



## BRITISH COLUMBIA CHAPTER NATIONAL CORVETTE RESTORERS SOCIETY NEWSLETTER

November 2018

### British Columbia Chapter judging meet June 23 Vancouver

A great turnout and perfect weather greeted members to the annual meet.

The day started out with a tech session by Brent Conners on the Corvette transistor ignition system. Brent reviewed all the variation in the TI system used from 1964 - 1972 when the HEI system was introduced. The talk included slides and tables of all the components used as well as parts examples displayed and passed around – including Grant's L88 distributor! One of Brent's key points was that not all of the components are compatible and considerable knowledge is needed in assembling and restoring a TI system.



The chapter was only able to judge one car because of a shortage of judges. Steve Phillippe from Vancouver Island brought his beautiful blue 1971 big block coupe for judging and deservedly received a top flight award.

Steve sent a note of thanks.

"I write this note the day after our BCC NCRS judging meet of June 23rd. I had my 71 judged yesterday and it was my first time having a car put up to the NCRS standard. It was a great experience and would just like to say thanks.

Thanks to all of the BC Chapter members who give so freely of their time, experience and expertise to participate in these gatherings. To judge cars, talk Corvettes and make the day fun!

Special thanks must also go out to our friends from the NCRS NW Chapter. Who get up early, faithfully make the trek north, help out and share their time and knowledge without fail.

Thanks for all of the BCC charter members for their past efforts to start our Chapter, and who continue to work diligently to have it grow.

And a very special Thanks to Grant and Lily for all of the tireless work that they do. From organizing to set up, year after year to make it a fun, informative experience! Not to mention the World Famous LUNCH!!!

So, a huge Thank You to all that helped and took part in another successful BC Chapter Meet. See you again next year!"  
Steve Phillippe







Several other great cars also at the meet.



Another highlight of the meet is always the fantastic lunch that is arranged by Grant – a genuine feast!



## The National Judging meet Las Vegas July 16th to 19th

If members ever have the chance to attend the National meet, do it, it is a revelation – the number and quality of cars that are present are absolutely astonishing. The photos below don't do justice to the scale and diversity of cars.



Three chapter members were fortunate to attend the national meet – usually only held in the west part of the US every 3-4 years so this was an opportunity to attend when the National was relatively close. For those members who have experienced a chapter meet or even a regional meet, the national meet is a step up in the number of members attending and the number of cars being judged (more than 100 cars in a huge hotel convention room. This year celebrated the 50<sup>th</sup> anniversary of the 1968 model and there were three L88s on display or on the judging floor. Brent, Grant and Rick were all involved in judging and well as participating in some excellent tech sessions. Between them they also had the opportunity to recruit two new chapter members from Vancouver Island who also were attending the meet – their first time at a national meet.





One of the most interesting aspects of the meet was for Bowtie certification – unrestored cars with all of their original components and finish – cars used as examples and reference points for how the cars were finished and what original materials and parts looked like. These cars are remarkable contrast to the immaculately restored cars that made up the majority of the cars that had been brought to the meet. The photos below are of a 1967 big block car – completely original. Note the very thin paint (primer showing through) and poor body seam fill on the front lower valence in the third photo.





## Tech Tips

One of the challenges in restoration is reproducing and maintaining the unfinished steel finish of many chassis components – as they were delivered from the factory and how they are judged at an NCRS meet.

Grant Wong has tried a number of techniques and products and provided a show and tell at the tech session held last October in White Rock in Mike Boivin's great shop.

One of Grants recommendation for items like drive shafts and half-shafts is a sequence of cleaning

1. If the Half shaft or Drive shaft is pitted and or heavily rusted. It must be bead blasted.
2. If the drive shaft is lightly pitted or light surface rust then just soak in Evapo Rust solution, I would not bead blast it. Just wipe clean and go directly to #4
3. After any bead blasting it must go through a bench wire wheel to make sure it is nice and clean and smooth.
4. Drive shaft blue weld line appearance, instead of the old method of using a torch to have the bluing effect. I would just use a gun felt bluing marker pen. I run two removable green tapes tape end to end leaving a  $\frac{1}{4}$  space where you would ink the length in between the tape. The beaded welds around the circumference shaft you would just use the marker pen, Small block and NON F41 half shaft requires the blue welded seam. Use the same method with the tape running the length of the half shaft. But just a tad wider.
5. After cleaning and or using the Bluing felt pen. I would use RPM Rust Prevention Magic over the restored drive shaft and half shaft. You can put your green or blue markings and gently heat around the ink. The RPM will penetrate the heated areas.
6. Just remember F41 suspension half shaft has a very very faint blue seam. It is shot peened by the factory thus removing the bluing. You can have some faint bluing on the circumferences of the welded beads. All other small block half shaft will have the welded blue seams
7. Incidentally you can use this RPM on the rear end pumpkin. I would DEDUCT for cast blast painted rear ends. Use this on the natural steel rear strut rods. Also the front coil springs to get that natural steel look!! But restoring the front coils is a little different. You must bead blast, wire wheel it. Dip in a bucket of water with some gun bluing and then you RPM the coils. You can also use this RPM on the exhaust system and on the rear spindle supports or anywhere you feel rust may appear. But not on painted parts.

If there is any question just email [grantwong@telus.net](mailto:grantwong@telus.net)



No official endorsement is implied for either of these products, merely that they seem to be of potential use to those who are doing restoration of their cars.

## Swap / Trade / Sell /Wanted

In an effort for members to find parts – or sell surplus parts, added below are a number of items. It would be great to expand this section considerably in future newsletters so send and parts that you would like to locate – or would to sell.

## For Sale:



For a C3: New A212CW repro square screen air filter element (\$60)

Also C3: 3972128 thermostat housing @ \$25.00

C2: Rearend housing for a 1964. Stamping code CA 3 26 64 (3:36 ratio March 26 1964)

Steve [scphillippe@icloud.com](mailto:scphillippe@icloud.com)

1966 Corvette 427/425HP 780 CFM Holley List 3247 # 3886101 Dated 585  
Correct F 4901 & R 4519 metering blocks and base. Complete Carb appears to be in  
near new original condition. Carefully rebuilt and stored, Ink Stamp is visible on the  
Air Horn. I can provide images to interested buyers

I would like \$950.00 US or Best Offer

email: [bowtiesonly@telus.net](mailto:bowtiesonly@telus.net) (250) 380-1956 Loyd

Model	Part	Description	Price \$CDN
C2	Front Coil Springs	Big Block - no A/C	\$150
C2	7 blade fan - 39955182	66-70 A/C	\$ 400
C2	5 Blade Fan 17 1/2 - "H", "W"	66-67 Flat Rivet	\$ 200
C2	Front Spindle	65-68	\$ 200
C6	OEM Air Filter & Intake	Grand Sport / Z06	\$ 225
C6	OEM Console cover - Titanium	Grand Sport / Z06	\$ 25
C6	OEM Front and Rear Semi Metallic Brake Pads 80%	Grand Sport / Z06	\$ 250
C6	OEM Shifter (Auto) & Brake Boot - Black	Grand Sport / Z06	\$ 25

Glenn gbindley@telus.net

1967 Corvette Big Block starter 1107374 dated 7D5 (1967 April 5) \$200  
 1966 Corvette alternator 1100693 date code 6A3 (1966 January 3) for a 300 or 350  
 hp engine without air \$100  
 rick.nordin@shaw.ca

### **Wanted:**

Looking for an alternator #1100544 for a 1972 late Jan build, so the date has to be  
 mid to late 1971. Charlie klkgroup@shaw.ca

## **National Corvette Restorers Society BC Chapter Contact Information**

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