



## BRITISH COLUMBIA CHAPTER NATIONAL CORVETTE RESTORERS SOCIETY NEWSLETTER

March 2018

2017 was a notable year for the BC Chapter as it was the tenth anniversary for the chapter. It was also a successful year for the annual chapter meet held in June hosted by Grant Wong in his usual efficient, organized and enjoyable event – and of course with his now famous catered and fabulous lunch. Photo below – ten fingers in the air!



Two cars were judged – a C2 and a C4.

Out of interest, below is a photo of the first meeting at the formation of the chapter in Salmon Arm in 2007.



At that initial meeting Kay Dower put together an original logo – which has been used since then.



BCC NCRS organized a Chassis Judging School on 21 Oct 2017 hosted by Mike Bovin in White Rock. Mike is doing a body off restoration on a 63 360 hp coupe and kindly offered chapter members a chance to see the details of a completely restored chassis. Bolstered by knowledgeable members from the Northwest Chapter, an informative session was enjoyed by all.

The BC chapter is grateful to the NW chapter members with are supportive of the BC Chapter events. They have been key participants in our Judging Schools – sharing their knowledge and helping in many ways. One way we might support the NW chapter is by becoming a member of the NW chapter and attending their events.







The following article was written for the NW chapter newsletter by “our” Brent Connors. An interesting experience that should be shared. Reprinted with the permission of the NW newsletter editor John Hopkins and Brent.

## THE 8-MINUTE ENIGMA

Brent Connors, NCRS BC Chapter, #9643

**THE 8-MINUTE ENIGMA:** Solving a mysterious engine shutdown issue in a 1966 L72 roadster. It all started innocuously enough with a decision to re-store/re-plate a numbers-correct, original Holley 4150 carburetor on Dave Berger's silver pearl 'big block' convertible. In the warmer months after purchasing it in Omaha, NE during December 2015, Dave realized his early 450 h.p. car suffered from chronic engine overheating, especially during idling. This same overheating issue had plagued my '66 sunfire yellow L72 'tanker' coupe, until I was fortunate enough to act on a suggestion by a Holley specialist that proper restoration of its carburetor would cure the problem—and it did! So, in March 2017, Dave authorized me to remove and deliver his carb to Richard Scholz, owner of Hardcore Holley in Langley, BC, who had previously restored my carb.



Richard is a well-known expert in restoring Holley carbs, with his success due to owning many rare, NOS parts and possessing a complete set of factory installation manuals. Of course, we in the Corvette hobby all know how challenging these older, high-performance Holley carburetors can be to properly rebuild and keep functioning because of their complexity, i.e. 214 separate components on the 4150 model! Aside from an unexpected delay due to a workload “crunch” in Richard Scholz' plating shop subcontractor, completing the restoration of Dave's Holley 4150 carb to factory specifications went smoothly. Our problem began in June, after initially reinstalling the carb, as the engine suddenly shut-down at idle, and wouldn't restart, after only a few minutes driving time; we even had to have the Corvette towed back to Dave's garage. My initial diagnosis was that fuel starvation in the idle circuit caused the car to stall, having neglected to tell Scholz that I believed a previous owner of Dave's big block had a “hotter” camshaft installed. Specifically, the racing cam demands greater fuel than can be supplied continuously by the primary idle wells, given that Scholz set the dimension of the primary idle air bleeds to factory spec. I thought my initial conclusion was confirmed by the fact that the car started up and idled continuously in Dave's garage the next day, after I experimented by inserting the ends of two paper clips in the idle bleeds. This had the effect of reducing the amount of air intake, thus increasing the amount of fuel retained in the idle circuit. After returning the carb to Scholz to re-size the idle bleeds, in July I reinstalled it and idled the engine for a lengthy period in Dave's garage without it shutting down.

(Incidentally, Dave and I were pleased that the newly restored carb allowed engine temperature to stay at 180 degrees, or below, despite idling in the warm summer weather.) Unfortunately, after driving the car in the neighborhood for only about eight minutes, the engine suddenly shut-down when dropping to idle at a stop sign, and wouldn't initially restart—again! Fortunately, the engine restarted after cooling down for a few minutes, and we drove it back to Dave's garage.

Concurrent with having his carburetor restored, Dave had decided to replace various functional, but-non-date-correct, components of the ignition system. Thus, after consulting with Richard Scholz and an engine mechanic well-known in Western WA, I decided we needed to determine if one of those newly replaced parts was the source of our eight-minute shut-down problem. After sequentially replacing the date-correct, restored or OEM voltage regulator, coil, distributor rotor and TI circuit board with its respective predecessor, we drove the car in Dave's neighborhood. Unfortunately, each time, the engine shut-down, at idle, after eight minutes. To further rule out other potential causes, we also decided to replace its old battery cables and a non-vented gas cap, but these also made no difference.



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Given this negative outcome, Scholz and I returned to our belief that the problem source was gradual draining of fuel in the idle circuit. So, in August the carb went back to Scholz, this time to make a "final" adjustment to match the dimensions of its primary idle bleeds and restrictors to Holley 4150 specs for a racing cam.

In late September, I reinstalled the carburetor and extensively idled the engine in Dave's garage. With renewed confidence, I drove the car down the driveway and--alas, it stalled at the stop sign at the end of his short cul-de-sac street! At near my wit's end, I wondered: what do we do now? Noting that the shut-down only seemed to occur with the hood down, Dave re-asserted a theory we'd not fully tested, i.e. heat-generated conductivity resistance in a new ignition component that we'd not yet replaced with its predecessor. So, candidly with little hope, I replaced the new, date-correct, GM-licensed OEM distributor cap with its generic predecessor, and idled the engine *with the hood down* in Dave's garage. To my absolute amazement, the engine idled well past the eight-minute mark, and then some!



We then test-drove the car on two, half-hour trips beyond Dave's neighborhood, and the engine idled at several traffic signals without shutting down. Hurray! Upon close inspection of the new distributor cap, I was surprised to note that the small carbon contact, inside the cap and directly below the center metal connector, was both "frozen" and one-eighth-inch longer than it should be. I concluded that high-heat build-up in the *closed* engine compartment, eventually was causing the center connector to lose connectivity with the coil cable.

Dave contacted the East Coast supplier who sold him this OEM part in March, and he generously offered to replace it with a new one, after I explained what I believe was its defect.

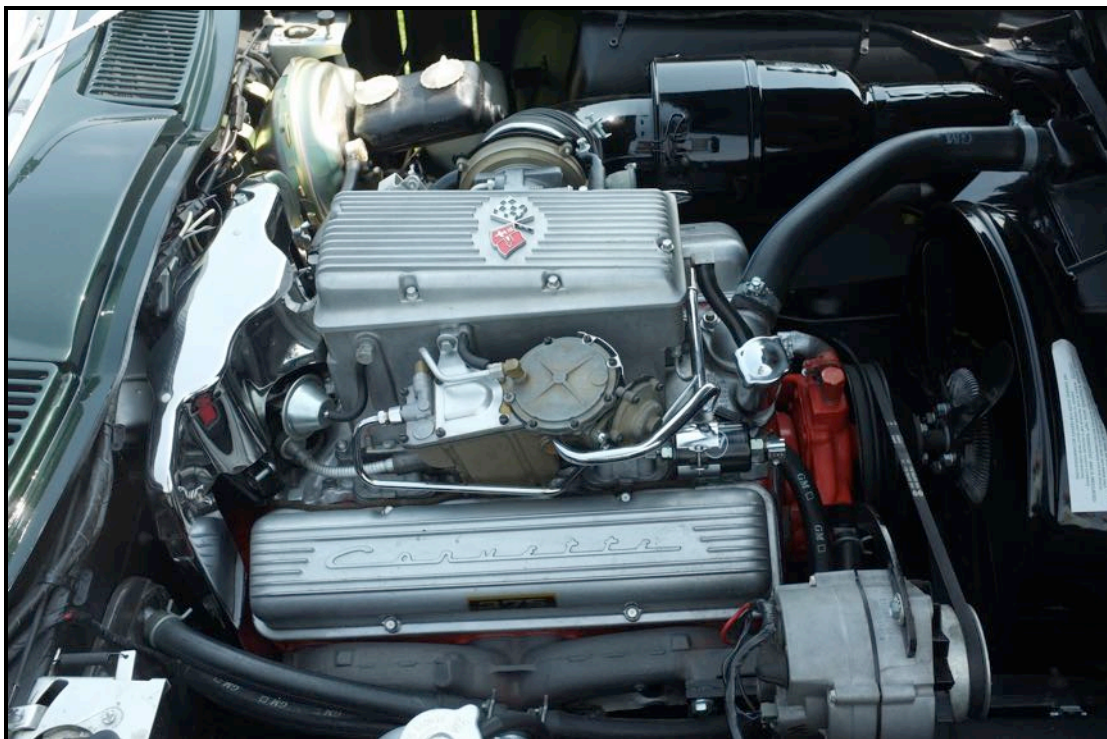
Obviously, I'm greatly relieved that this six-month ordeal is finally over, and resulted in a successful outcome for Dave with his engine-overheating problem having been cured. At the same time, I'm gratified that it turned out to be an invaluable learning experience for me. I hope that sharing the details will help other NCRS members successfully deal with similar high-performance Holley carburetor issues, as well as the anomalies that inevitably occur in tinkering with our classic Corvettes.





The Northwest chapter usually hosts a Regional judging meet that is a great experience for seeing – or judging – some spectacular cars. It has been decided that they will not host a regional meet in 2018 but will in 2019 – likely at Bend. The last two meets in 2016 and 2017 have been at Bend and Redmond Oregon. There are spectacular photos in the last issue of the NCRS Restorer magazine of the Redmond meet taken with a drone camera. Some photos from ground level are shown below.

The next step up from the Regional meets, is the BIG one – the National meet. In 2018 it will be held in Las Vegas. Since the National is most often in the eastern US, this year is an opportunity to attend the National meet since it is relatively close. It will be July 15-20 and details are on the NCRS website.









## 2018 Judging meet Saturday June 23rd

Just a reminder about the BC Chapter Meet at Grant Wong's residence on June 23rd. Please come and help out. Details are on our Web Site and Registration to be done through the main NCRS Web Site (USA) under Chapter Contacts. Two cars are being judged this year so your help will be appreciated. We are also looking for new members to join the Executive Team. Grant and I would like a break but we will stay close at hand to help out! Lots of food as usual and good company. We have had 10 great years so lets make 2018 one of the best. We also have new names tags to help celebrate our so come by, say hi and pick up your new name tag.

Thanks,  
Arne Chaddock



There will be a **NW Chapter Judging meet**. Date will be June 16th, 2018. Location will be in Woodinville, WA 8:30 start.

We will be judging 2 or 3 cars, they will be C2s.

Cars will need to be "pre-approved" by Stewart Lowe (we cannot judge too many cars, due to lack of qualified judges)

The BCC NCRS would like to provide more events and information but we need members help to do that. If you have a car that is undergoing restoration, have tips on restoring parts, photos of your cars or anything that might be of interest to members please send them. I am the apprentice newsletter guy and website caretaker. My email is [rick.nordin@shaw.ca](mailto:rick.nordin@shaw.ca)

We are grateful to our long time executive team who have tirelessly kept the chapter going. Thank you to Grant Wong, Arne Chaddock and Larry Copping – and all the others who have contributed.

**2018 Membership (\$30) is due** if you haven't already paid. You can pay with PayPal on the BCC NCRS website

<http://www.bcc-ncrs.com/smincweb/ncrs/cart.htm>

or could send a cheque in the mail to

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