



BRITISH COLUMBIA CHAPTER NATIONAL CORVETTE RESTORERS SOCIETY NEWSLETTER

August 2021

The ongoing Covid pandemic have made it impossible to have our usual Chapter last year but we are optimistic that we may yet have a judging meet – see the information below and save the date of **Saturday September 18** as a potential date! If we can pull it off with the covid restrictions in place, we will certainly provide details as soon as we can.

Message From the NCRS BC Chapter President

Hopefully, we are at the trailing end of the COVID-19 pandemic, and the membership can now return to the hobby we so enjoy. The 2021 NCRS National Convention was held at Palm Springs this year. The goal of the NCRS was to show their desire to get back to some semblance of normalcy. Of the approximate 250 attendees, there were only three international members in attendance. Grant Wong, Rick Nordin and I made up the Canadian contingent who attended. Despite the trials and tribulations of traveling there and back, the trip was very worthwhile. Yes, the Corvette field was second to none, but it is the people that really make the club so good to belong to. Our American colleagues were utterly amazed we made the effort. I believe having a remote Chapter such as ours showing such determination has put us in very good stead with the National NCRS.

In the same spirit as the NCRS, our BC Chapter would like to return to a Judging event for 2021. Planned for Saturday, September 18th, it will again be held at Al Tuningley's great facility in Surrey, BC. Our hope is to have a short Concours judging school in the morning before judging starts. As well as a Corvette being judged in the new NCRS Concours class, a unique Corvette will be judged in the typical Flight class, all finishing by the early afternoon. This plan will of course will be dependent on Provincial Health rules and regulations at the time of our event. We will stay in touch as planning develops.

Please ensure that your National and Chapter memberships are up to date to maximize your judging event attendance experience. We also want to thank the BC Chapter's members for their continued financial support and the new members whom have just joined us during these uncertain times.

Sincerely yours,

Brent E Connors, BCC NCRS Chairman

Message From the NCRS BC Judging Chairman

Hello BCCNCRS and NWNCRS members

BC chapter has been in isolation during this pandemic and there has been no events due to Covid protocol. But Brent myself and Rick managed to fly out with great extra procedures in traveling to the Palm Springs National July 18 to 24.

Brent and I received our 100 point Master cap and that was an achievement itself. Took us nearly 20 plus years to get it. One judging school and chapter meet at a time. A great shout out to the NW chapter who put on the judging schools, Chapter meets and Regionals.

Was it worth it and dealing with swab tests prior flying to the US and swab tests in the US prior to landing in Canada and to boot another swab test at the airport? Yea I guess it was worth it to judge again and to receive the Master Cap. One of the biggest hardships was getting a swab test 3 days prior to us boarding back to Canada. In the US you need to take the test via a drive through. The first taxi refused to take us through the line and left us stranded. Anxiety time!!! We called another taxi and he graciously helped us out.

Picture this..... three amigo's sitting in the back of a Prius taxi cab getting 3 tests and swabs. There was no room to move our arms but what the hell we got it done!!! What a relief as we needed the neg test to board on the plane back into Canada. Taxi driver drops us off and we give him a 50.00 tip or else going to the airport for a private test costing 149.00 US. Incidentally the drive through test was free!!!

Getting back to BCCNCRS chapter meet. We hope to schedule it Sept 18, 2021 provided nothing has changed on the US side of letting people into Canada. So Sept 18 is a tentative date set up. We will be hopefully be judging a very special 69 and we will have a concours school and be judging a concours car.

If August 9, 2021 covid protocol or entry has not changed via the Canadian Govt and US Govt then we are set to go Sept 18, 2021

Sorry for the short notice but I will be setting up a date real soon so you can register on the NCRS bulletin. Regarding attendance at BCCNCRS chapter meet I would recommend you have a min of 1 vaccine dose to attend.

Thank you and I hope all of you will attend

Grant Wong BCCNCRS Judging Chairman

Membership

Thank you to all the members who renewed their membership and a special thanks and welcome to a new member: Paul Barclay of Surrey.

NCRS National Convention in Palm Springs

After a year when there were no NCRS meets, a number of chapter and regional meets were held in 2021. Most importantly, the national meet was still on the schedule and importantly it was on the west coast so within a reasonable travel distance. Despite all the restrictions on travel and all the requirements for travel to the US, three of the BC Chapter members from BC (Brent, Grant and Rick) were determined to attend. There were a number of other BC chapter members from Washington State who also attended (Bob, Dan, John-Paul, Mike and Tammy). Bob Johansen and Dan Johnson achieved the very difficult and commendable achievement of Duntov awards. Bob for his 1967 red big block convertible and Dan for his silver 1960.

Attendance was low for a national with only about half as many cars (63 judged, 32 displays and 6 concours) as usual. However the cars at National are the best of the best and a great pleasure to see.

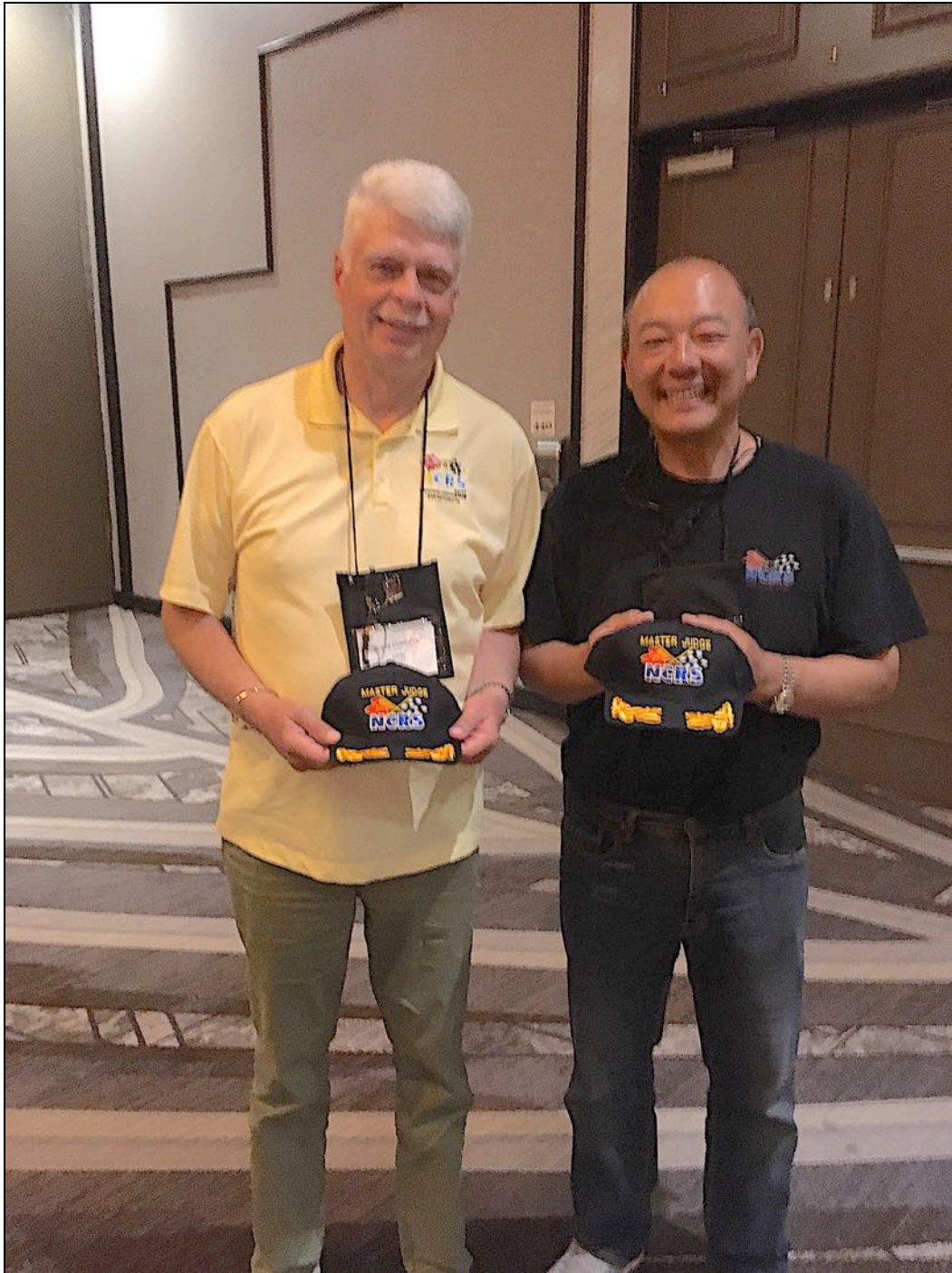




The three of us arrived in Palm Springs being well aware that it would be hot but Palm Springs in July is VERY HOT. We quickly changed from our air-conditioned airplane travel clothes to lighter clothes. We did have some time to explore and search out interesting places to eat.



One of the highlights of the meet was that both Brent and Grant were presented with their black Master Judge hats – and the acknowledgement that they have achieved the status of Master Judges.



The National next year is in Mobile Alabama and will be another great experience.

Technical Articles

How to repair a C3 instrument cluster - Grant Wong

1968 to 1976 instrument cluster is made of pot metal. 90% of the time when a restoration is needed and the cluster is reinstalled improperly or forced by the screw.....you hear a snap. You have broken the most vulnerable area as it is not reinforced properly. There is such a small mound area and it is like breaking a pretzel if not careful.



I have repaired several instrument clusters from one side broken to both sides as a fix for the time being or if you want to buy a replacement in the near future. This is not a perfect fix but will do for the time being or if you want to repair it presentable prior to selling the car or sell it as a presentable piece. But nothing replaces it but a NOS or reproduction piece that is not configured the same as an original. Either way a keen C3 judge will spot the repair work a minor deduct or again a minor deduct on a NTP item (NOT TYPICAL PRODUCTION).....a repop!!

The item I used in repair is Muggy Weld, Small torch assembly, small air grinder with mesh pads. Look Up Muggy Weld on You Tube. You can use a full acetylene torch set up but you don't want a hot flame. The best is you want a small flame to heat the spot.



Prior to bead blasting use some masking tape on the top of the edge and side edge leading chrome, You don't want to bead blast the chrome off.

Bead blast the outside cracked areas only. You will see the chrome bead off then a copper coating and then to the pot metal itself. Just bead blast a small area to apply the muggy weld. When restoring it completely you will strip off the black paint and repaint it using Krylon Semi Flat industrial

I did not bead blast the inside area where the black paint is. You will probably strip and use metal body filler to fill in the light crack and sand with 600 grit and then repaint.



When applying heat you don't want to turn the item red hot. Muggy weld is a lower temp material. Just check out the video and try it on some thin metal. Once you heat up the area. You add the flux. You will see it turn and that is when you add the rod. Heat and back off and heat till you form a nice blob. If the blob is too big you can always grind it off. It just takes about 10 seconds to repair the area.



At the end you will still see a crack line on the edge. I have seen recently a chrome pen marker. When you fill in the inside with some metal body filler it is possible that this chrome pen will fill in the crack. I will look into this further and come back at a later date.

When grinding excess muggy weld do not grind all the way but leave enough meat there to have a good hold. Grind enough so it is almost flush with the dash or passenger dash and when install. Do it snugly and not over tighten.



When you have two pieces totally broken off you may have to have a helping hand to set the pieces together and hold to weld. It is easier with an extra set of hands.

Hope this helps and any questions just send me an email.

Rad Support repair – 63s are often different! - Rick Nordin

The lower rad support cross piece on 1963-1965 Corvettes are prone to rust because of the design. Most restoration parts suppliers stock this item for those owners who would prefer to repair their original rad support rather than purchasing a reproduction item. The reproduction radiator support is the 64-65 style and I wanted to restore my original 1963 rad support – just without the rust in the bottom cross member.



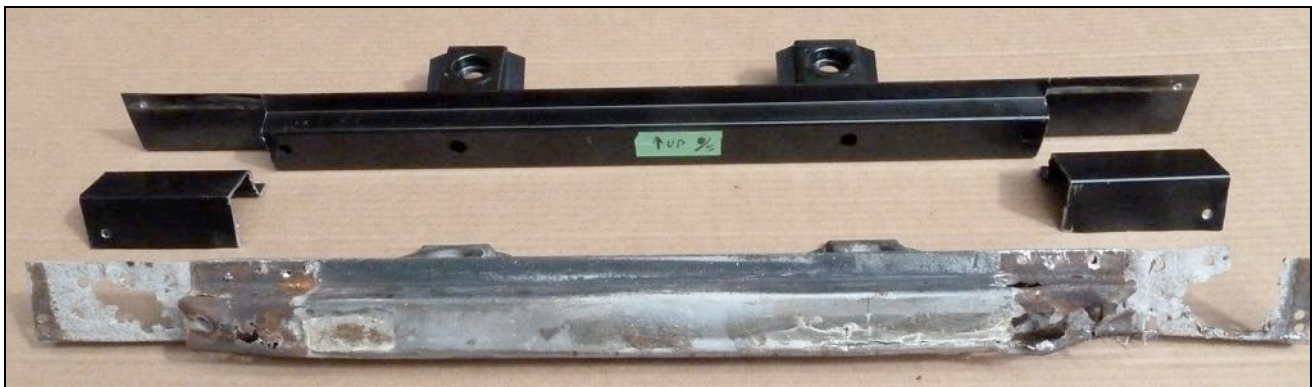
repair piece

The 1963 rad support has a different design than the 1964-65 versions with an additional “bulge” pieces on the lower corners on the front of the rad support where the horns mount. 1964 and 1965 is a different design without the “bulge” pieces. The replacement bottom rail will work for all years – but to replace the bottom rail on a 63 takes some extra work.





The first step is drilling out all the spot welds that are used to hold the stamped steel components together. There are a lot of welds to remove the old bottom rail! Once that is accomplished, the new bottom rail must be fitted back into the frame but of course it does not fit! The replacement bottom rail needs to have 4.5 inches cut off each end so the pieces can be clamped back together in preparation for re-welding.



For those of you who own or have owned a 1963 Corvette, and have done repairs or restorations, one obvious fact is that many parts for 1963 are unique to that year and the rad support is certainly an example of that.

Material for the next newsletter would be gratefully received: photos of cars and events, restoration and maintenance details, for sale and wanted parts or cars, technical articles and generally anything of general interest for chapter members.

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