THE LEGEND

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

Volume 31, Number 4 **Fourth Quarter 2019**

A 35 YEAR QUEST & CORVETTE FORENSICS

Dave Dawdy's Top Flight Award Winning 1960 Corvette.

Read Dave's amazing story of his acquisition and restoration of this beautiful car and the painstaking forensics that went into verifying the history of the car, as well as eventually locating the original engine in Colorado, only 32 years after he bought the car in Illinois.

NEW IN THIS ISSUE…

A 35 Year Quest – Corvette Forensics of 1960 S/N 00867S102348 by Dave Dawdy ..... Page 11
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Holiday Awards Dinner

Please join us as we celebrate another year of great cars and great friends.

Date: **Saturday, January 4, 2020**

Time: 6:00 PM – 9:30 PM - Dinner Buffet at 7:00 PM

Location: **Spazio Westport**
12031 Lackland Road - St. Louis, MO 63146

Cost: $35 per person **(Cash Bar)**
$15 Children Under 12

We will once again have a White Elephant Gift Exchange, so, start planning now on what gift you will bring for the exchange.

We will also hold a Silent Auction with proceeds going to our chapter charities so be sure to bring your checkbooks.

Bring a gift or donation to help Nurses for Newborns

RSVP with lower section & check *payable to NCRS St. Louis Chapter*
NO LATER THAN DECEMBER 20th To: Joan Burnett
250 West Highway U
Troy, MO 63379

Name(s): _____

Adult(s) Attending _____@ $35 = $_____

Children Under 12 _____@ $15 = $_____

FROM THE CHAIR *by Mark Kessinger*

As we head into December, looking back at 2019, it has been a very fun and active year.

We kicked off the year with our holiday party and awards. The first silent auction was quite a success and raised $1,500 for distribution to charities. It couldn't have happened without the idea and time commitment of John Foster plus the generous auction items donated and bid on by members. Joan Burnett worked hard in making the event run smoothly.

We have had three successful judging events, one of which was under the new Concours guidelines. Thanks to Kelly for all of the hard work in making this seamless as well as all who supported by judging, tabulating and, of course manning the grills.

Joan Burnett received the President's Award at the NCRS National Convention and the Chapter was awarded "Top Flight" status (again).

All of the components of the "Top Flight Chapter" status were met as a result of member efforts: judging schools, tech articles for the newsletter, etc.

We've had very interesting programs this year at the monthly meetings. (There is a wealth of knowledge in the Chapter so please consider sharing your expertise with us.)

This is the last quarterly newsletter for 2019 and we owe a big thanks for all of the time spent in getting these out in a timely manner and with great content. Joe Raine and John Foster, a big Thank You!

If you haven't been to the Chapter Holiday and Awards Dinner, it's not too late to send in your reservation. It's a fun evening with socializing, silent auction and, of course, the infamous white elephant gift exchange.

Our final chapter meeting for 2019 will be on December 12th at 6:30. Preceeding it will be a board meeting, starting at 5:30 and as always, all members are welcome to attend.

CHAPTER ACTIVITIES REPORT *by Dave Buescher*

The ST Louis chapter members were quite mobile during 2019. Numerous chapter members attended the Bloomington Gold show in Indianapolis in June, the NCRS National Convention in Greenville, South Carolina in July and the Corvettes at Carlisle event in August, with several going to all three.

The highlight of the Corvette at Carlisle show was Chevrolet’s display of seven new C8 cars along with a paint, interior and wheel options display, a cut-a-way body showing the substructure of the car and engine and transmission cut-a-ways. The interest was high with the waiting time to enter the display area over an hour at times.

CHAPTER ACTIVITIES REPORT continued

The chapter held its annual fall judging event again at Love Park in early October with a large turnout of members, many of them driving their cars. The weather cooperated with a nice sunny fall day. The BBQ lunch, sides and desserts were fantastic and the mini swap meet had a good turn out with several members bringing parts to sell, with many changing hands.

I am working on scheduling a garage/road tour on the Illinois side in the near future, before years end, most likely on a Saturday. More details to follow.

Don't forget to RSVP to Joan Burnett for the Chapter Holiday awards dinner at Spazio Westport on January 4th, 2020. There will be appetizers, buffet dinner, cash bar, silent auction, awards and a white elephant gift exchange. ***Please RSVP to Joan by December 20th with your check payable to the NCRS St. Louis Chapter***. Please Contact Joan Burnett for more info at joanieburnett@gmail.com

And remember… the Chapter's 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 **https://dinejjs.com/**

CORVETTE ANECDOTES *from Steve Gissy*

THE EVOLUTION OF THE AUTOMOBILE – BAH HUMBUG

Most of us become set in our ways as to how we like to drive and what we expect from our automobiles That being said it is hard to believe the "Steering Wheel" was not always the method of choice for choosing where we want to go!

At the turn of the last century (oops – now two centuries ago!) the "Tiller" was the innovation which replaced the leather reins used on the horse and buggy.
It was so easy to know where you are pointed with the tiller showing the way. It has a "One to One" reaction so maneuverability was easy. However, at a faster speed you could flip the car over due to the immediate change in direction.

One day those innovative Packard Brothers were out driving when the tiller reacted quickly smashing James' knee with the car flipping over. Upon righting themselves and gimping back to the factory they pressed their employees' engineering skills to come up with something better.

As a result, the steering wheel was born! It was quickly panned by the press of the day saying it was difficult to know your direction without the tiller to point the way! Thus, the tone was set for Automobile Journalism to be critical of new technology!

JUDGING REPORT *by Kelly Waite*

We had an awesome Judging Event at Love Park on October 12th!!! Aside from the park not opening up on time it was a fantastic event!!! Most folks did not know that the park was not opened up on time but those who got there very early and waited for the gate to open know. Plus, it was cold that time of day!! But that's okay, it was a great event!!

We had two special display cars:

- 84 - Special Cross Flags display owned by Tony and Reda Salter
- 96 Grand Sport – Special Don Hill display owned by Jim Sahrmann

Dr. George Williams did a judging school on "How to Prepare Your Car for Various Awards". He used Tony/Reda's and Jim's two display car as real live examples and they all talked about their cars and their approach and issues / opportunities along the way.

We had four cars on the field for Flight Judging:

- 60 Fuelie owned by David Dawdy
- 62 owned by Gary Bader
- 62 owned by Walt Kunz
- 66 Coupe owned Bob Dehn

Special thanks to all of the car owners who brought their cars!!! (See pics of cars and Judging and awards - Pics courtesy of Mr. Foster and Mr. Wittmaier).

Burgers, brats, hot dogs plus everyone contributed via bringing great side dishes. We even had two different chili offerings. Kudos to Mr. Foster and Mr. Kleinhenz, plus everyone who brought those great dishes!!!!

Also, special thanks to all of our Tabulators – Kay Augustus, Joan Burnett, Brenda Durlas and Jeanene Kreevich !!! Our Tabulators have a tough job to make sure all of the points are added up correctly. They also ensure that notes were adequate for any deductions.

Call out to all of our Judges. They did a great job and take a lot of pride on striving to judge the cars correctly and fairly. Thank you!!!

Mr. Dave Buescher organized a swap meet to go along with the event. Lots of folks took part and bought / sold parts. Thanks Dave!!

Save the date! Our next Chapter judging event is set for May 2, 2020 at Love Park.

Fall Chapter Judging Meet *Photos by John Foster and Jeff Wittmaier*

A Field of Dreams

George Williams leads "Preparing Your Car for Judging"

How Many Judges Does It Take to Change a Light Bulb?

Seeking Guidance from the Judging Chair

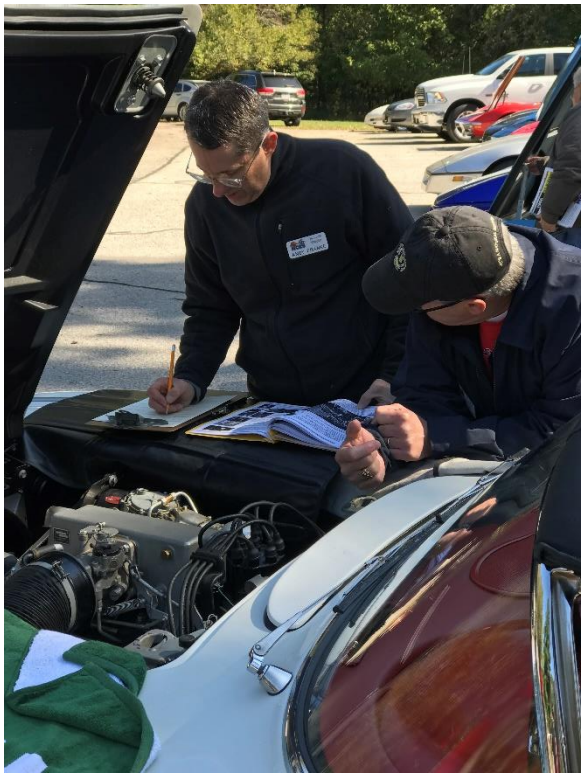
Come on Bob, It's Not That Cold Out Here

Judging Skills Include Reading and Writing

Style Points!

Damn good shape for 53 Years Old! The Car!

Look… This Belt's Never Even Been Worn



How do you spell, Nice? Very Nice?

Tony Salters, Thank you for your Cross Flags Display

Thanks to Jim Sahrmann for his Dave Hill Display

Steve Gilboy - Sportsman and Long-Distance Awards

-

Dave Dawdy earned a Top Flight for his 60 Fuelie

Gary Bader earned a Second Flight Award for his 62

Walter Kunz earned a Top Flight for his 62

Bob Dehn Earned a Top Flight for His 66 Coupe

Joan, Brenda and Kay tabulated, along with Jeanene

Looks Good to Me, Lets Go Get Some Hot Coffee

Jim Sahrmann assisting Doc with the Judging School

NCRS
St. Louis Chapter

CHAPTER CHARITIES *by Carrol Kleinhenz*

nurses for newborns
SAVING BABIES. STRENGTHENING FAMILIES.

Holiday Gift Wrap

Plaza Frontenac
Friday, December 13th
10:00 am – 9:00 pm

Come join in the fun as our Chapter will once again participate in the Nurses for Newborns Holiday Gift Wrap fundraiser. We will split the day into 5 timeslots: 10:00 am – 12:30 pm, 12:30 pm - 3:00 pm, 3:00 pm - 5:30 pm, 5:30 pm - 7:30 pm, 7:30 pm - 9:00 pm

We will need a minimum of 4 volunteers per shift. Please let us know what shift you can participate. If you have questions or need additional information, feel free to contact Carol Kleinhenz ackleinhenz@gmail.com or Joan Burnett joanieburnett@gmail.com

A 35 YEAR QUEST – CORVETTE FORENSICS, 1960 s/n 0086S102348 by Dave Dowdy #1624

THE BEGINNING

Stories of an old Corvette sitting flat on the ground in a Grafton, Illinois, 'hollow' near the Mississippi River made me curious so, I began looking. Sure enough, after a few weekend drives, I found the old car, an original fuel injected car (trademarked with oval tach cable hole, holes where the emblems once were, air cleaner reinforcement on the left inner panel and high rpm tachometer) but there was not much left that wasn't in a box! I tried to buy the car to no avail and the owner finally told me to stop calling, that if he decided to sell, he would call. Fast forward several years and two owners later, the old gem surfaced in an area newspaper ad. Needless to say, I was still interested.

So, in 1985, I traded a 1928 Model A survivor for a 1960 Chevrolet Corvette with a mixture of boxes of rusty and dirty parts. Previous owners had not been kind to this old car and it would need a lot of care.

Figure 1 00867S102348 as purchased

So, the real forensic process began and based upon evidence, the 1960 Corvette is indeed unusual. The survey began with identifying the basics. Included with my new acquisition, job number 309 and serial number 00867S102348 were many clues as to its past history:

The more I studied, the more obvious it became that the car had been ridden hard. Frame welds were cracked, evidence of a roll bar, three blue strips and a blue cove painted over the original factory white and silver paint, fender damage, replacement and repainting of blue cove area, square holes cut in the front skirts from ducting and round hole drilled in the left skirt just outside of the steering adjustment. These clues, plus more pointed to life as a previous race car. Other unusual features in addition to fuel injection were power top, power windows and the obvious evidence of heavy-duty brakes. *The fuel injection, the one thing that had attracted me to the car, was rapidly being overshadowed by all of the other intriguing details. All of this set me off on the road to what would become a 35-year quest to acquire the car and complete its history.*

FORENSIC STATISTICS

RPO 579D – 759 cars built with 290 HP w /FI /Hi-lift cam. It was easy to identify the fuel injection traits: an oval firewall tachometer cable opening, inner skirt air cleaner retainer, high rpm tachometer, repaired holes for the fender script and an open-air inlet with no screen on the left radiator surround.

RPO 426 – 544 cars built with Power Windows. Continued inspection indicated that the car was delivered with power windows, based on the unmolested doors, wiring passage in the door jams and original wiring conduits in the parts pile as well as an original 40-amp solenoid for the right cowl. (I later learned that a previous owner sold the original motors and switches to a local parts dealer).

RPO 473 – 512 cars built with the Power Top option. After rolling the body over, it had been unbolted from the frame somewhere along the owner line, the reinforcements for the power top equipment were spotted. These rusty, riveted metal rectangles were in all of the proper places for the cylinders and pump. We had previously noticed a rusty switch near the topside right trunk hinge, hinting of RPO 473, now I was certain.

In addition, the following options were identified to round out the build specifications of #2348:
RPO 261 – 2,557 cars built with Sunshades with Red Trim
FOA 101 – 9,808 cars built with heater
FOA 107 – 4,051 cars built with Parking Brake Alarm
FOA 108 – 6,774 cars built with Courtesy Light
RPO 121 -- 2,711 cars built with Temperature Controlled Radiator Fan
RPO 419 – 3,506 cars built with hard top in addition to soft top
RPO 675 - 1,548 cars built with Posi traction rear axle with 3:70:1 ratio
RPO 685 - 5,328 cars built with 4-speed transmission
FOA 102 - 690 cars built with Wonder Bar Radio and Fuel Injected Engines
RPO 440 - 3,309 cars built with Two-Tone Exterior Paint – White/Silver as indicated beneath many coats of various colors and IVORY grease penciled color on trunk bulkhead. Resulting in Ermine white exterior and red interior colors
RPO 687 -- 119 cars built with H.D. Brakes & Steering

OTHER DISCOVERIES

•There were no holes in the cowl for windshield washers and no parts to support them ever being present.

•Based on title information from the state of Missouri there were sixteen owners between 1966 when it was first titled in Missouri and when I purchased it in 1985.

•It was financed by Credit Thrift and released on August 15, 1966. All other information on the front of the submitted title to Missouri is not legible. The reverse side shows the purchasing dealer to be Vicart Motors, St Louis, MO and the seller's signature of Charles S. Meyer Jr., dated October 5, 1966.

•Evidence of lots of hard driving, i.e., flexed frame with cracked welds, replaced right front fender with repainted blue cove (an early repair), many coats of paint over the original white and silver.

•Blue stripes and coves painted over the original paint as well as the replaced right fender. Three stripes over the body, one wide with a narrow stripe on each side of the large center stripe.

•Evidence of being driven without carpet. The driver's floor board is scuffed clean where the feet work the controls.

•Evidence of a three-point roll bar.

Where was this car delivered new and how was it used in those early years of its life - SCCA Club Racing, boulevard racing, drag racing?

SO CLOSE, YET SO FAR AWAY

My list of corvette race car contacts grew. I spoke with Mac Yates, Jack Knabb, Dick Guildstrand, Mike Ernst, John Neas Loren Lundberg, Jim Gessner and many others asking if they remembered a car such as mine. Little did I know just how close I was and that in retrospect that I was asking the wrong questions. When I asked Mac Yates if he had raced a car such as mine, I should have been asking if he knew of a car such as mine! Especially after looking at photo number 4. Years past, I thought I would not find race history or I would discover there was no race history. My friends Bill Williamson and Bob Jourdain kept pushing and encouraging me, saying that with the evidence left behind, this old car had to have race history! THANK YOU, FRIENDS!

Over the last 27 years I worked on gathering the equipment to rebuild 1960 Corvette serial number 2348, which rolled out the back door of the St. Louis Corvette plant on January 9, 1960, as forensically correct as my pile of parts allowed.

Figure 2 Dave's Serial Number 2348 after restoration

EUREKA!

Then, one afternoon, only 32 years after I purchased the car, I received this e-mail:

From: Jim Gessner
Date: Mar 15, 2014 12:36 PM
To: Dave Dawdy
RE: IS THIS YOUR CAR????????????

Begin forwarded message:

From: WILLIAM KEOGH
Date: March 14, 2014 8:08:49 PM PDT
To: Jim Gessner
Subject: Important discussion with Ed Hamill
Reply-To: WILLIAM KEOGH

Jim
Important: discussion with Ed Hamill

I had my first discussion with Ed Hamill and will be phoning him back tomorrow. Here are the results:

(A) He would welcome you contacting him as I explained who you were and the Corvette Registry. He said he has pictures of his 1960 Corvette and would be glad to send them to you when you contact him.
(B) His 1960 SCCA Corvette B/P SCCA race car:
- Car was white exterior, red interior Fuel Injected with all GM race options (i.e. heavy-duty brakes and suspension)
- Car had metallic blue racing stripe down middle as well as side cove area painted same metallic blue
- Car was convertible only car with never any hardtop
- Car had windshield removed and small blue Plexiglas driver only windshields

He purchased the car used from his brother Charles Hamill. He drag raced the car in NHRA at Alton Drag strip in Midwest prior to going sports car racing. He set a track record of 12.9 seconds with speed of 108 mph.

He got his Novice SCCA license and regular SCCA license in the SCCA Southern Illinois Region (i.e. St Louis area).

He raced his first national race in the1961 Lawrenceville race and raced against Roy Kumnick there (Note: In that race he said a very unusual thing happened in order to determine the pole position for the A/P and B/P race they actually had a ¼ mile drag strip setup and went with the fastest times in the ¼ mile for starting order in the SCCA race. He said this was the only time he ever heard of this).

The car was purchased by his brother Charles Hamill from a dealer in Clayton.

The Ed Hamill 1960 Corvette he said did not get raced after he sold it. He said he sold the car to a younger teenager type who used it on the street.

Can you believe it??!! Here it is: an e-mail from Canada to California to Illinois that started with a phone call from Canada to Colorado!

Needless to say, I got very excited and immediately called Mr. Ed Hamill. I left a message and received a prompt return call. I agreed to call the next day to talk more about his old race car. I didn't sleep well that night, wondering if my old car could possibly have been his old race car.

A SLICE OF CORVETTE RACE HISTORY

The next day my conversation with Mr. Ed Hamill, who grew up in Belleville, IL, was very exciting. This conversation would begin a series of many interesting conversations that I would have with Ed Hamill over the next few years. I would learn that he was an integral part of 1960's car race history. In our initial conversation, he identified my old car to a 'T' and was eager to tell about his race experiences in what is now my 1960 Corvette!

He purchased the car in the spring of 1961 from his brother and began racing it immediately after purchasing it. First came the Alton Drag Way where he won two trophies:

- He won Street Eliminator trophy in BSP. He posted a speed of 105.882 mph and 15.45 seconds elapsed time in his newly acquired stock 290 hp
- He held a class record of 108 mph with a time of 12.9 seconds.

He then began involvement in SCCA racing events and campaigned 2 active seasons 1961 and 1962. He also got his novice and regular license in the Southern Illinois Region. He raced in Opelousas, LA. He then continued to race across the Midwest against such drivers Jim Hall, Hap Sharp, Roy Kumnick, Dick Guldstrand, Grady Davis, Bob Johnson, Bob Spooner and others during the 1961 and 62 seasons.

Figure 3 The Alton Raceway Trophy

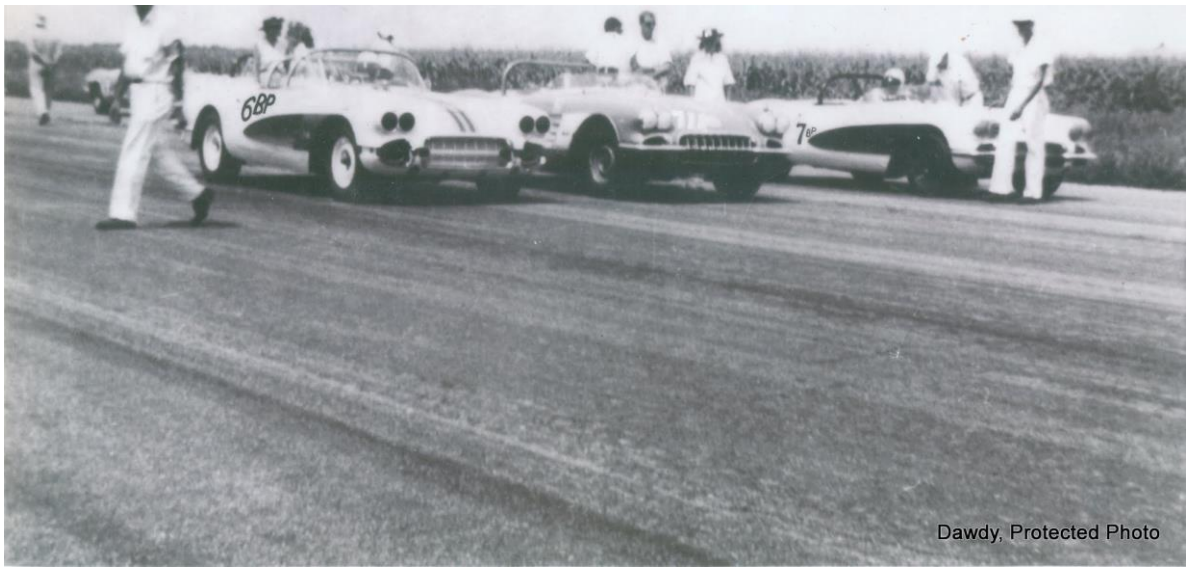


Photo #4 On the Grid at Lawrenceville - Labeled by Ed: "Lawrenceville IL SCCA championship race in 1961. My second race ever. I'm on the pole with Midwest Division Champ Van Vandawalker (711) and Mac Yates Central Division Champ (7). Ed's car is far left with his favorite entry #6.

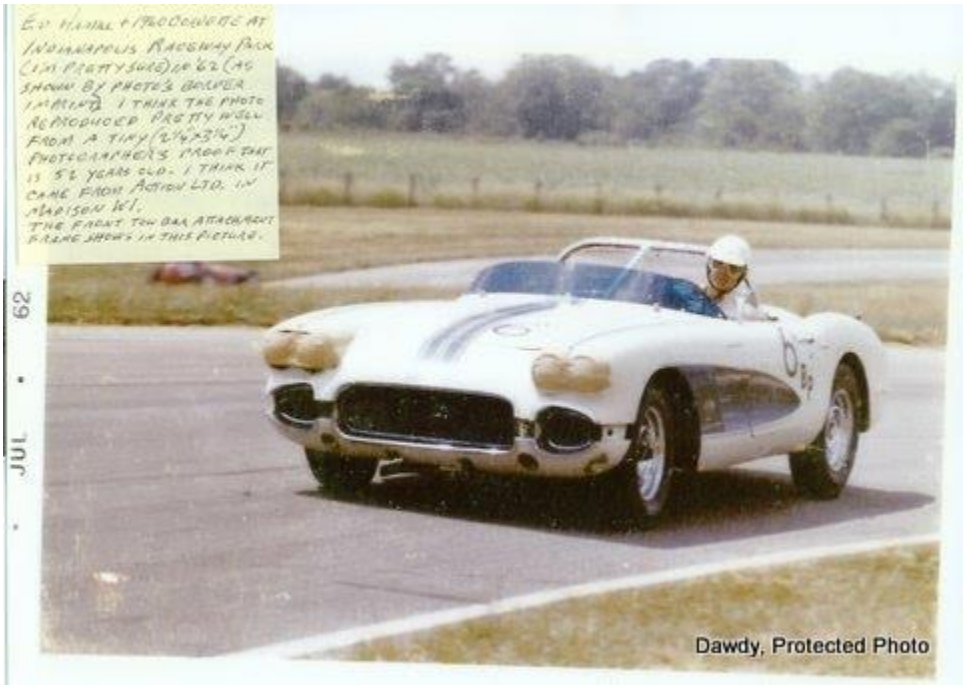


Photo #5 Indianapolis Raceway - Ed in B/P with his favorite number 6.
Photo labeled by Ed: "Ed Hamill in 1960 at Indianapolis Raceway Park"

As Ed and I continued to discuss the car and his racing activities, I have learned a lot about his SCCA experiences and the cars and people that he raced against. Of course, that important question of making sure #2348 was indeed his car was validated after I sent copies of my title and photos of the VIN tag and frame stamping. We seemed to be very certain but one day I received a large envelope from Ed with the St Clair National Bank of Belleville original purchase record dated May 28, 1961, having Ed's address and the serial number of the car with Ed's signature! Wow, no question we are talking about the same car.

During our conversations, I learned that in the fall of 1961, Ed (Mr. Hamill) went to college in California and, of course, drove his 1960 corvette from Belleville, Illinois to Los Angeles. While in Los Angeles, he followed the local racing activities and spent time at Riverside Raceway, as well as the Dean Moon Speed Shop. It was there that he was encouraged to visit a shop in the adjacent building. *That shop was operated by Carroll Shelby and the birth place of the legendary Ford Cobra.*

Ed and I have discussed his employment by Carroll Shelby. Following Ed describing, to Mr. Shelby, his current project - putting a Chevrolet engine into an AC Ace, Carroll Shelby quickly hired Ed Hamill, who became employee number 4 for *Shelby American*.

After becoming Shelby American employee number 4, Mr. Hamill used, what is now my car, 1960 corvette SN 2348 in early Corvette only driving schools promoted by Carroll Shelby and took Shelby around the track in it! This promoted our further discussion of Ed and Carroll's ride, in Corvette #2348, around Riverside Raceway and Carroll's pointing out locations on the track that he remembered collisions and even an injury, 33 stitches in one particular incident.

After his military tour, Mr. Hamill continued to be involved in the development of the Shelby Cobra and also developed four cars of his own: three Can Am racers and one Indy 500 car. The Indy 500 car was purchased by Dean Van Lines in 1964. He ended up selling what is now my Corvette in the fall of 1962.

Wow, can you imagine, after many years of my continuing pursue the lineage of this old car the puzzle has finally come together. Nevertheless, little did I realized that I was in for more surprises regarding my old car.

FINALLY- PUTTING IT ALL TOGETHER

Fortunately, our friendship via the car became more and more extensive with time. Ed mentioned possibly having some items that originally belonged to the car. Wow again! What were they? Casting dates, assembly dates and codes were quickly sent to Ed to use as reference just in case he did have some parts. Original parts would be nice but not likely after such a long span of time. However, why not keep the 'hoping' door open. Several months passed and our friendship continued. During one of our calls, Ed mentioned that maybe there was an engine in an old trailer used to haul his belongings to Colorado from Belleville, Illinois over 50 years earlier.

Wow, could my engine possibly be there? It was winter in the high mountains of Colorado so I would have to wait for warmer weather for the contents of the trailer to be examined. Needless to say, I did keep in touch and enjoyed our conversations about old race history. We continued to discuss the possibility of a motor in the trailer and that it might be from the old Corvette. I suggested a visit to examine the parts firsthand. Meanwhile he did tell me the numbers on the block in the trailer did match the information I had sent to him. The visit became even more important. After further discussions of value and additional original items, my wife and I scheduled a visit to beautiful Steamboat Springs and then to the Ed Hamill ranch.

We made a quick visit to Ed's ranch and workshop, high in the Colorado Rockies, in June of 2017 to make certain that he did have original components to my car. Sure enough, the block matched the Chevrolet 283 casting number and casting date, including the correct serial number stamping and an appropriate build date for the 'CS' engine.

Figure 6 Block #3756519 dated L309 (Nov 30, 1969), Build Date& Code F105 CS (Flint, Jan 5, 1960, 290 HP FI)

Wow, my knees were weak! What else could there be? We continued looking and saw that Ed had assembled several others items that belonged to #2348.

On a table in his shop was the complete fuel injection unit including the distributor and air cleaners, one used for racing and the other for street driving. Next to the fuel injection was the original shifter, the elephant ears and generator. What a birthday present, it was my birth date of June 22 when we examined the parts!!!

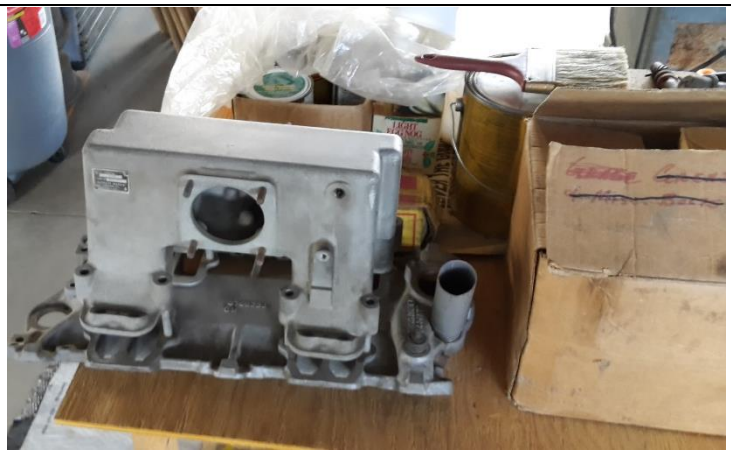


Figure 7 The Fuel Injection Unit and Parts

A few months passed as I studied value and made plans to return to Colorado. I knew I really needed those parts. I sent him copies of The NCRS DRIVELINE to use as an aid in establishing a fair price for the treasure.

Figure 8 Ed Hamill and the Original Engine

Several days later we agreed on the price and we were off to Colorado in a rented truck, my wife and I with the family dog. Three months after first seeing the engine, on September 22, we loaded the engine, the original fuel injection unit with distributor and air cleaner, plus the front elephant ears used in racing, the original shifter assembly, the original generator and other small parts into the truck.

I'll be the first to say what a story! 35 years from chasing an old car along the Mississippi to reuniting the engine with the chassis! My special thanks to Ed for working with me to identify and gather the parts and for saving them in the trailer for forty-seven years.

Just an update… on October 12, 2019, s/n #2348 received an NCRS Top Flight award at the St Louis Chapter Judging Event. It sure has come a long way since that first photo that was taken way back in the mid '80s. Needless to say, I have loved saving this special slice of Corvette history.

1963 – 1967 Gas Tanks *by Tom Dingman*

During the restoration of your 1963 to 1969 Corvette, you will probably want to replace the fuel tank. While original OEM tanks were pretty much all the same from 1963 to 1967, you might be aware that General Motors Service Parts (GM SPO) provided more than one type of replacement fuel tank. Tanks were originally manufactured for GM by the O. L. Anderson Company. (Do not confuse O. L. Anderson with A. O. Smith.)

Corvette tanks provided for service by GM had a few different part numbers over the years. One that I obtained soon after 1970 had a GM service part number 3967746. It had a cardboard insert in the bottom (fuel level sender) hole and the indentations on each end of the tank were larger than what is seen on originals.

I understand the larger indents became important when the C3 OEM tanks added a tube for a fuel return line. They fit 1963-1967 Corvettes, but don't look exactly like the originals. For more on this, see the *1965 NCRS TIM&JG, 6th ed.*, Chassis page 242. It's also shown in the new *1967 TIM&JG, 7th edition*, Chassis page 212.

"OAL" is commonly seen stamped into the center bottom of original tanks, but very hard to view with the spare tire carrier in place. A few original tanks have been found without the Anderson logo. This logo is also on today's reproduction tanks made in Canada and marketed by Quanta Co. In fact, Quanta has exclusive rights to make tanks with his logo. O. L. Anderson is no longer in business.

The photo to the right, is of a reproduction tank from Quanta and taken prior to the installation. It shows a reproduction "Anti-Squeak" strip glued to the tank.

In the *1965 Assembly Instruction Manual* (A.I.M.) please see UPC 8, page B2 (the A.I.M. for other "mid-years" will also show this). There you will see location instructions for three different lengths for four strips (two are 3-inch pieces.) It is interesting that the A.I.M. provides three different OEM numbers for these three different lengths.

GAS TANKS continued

The stuff is somewhat like roofing paper. The Paragon version, shown in the photo above, is slightly less dark (greyer) than the service version, sold (one piece.) as GM 6260631. While it appears darker, remember that the service version also might not have been the same color as the OEM stuff. On my one and only original C2 tank, the old OEM strips do still look the same color as the NOS part sold as GM 6260631.

Quanta shows the application of only two long pieces of the anti-squeak strips, on the front and back edge of the tank. It's more correct to use a 20-inch piece in the center rear, along with two separated 3-inch pieces outboard as shown on the original tank in the next photo.

The A.I.M. also calls for the use of GM 3695016 CEMENT (APPROX. 0.09 OZ PER JOB). On an original tank such as the one shown to the left, the glue gun operator at the factory paid no attention to the "per job" amount. This cement (glue) and the original strips of material were still on this tank when I found it.

By the way, the strips of anti-squeak material didn't always match up to the rear cross-member as intended. One end of the rear middle strip in this photo is so far forward that it missed most of the cross-member when the tank was bolted down. Glue your three rear strips as far back as you can to avoid this. Let them extend past the rear of the tank, instead of as in the photo.

There are recent updates to a discussion on ncrs.org about the "C2 Weather-strip Adhesive". Most comments indicate the use of a yellow 3M product numbered 8001. I found that I could more closely duplicate the sloppy OEM application if I cut off the tip on the 3M tube. The next photo shows 3M 8001 glue on

GAS TANKS continued

the bottom front edge of the tank. It's pretty much the same color as you see on the original tank in the photo above.

Another supplier of glue (cement) is mentioned in that same discussion on NCRS.org. That stuff shows a slightly more "aged" appearance when dry. I think I will try that next time.

The Quanta tank in photos #1 and #3 is now strapped to the rear of a 1965 chassis. There's more to say about fuel tank installation in a "C2" Corvette, but I think I'll wrap this up and get back to the fuel line and fuel level sender. I'll write about that later.

I recommend a study of the A.I.M. and a search in the NCRS.org discussion board. Service tank part number changes, vent differences and other related discussions can be found there.

Also, Quanta has a great group of "step by step" gas tank installation photos at: http://www.gastanks.com/63-67-Corvette-Gas-Tank-Install/products/1947/ (If this link fails, just go to gastanks.com and look for tanks for Corvettes.)

The photos include the use of their stencils for numbering the side of your new Quanta tank.

Please feel free to ask me about my recent "sloppy cement" experience, or anything else related.

Thanks for reading my article. Tom Dingman
810 338 0307 or midvette@mac.com

CLASSIFIED by Our Members

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
1958 - 1962 Windshield washer reservoir – used - $25
1979 Aluminum wheel, used - $75
1989 Aluminum wheel with rim damage - $40
Text or E-Mail Dave Dawdy, 618-604-9611 dgdawdy@gmail.com, Photos Available

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

CLASSIFIEDS continued

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

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

CALENDAR OF UPCOMING CHAPTER EVENTS

December	12	5:30 PM	St. Louis **Chapter Board Meeting**	JJ's Restaurant, St. Charles
		6:30 PM	St. Louis **Chapter Dinner Meeting**	
	13		***Nurses for Newborns Gift Wrap Day***	Plaza Frontenac, Frontenac, MO
January	4		St. Louis ***Chapter Holiday/Awards Dinner***	Maryland Heights, MO

CHAPTER OFFICERS 2019

Chair, Mark Kessinger	314-341-5664	markek5@gmail.com
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Membership Chair, Greg Simon	636-262-9911	gsimon767@sbcglobal.net
Charity Chair, Carol Kleinhenz	636-293-8367	ackleinhenz@gmail.com

NCRS BOARD MEETING MINUTES by Larry Colvin, NCRS Secretary

NATIONAL CORVETTE RESTORERS SOCIETY
Board of Directors Meeting
Frisco, Texas
October 24, 2019

NCRS Board of Directors Meeting was called to order at 9:30 AM CDT

Present were:

Mike Ingham, Bill Baker, John Ballard (phone), Mike Ernst (phone), Dave Ewan, Bob Johansen, John Perrette, Sue Strawmyre, Mark Tulley. Dave Brigham, Joan Burnett, Larry Colvin (phone), John Tidwell.

A number of general members were present in the audience.

1. **Activities – Dave Ewan**
    - ***a.*** **Additional details for next year's French Lick, Indiana National Convention – Dave Ewan**
        - i. Beautifully restored facilities.
        - ii. Reviewed planned trips and attractions.
        - iii. Louisville, Kentucky is closest airport but Indianapolis, Indiana airport is only 1.5 hours away.
        - iv. This will be the first National Convention conducted under the new staff organization structure.
            1. Volunteers are still needed.
        - v. Discussion regarding National Convention judging manuals.
            1. Dave King will be bringing manuals to be used by judges at the National Convention.
            2. General Board sentiment is to use color manuals.
                a. Should "use what we sell".
            3. *Mark Tulley moved and Bill baker seconded, to use color manuals on the judging field at the National Convention.*
                a. *Passed: 9 for, None against.*
    - **b. 2020 Regional schedule – Dave Ewan.**
        - i. Reviewed plans and sites.
        - ii. Mark Tulley requested that people make every effort to attend the Adirondack Chapter Regional.
    - **c. 2021 Regional schedule – Dave Ewan.**
        - i. Reviewed plans and sites.
        - ii. Florida Regional has been approved for 2021 and 2022 at the current Lakeland site.
        - iii. Bloomington site needs further investigation before approval.
            1. Concerns about hotel quality.

BOIARD OF DIRECTORS NEETING MINUTES continued

2. Need to investigate hotel availability.
3. Subject is tabled until concerns are resolved and will be decided using email approval voting.

d. Florida Regional Status – Dave Ewan.

i. The Chapter is happy with the Lakeland site.
ii. Will be conducted in conjunction with Carlisle.

2. Old Business

a. **Review and Update Status of Action Item List – Larry Colvin.**

i. Action items were updated and removed, if complete.
1. Send items for New Director Info package to Mike Ernst & John Perrette.

b. Status of Proposed Inter-Mountain Chapter – Bob Johansen.

i. Bob reviewed the progress made concerning the proposed new Chapter covering Idaho & Montana.
1. He believes they are ready to be considered for probationary status.
a. Bob Johansen moved and Mark Tulley seconded, to accept the Inter-Mountain Chapter for 1-year probationary status.
i. Passed: 9 for, None against.

c. Status of Central European Chapter.

i. Chapter has conducted its first Chapter judging meet.

d. Review Proposed Updates to Chapter Guidelines & Operations Manual – John Perrette.

i. Reorganized sections of the manual regarding mandatory tax filing.
1. Defined penalties.
2. Defined retention and storage recommendations.
3. Reviewed other change proposals.

3. New Business

a. Mark Tulley requested that Directors remind their Chapters that applications for charity matching funds are due by December 15, 2019.
b. Carlton spoke about a documentary being produced which covers NCRS involvement in the establishment of the National Corvette Museum.

Bill Baker moved and Mark Tulley seconded, to adjourn the meeting.
Passed: 9 for, None against.

The meeting adjourned at 11:05 AM CDT.

Date of the next Board meeting: Wednesday March 18, 2020 in Indianapolis, Indiana.

Respectfully submitted,
Larry Colvin
NCRS Secretary

EDITOR'S FINE PRINT

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