy gasket set that comes with left and right-side gaskets, two sets of front and rear rubber gaskets and a stainless-steel exhaust crossover reducer which goes in the driver side gasket and a distributor gasket. You can order a gasket set that blocks the exhaust crossover port if you desire. Regardless of which gasket set you use the first thing you should do upon receiving the gasket set is throw away the front and rear rubber gasket seals. These are the source of almost all

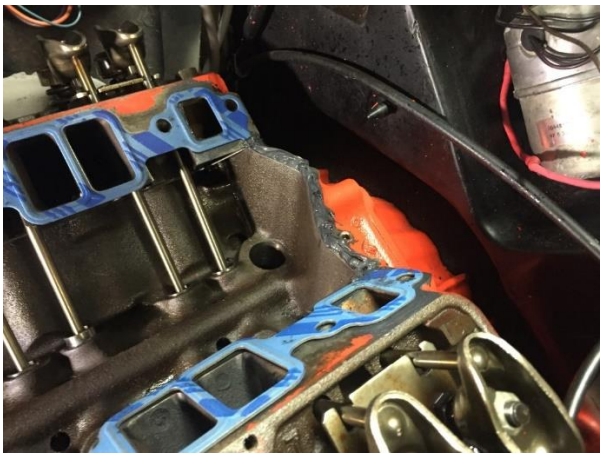
OIL LEAKS AND INTAKE MANIFOLDS continued…

intake manifold oil leaks. Before installing new gaskets, all mating surfaces must be clean and free of all old gasket material and oil. When installing the side gaskets take note of the small projections at the end of the gaskets where the side gasket intercepts the front and rear gaskets. Put a small drop of gasket maker sealer under the gasket projection where the engine head meets the engine block. This junction is a potential spot for leaks. Also, put a thin layer of gasket maker sealer around the four water passages, at each end of the heads, as well as, on the top of the gasket to seal the water passages on both sides. Forgetting to do this may allow water to leak into the engine valley contaminating the engine oil and causing a do over of the whole job. The gasket maker sealer under the gasket water passages also helps to hold the gasket in place when installing the intake manifold. Only use sealer on the water passages not on the rest of the gasket. It is installed dry.

Per Doug Johnson, use a pointed punch to make small dimples on the blocks front and rear mating surface, about a half inch apart. Then apply a gasket maker bead about a quarter inch wide to the front and rear block mating surfaces. The dimples help keep the gasket maker bead in place once internal pressure is created by a running engine. The bead will also cover the top of the side gasket corner end tabs mentioned in the previous paragraph.



Side gaskets with front seal bead applied. Bead covers side gasket tabs. Sealer not yet applied to water passage gasket surface

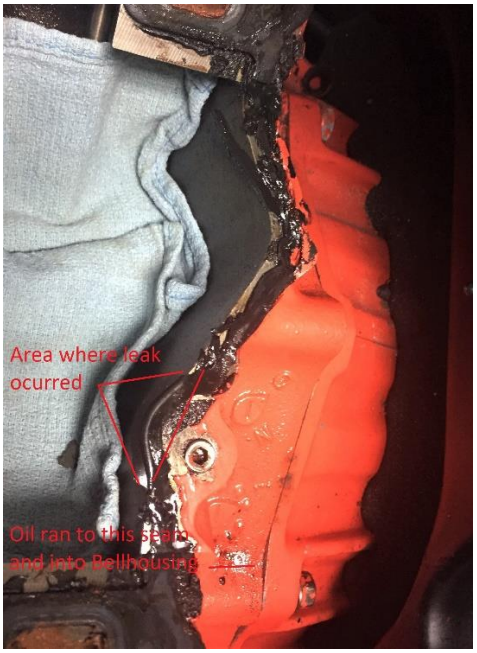


Side gaskets with rear seal bead applied. Bead covers side gasket tabs. Sealer not yet applied to water passage gasket surface

You may ask, “Why not use the rubber front and rear seals provided with the gasket set.” These next pictures show the old rubber gaskets on the engine before removing them. Not very pretty. No wonder it leaked

OIL LEAKS AND INTAKE MANIFOLDS continued…

Condition of rubber front seal after manifold removal



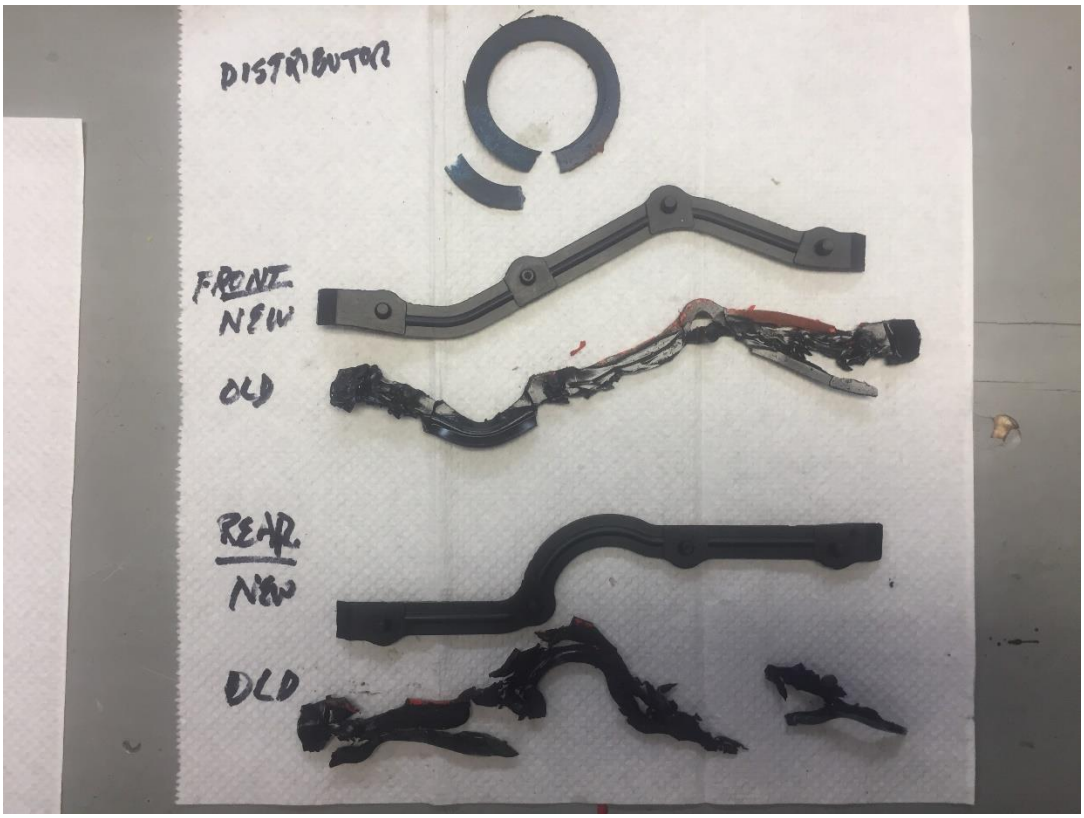
Condition of rear rubber seal after removal of manifold

The seals are squeezed out of place allowing leaks where indicated. In the beginning I mentioned a wet spot on the floor under the front of the right valve cover. Never could tighten the valve cover enough to stop the wetness. Turns out it was the intake manifold front seal that was lightly leaking at the right front corner where the two gaskets meet. At the rear, the rear seal leaked quite a bit. The leak appeared to be above the oil pressure line plug and ran down to the highlighted seam between block and bellhousing and then into the bellhousing.

When you use a bead of gasket maker sealer on the front and rear block rails it forms a better seal by being squeezed evenly as you lower the intake manifold. The dimples you made with a punch earlier give a surface for the sealer to bite into. Also, the sealer somewhat folds over the edges of the rails preventing internal engine pressure from blowing out the seal. Critical to allowing this method to work is the placement of the intake manifold on the gaskets and end seals. The intake manifold must go straight down to line up with the bolt holes and not be slid around to line things up. Dropping the manifold straight down is where my engine hoist became essential. Without the hoist you need an extra man and even then, particularly with a cast iron manifold, it will be difficult to get it to land spot on the first time. With the hoist I lowered the manifold to within a quarter inch or so from the block and started two bolts on one side of the manifold and then lowered the manifold using the bolts as a guide. Worked perfectly. The downside of using gasket sealer is that it is not NCRS correct. Some sharp-eyed judge may deduct a point or two because there are no rubber seals as from the factory. I hate leaks more than losing judging points.

OIL LEAKS AND INTAKE MANIFOLDS continued…

This is a picture of the old rubber seals and the new rubber seals that I did not use. (Note) They are labeled incorrectly. The front seal is labeled rear and the rear seal is labeled front. Sorry about that. The new seals come with and without the guide pin nubbins. I do not believe older style small blocks had the guide pin holes machined into the front and rear rails. In any case, you can see that the guide pins did not help much on the seals that I removed. May have even been a detriment because they thinned the seal at their location. I did not tear the old seals taking them off. That is pretty much how they were installed. No wonder there were leaks. I am not sure if the distributor gasket was torn or if I tore it as I removed the distributor.



Front should be labeled rear and rear should be labeled front.

After you place the intake manifold you torque the bolts in two steps to 28 to 32 foot pounds and then reinstall everything you removed in reverse order. All but the four outer intake manifold bolts go through to the engine valley and are exposed to oil. You must use a thread sealer to prevent oil from migrating up the threads of those bolts and then out onto your manifold. I cleaned up the threads in the block with a tap and brake cleaner before reinstalling the manifold.

I tried to get a handle on what gasket maker and thread sealer to use from U Tube videos and service manuals but never could determine a consensus regarding sealers. Therefore, it must not be all that critical. Pictured is the gasket maker and sealer I used. So far, no issues with either.

OIL LEAKS AND INTAKE MANIFOLDS continued…

You Tube is a great help for details I have glossed over, like reinstalling the distributor. While some You Tube contributors are excellent mechanics, some, not so much. Just use caution because some of the You Tube contributors are cousins of Bubba and if you work on old cars at all, you have seen the product of Bubba's work. Just saying.

Because this car is not a daily-driver I had the luxury of letting the car sit a few days before driving it. I do not know how much difference it really makes but, giving enough time to let the gasket maker sealer set up is a good idea.

As I write this article, I have only had the car out two times, but so far, no leaks. Except maybe for that speedometer gear seal into the transmission that leaves a drop every now and then. Oh well. Another project. Maybe, while I am at it, I will replace the speedometer gear in the transmission, so the speedometer reads correctly. I better stop this "while I am at it" stuff. That is how frame off restorations start.

A special thanks to fellow Chapter member Doug Johnson for setting me on the right path and encouraging me to take on this project.

Reinstallation of a GM 3000734 1964-1965 Coupe Rear Air Blower Assembly

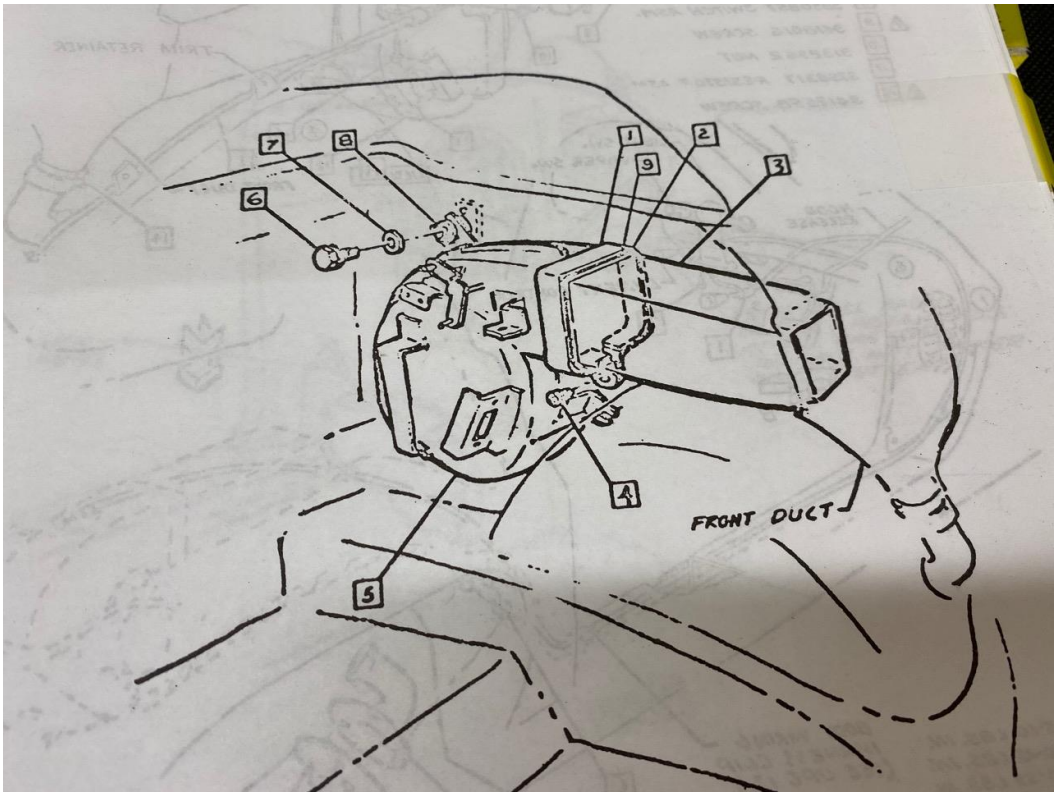
by Tom Dingman (4889)

Yesterday, I was going to write about a tedious task, that of installing the dust shields (roofing paper flaps) on the inner fenders of a C2 Corvette. I spent quite a bit of time mapping and applying staples without a stapler, so I was burned out. I figured I could release some tension by writing about it. Today, a totally different task has me wanting to blow off some steam.

Here's how strongly I feel about it. If you find yourself looking at a '64 or '65 Corvette that needs work, and if it's a coupe, please check one thing before you get serious. If the rear cabin exhaust fan is missing, or included but not installed, walk away from the deal. Consider my advice even more seriously if a radio is part of the mix.

I was not smart enough to avoid this situation twice. I found and installed one of those darn Delco fans in my first 1965 Corvette restoration. In that one, there was no radio antenna cable to worry about. However, I still had a vague recollection that the assembly was a very tight fit in that corner spot way back there behind the driver's seat. I had forgotten the little "gotcha" details that go along with this installation.

Just imagine the cost savings (including time saved in body assembly) when these were dropped from production.



This drawing is from the 1965 assembly manual. Looks like plenty of room back there.

Reinstallation of Rear Air Blower Assembly, continued…

Installation: It's only three bolts, right? Yea, but be sure to install those bolts into the rubber mounting washers before starting. The three mounting spots are barely visible after you get the unit tucked in close to the right place. No way to put your fingers back there and start the three bolts. I had to use two extensions from my 3/8" socket set to get past the fan housing, just to get the socket on the bolt heads. Thank goodness the bolts have pointy tips.

After you have crawled in back past the jack storage area to get the fan in place, you realize that a headlight strapped on your noggin will help a lot! Crawl back out to get that.

You probably remembered the plastic duct that carries the fan output forward, but did you remember the square clamp that fits over the end of the duct? If not, crawl back out to get that.

Speaking of that square clamp, you will now notice the ½" long clamp bolt. Crawl back out and get a longer 10-24 bolt, a correct screwdriver and a star washer

The foam around the reproduction clamp is too thick, at least on the bottom part of the square. If you didn't bring your Exacto knife, crawl back out and trim the foam from the inside bottom part of the square clamp.

Warning: Don't try to install the clamp with the screw on the top. I'm sure that would damage the fiberglass body just 1/4" (or less) above the clamp. Align the clamp so the screw is at the bottom.

Also, be very careful if you have to pry against the inside of the upper fender. Doing that might be needed to align the plastic duct in the square clamp.

Poor time to remember this now, but the antenna cable has to be in place first. It enters the cab (along with the rear lights harness) via one round plug with two holes. This is just behind the "bowling ball" of a fan assembly you are trying to install.

The effort takes some careful work to avoid pushing the harness and the antenna cable back behind the sharp edge on the fan housing. Turn and lift the fan assembly as you free up the harness and the cable under it. (This again makes the square clamp come loose from the plastic duct).

Have the dielectric grease ready for the harness connections, or crawl back out to get that.

At this point, I am going to change the tone of this article. Here's some of the details you might need.

1. The blower assembly was GM 3000734, a number assigned in Rochester, NY. This from the "1965 AIM" UPC 1, sheet D9.
2. The square clamp assembly was GM 3849676, available from Paragon as 12319K. The 1965 AIM lists a separate seal, GM 3863462, which is now foam glued to the reproduction clamp.
3. The number for the plastic duct is GM 3850827, (possibly 3850927) in the 1965 AIM. The exhaust air moves forward via this part. I am not aware of a reproduction.
4. The three mounting screws, each with a flat washer and a rubber grommet, have three separate GM part numbers. A kit is available from Paragon as 12320K. (My kit didn't include the washers.)

Reinstallation of Rear Air Blower Assembly, continued…

5. Don't forget to attach the two harness wires on the back side, prior to installation. One is a ground wire.
6. On 11/3/1964, the control cable changed from GM 3857605 to GM 3874731. Paragon lists four different cables, depending on year (64 or 65) and if your Corvette has air conditioning. A sheet in "options area" of the 1965 AIM calls out a longer cable for the C60 (Air Cond.) option pages. The under-dash routing is different in "air cars".
7. The GM 3850857 switch assembly is a complex animal. See a photo below.
8. The GM 3798317 resistor comes from Lectric Limited. It's sold by Paragon as 11744. (I have two old ones, not much different from the new ones, but I don't know if they work.)

Here's an accurate depiction of the tight fit. Notice the combination trap door lever and fan two speed power switch at the top. Just above is the inside of your coupe body surface. In this photo, the wiring harness is not yet connected.

There are a couple of things that remain as I write this. There's a small screen that needs to be added at the rear of this area, to stop things such as your passenger's bridal veil from entering the fan.

Also, a fiber board that holds a section of upright carpet covers the whole area, except for an opening where the screen is. The wiring harness and the control cable both route behind and under the carpet to the front of the driver's compartment. The other end of the control cable loops around and mounts under the instrument cluster.

I wish I could say this was a rewarding little project.

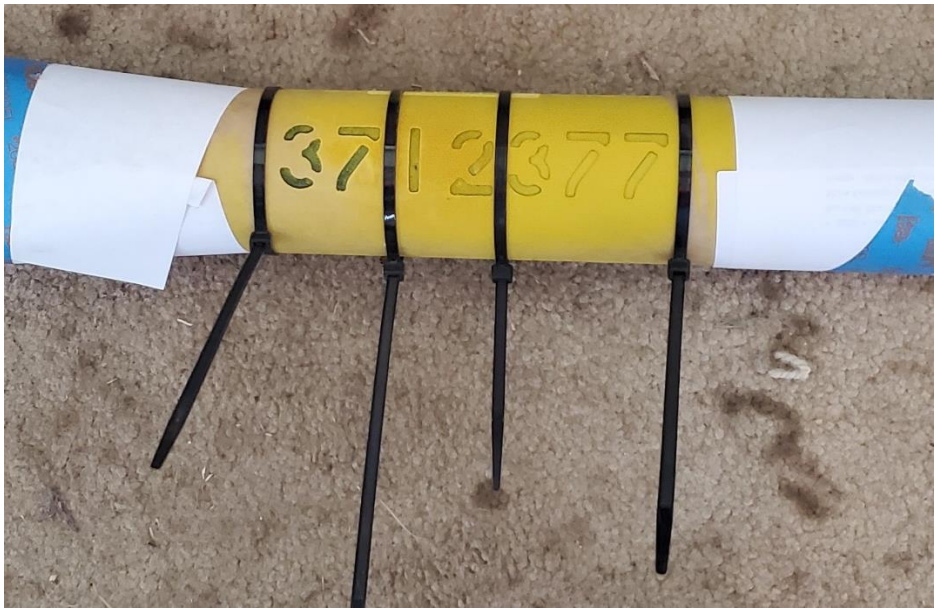
FLATTENING THE CURVE (of a stencil) *by Kelly Waite NCRS 27432*

I recently had my drive shaft off on my 57, so I figured I should clean it up and put the yellow GM part number stencil on it.

My problem was getting the stencil to lay flat on the round drive shaft. I tried tape, but the letters in the middle of the stencil would not lay flat.

I wanted crisp numbers on the stencil... because... you know how those judges are.

I always have lots of zip ties. That did the trick.



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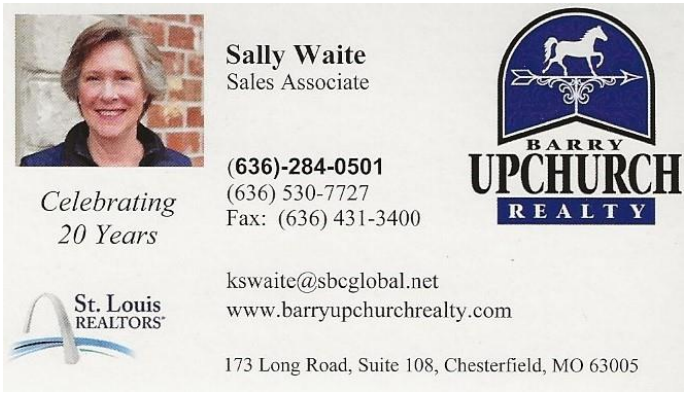

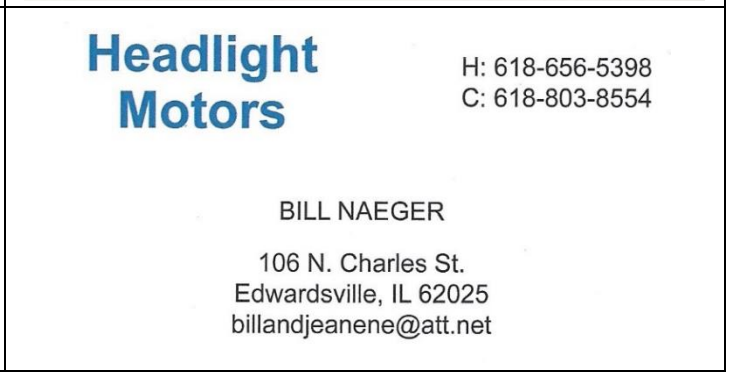

For Sale
NOS Transistor Ignition parts
T I magnet p/n 1960779 NOS new in unopened GM box $325 each, 2 available
TI Pole Piece p/n 1967928 NOS new in unopened box $150 each, 2 available
TI amplifier box, USED, tested good $225 each 3 available
63 to 67 Exhaust tips NOS in the GM box $175 for the pair
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. $1650 outright, may consider other columns on trade-in.
Call or text Dave Buescher 618-772-8641

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!

Four 1974 - 1978 Corvette Seat Pivot Bolts. NOS GM 339165 Parts Catalog, listed in Group 11.375. $4 for the four. Shipped via USPS First Class Package - Shipping cost = $6.00.
I bought because I thought they would work on a C2, but they are for C3 Vettes - Head is slightly bigger. According to GM, these will service your 1963-1967 seats. However, the heads won't fit in the smaller recess at the end of the "hockey stick". So, technically, they will do the job for '63-'67s…

Call or Email Tom Dingman, Phone: 810-338-0307, Email: midvette@mac.com

For Sale
1972 LS-5 big block, Targa Blue over black vinyl coupe. The car has never been in an accident and has 52,000 miles on a numbers matching drive train with factory AC, power steering (tilt & telescoping), power brakes and windows. Interior is in excellent condition with new carpeting an stereo speakers. The battery and the B.F. Goodrich tires have less than a thousand miles on them. The car is very dependable and the engine was rebuilt with 11-1 compression pistons an an L-71 cam by Pete Rizos. Photos of the car are available and the asking price is 35,000. Contact Bob Eichhorn at 314-352-3898 or roberteichhorn@att.net

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 l/2" Fan Spacer

For Sale:

Goodyear Racing Shop Crane engine puller with load leveler Model 34523 used 1 time $100.
New in box K&N air cleaner for 1965-72 Vette, $25.
K&N cleaner/recharger air filter service kit$10.
12 volt Battery Butler trickle charger and maintainer $5.
Two Christmas tree ornaments, one a 1965 big block the other a 1961 Vette, $5 each.
Micro Machines model collector edition ‘61 Vette, new in box,$2.
1950’s model spiral steel coil oil filter remover $2.
Hendrick Motors auto guard car care kit $5.
Matching pare of 327 heads of a 1967 car $50.
George Williams (18607) 618-997-2600

For Sale
AC GF 90 fuel filter, NOS. $15
Delco Remy D324 #1941551 Dual Window Distributor Cap, Patent Pending with R $150
1966 SB Water Pump 3782608, A156. $ 75
1966 Fan Clutch $40
Dave Dawdy at 618-604-9611 - Leave Message Please *dgdawdy@gmail.com*

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