



BRITISH COLUMBIA CHAPTER NATIONAL CORVETTE RESTORERS SOCIETY NEWSLETTER

December 2020

2020 – was kind of the year that wasn't as far as NCRS activities. Our plan for a BC chapter judging meet in June was cancelled. The national convention in Indiana in July and the NW regional meet in August were cancelled. Virtually all NCRS meets in 2020 were cancelled! We are all optimistic for 2021 that we will be able to have and attend a number of events.

Message From the NCRS BC Chapter President

Hello BC Chapter members,

I am sure this continued COVID-19 pandemic has affected us all in one form or another. For our family it has been the consistent welfare of senior family members in residential care. They are in their 90's and do not understand the isolation rules. With a vaccine on the horizon, we can only hope everyone remains healthy until life returns to normal. The general consensus at this time seems to be September 2021 before larger groups of people can attend something like our BC Chapter Judging event. It is the goal of our BC Chapter to make the best of the remainder of 2021 with three events. One Chapter Judging event, one form of judging school and at least one social outing. Weather permitting, we can all drive our Corvettes to a social gathering and share the love of our cars.

In regards to the annual BCC NCRS Chapter annual dues. We have seen many other cars clubs defer the 2020 annual dues. This has been done to help cover 2021 fees because of the absence of club functions and events. The cancellation of BCC NCRS Chapter events is certainly true, but I have already paid my 2021 dues anyway. I believe it is a way of helping our small, remote, (relative to the larger American Chapters) NCRS Chapter financially, so we can come out of this pandemic stronger and more able to improve the NCRS experience in our part of the world. In any case, those members who have already paid their 2020 club dues will be covered to the end of 2021. Please note; if they do not wish to also pay 2021 dues, there is no problem as it's always been the great people in our club that is the real asset. Fingers crossed 2021 will allow us all to gather again to enjoy our shared passion; the Corvette.

Please stay well! Best of the Holiday season to you and yours. Have a healthy, happy 2021.

Brent E Connors, BCC NCRS Chairman

Message From the NCRS BC Judging Chairman

To all BCCNCRS members...2020 was a rough year. No judging schools or chapter meets or regionals and there was some online judging schools which I hope you signed up for some of them to get your 1 point.

I was off for 4 months on CERB but you know I got to finish most of my stuff on my 71. The car sat for 6 years since getting painted from Terry, I had to get some work done on the 71 so it looks like a corvette. It is running but needs a tune up and I have to install the interior.



While I was moving the car around so I can park the car forward in the garage and then work on the back end of the car.

I did lay a 50 foot patch of rubber with no problems at 1/3 throttle. That was so much fun!!!! I wanted to go a little further but the tires were squealing and I didn't want the neighbors to get mad at me so I had to back off. lol!!!!

Getting back to judging. We hope to have some sort of zoom online judging school soon. Have to sort that out with Brent. In the meantime just wax your car or do some restoration on your car. If you need anything let me know and I will try and help

out on your restoration issues.

Merry Xmas and Happy New Year to all of you and your families. Again Stay safe wear a mask and be healthy.

Grant Wong BCCNCRS Judging Chairman

From the NCRS BC Chapter Newsletter Editor

In the absence of activities and news, for your reading enjoyment I have included below, two articles from other chapter newsletters that I found interesting. As the newsletter editor, I receive copies of the excellent newsletters from other chapters and they invariably have great articles.

The first article is courtesy of the Midway chapter newsletter and newsletter editor Kerri Keller – and the author of the article who submitted it anonymously. It is a nice technical piece for those members who are restoring a C2 or C3 and would like to know the details of paint on brake calipers. Judges are interested in details like this. Thank you to Kerri for giving permission to reprint it here.

The second article is from the Southern California Chapter and an incredible story of an NCRS member (Michael Johnson) who has managed to put together a collection of six C2 N03 (36 gallon tank) cars! NCRS SCC newsletter editor Ed Vignone and author Michael Johnson kindly gave permission to reproduce the article in our newsletter.

Painting calipers 101 (originally published in the November 2020 in the NCRS Midway Chapter newsletter)

I am often asked what areas of the calipers are not painted. This document describes those areas to the best of my knowledge.

First things first. The calipers were sand cast, cleaning usually consisted of a large rotary drum using steel shot blasting under high pressure. Very aggressive blasting to get rid of the casting slag and sand. After cleaning, the calipers were dip-painted semi-flat to flat black. They were then sent to the machining operation. 4-spot's (semi-circles) on each side of the caliper where "spot faced" to locate the calipers for machining the opposite side. (See Fig. #1) The calipers were flipped over. The piston holes were bored and the area around the piston holes were milled next. (See Fig. #2) The joining faces that were bolted together were also milled at this time.



Fig. #1. RF Caliper side. Red arrows show semi-circles that were spot faced, leaving no paint.

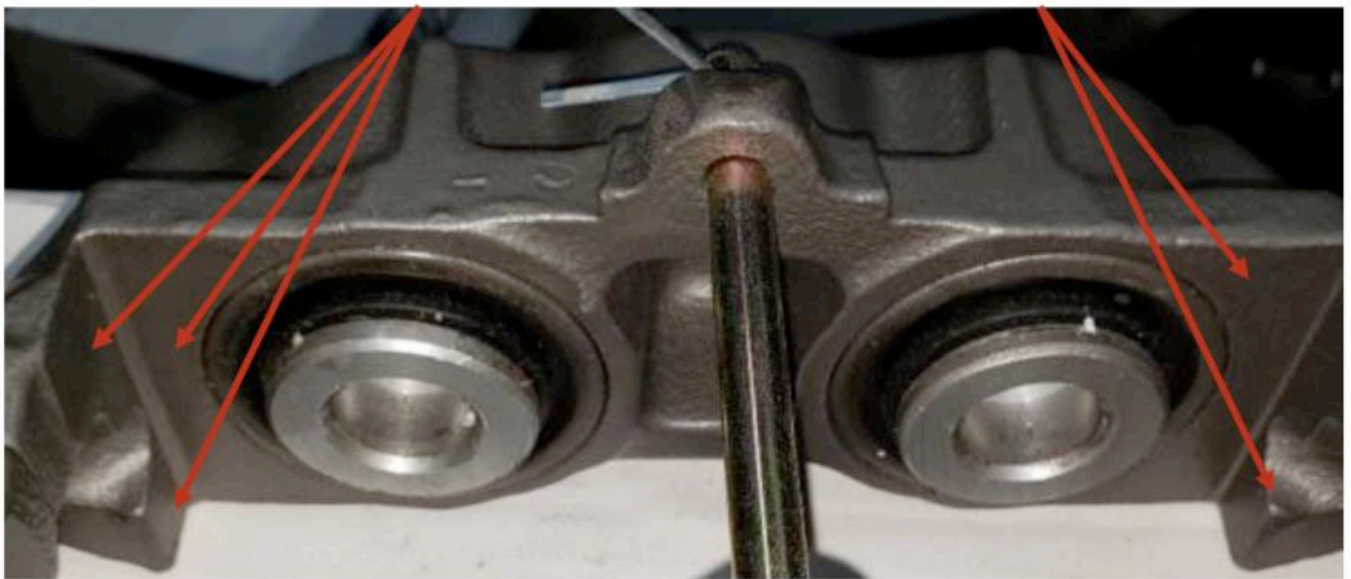


Fig. #2. RF Caliper side. Red arrows show machined area's around the pistons.

On the rear calipers, the ends were spot-face and drilled for the bleeder holes. (See Fig. #3) Where the caliper halves bolt together, the bolt face were milled and the caliper mounting ear was milled. (both sides) These would have no paint on them. The bolt was black-phosphate plated, not painted cast-blast as shown.

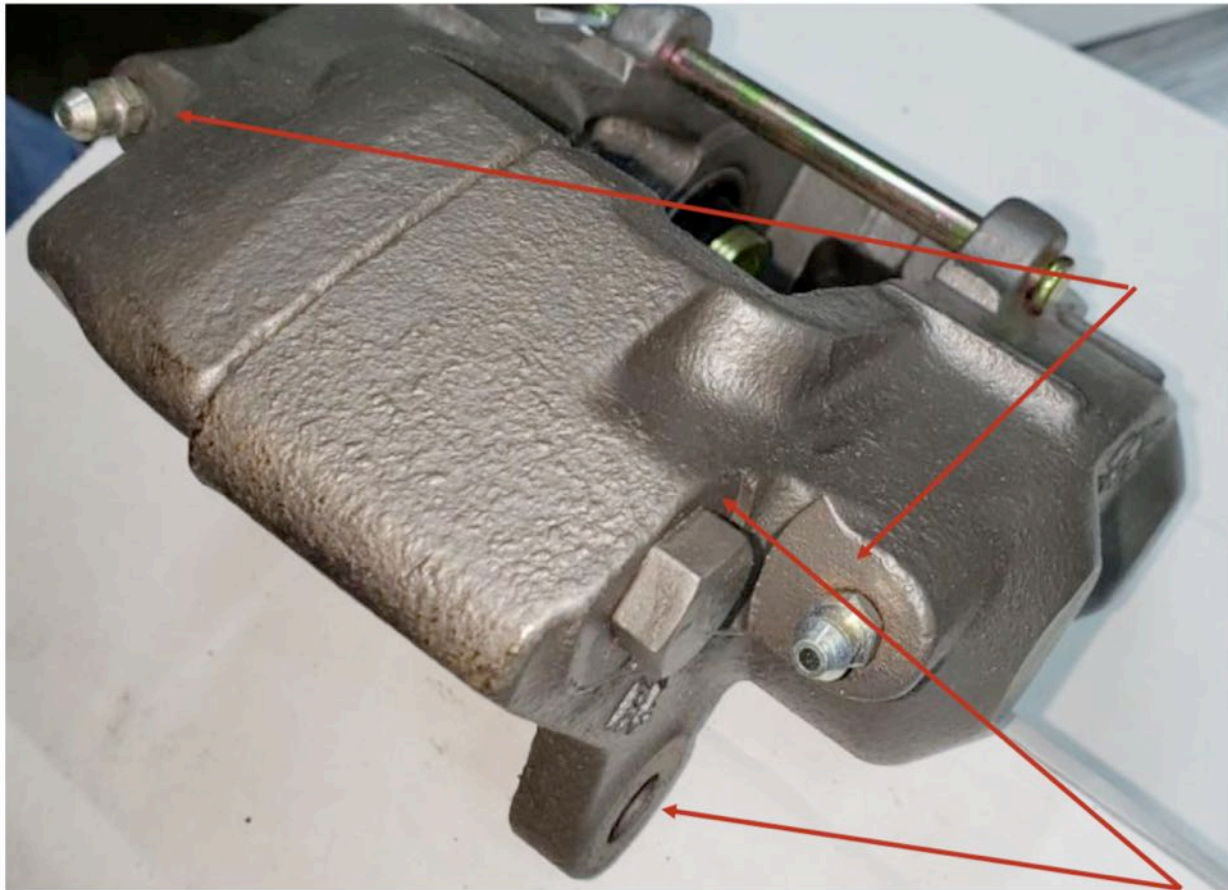


Fig. #3. RR Caliper side. Red arrows show machined areas of the bleeder hole and the caliper mounting ear.

The top of the caliper, each side of the disc brake pad pin, was also machined. Sometimes, in 1/8" characters, a date code was stamped. Each casting was a little different, and NO TWO are the same. The material that was machined away and left bare. It is different for each caliper. Red circles in Figure #4 & 5 identify the area's machined.

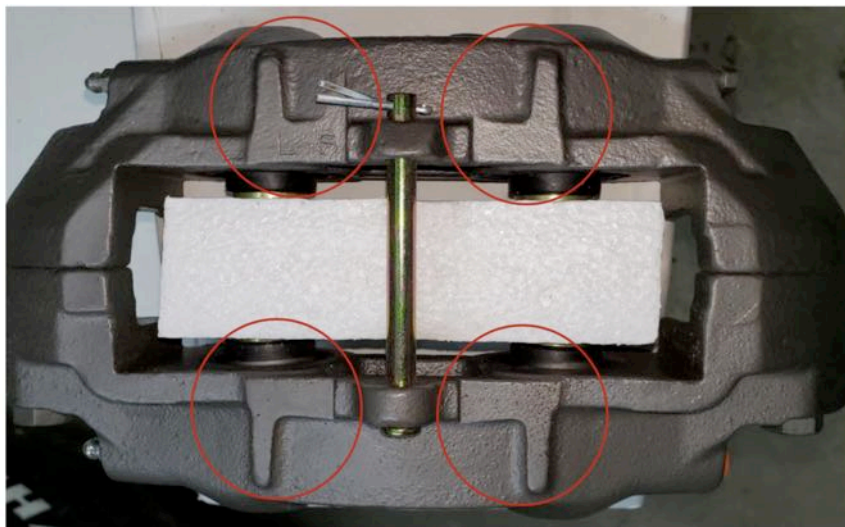


Fig. #4. RR Caliper top view. Red circles show machined areas adjacent of the disc brake pads retaining pin.

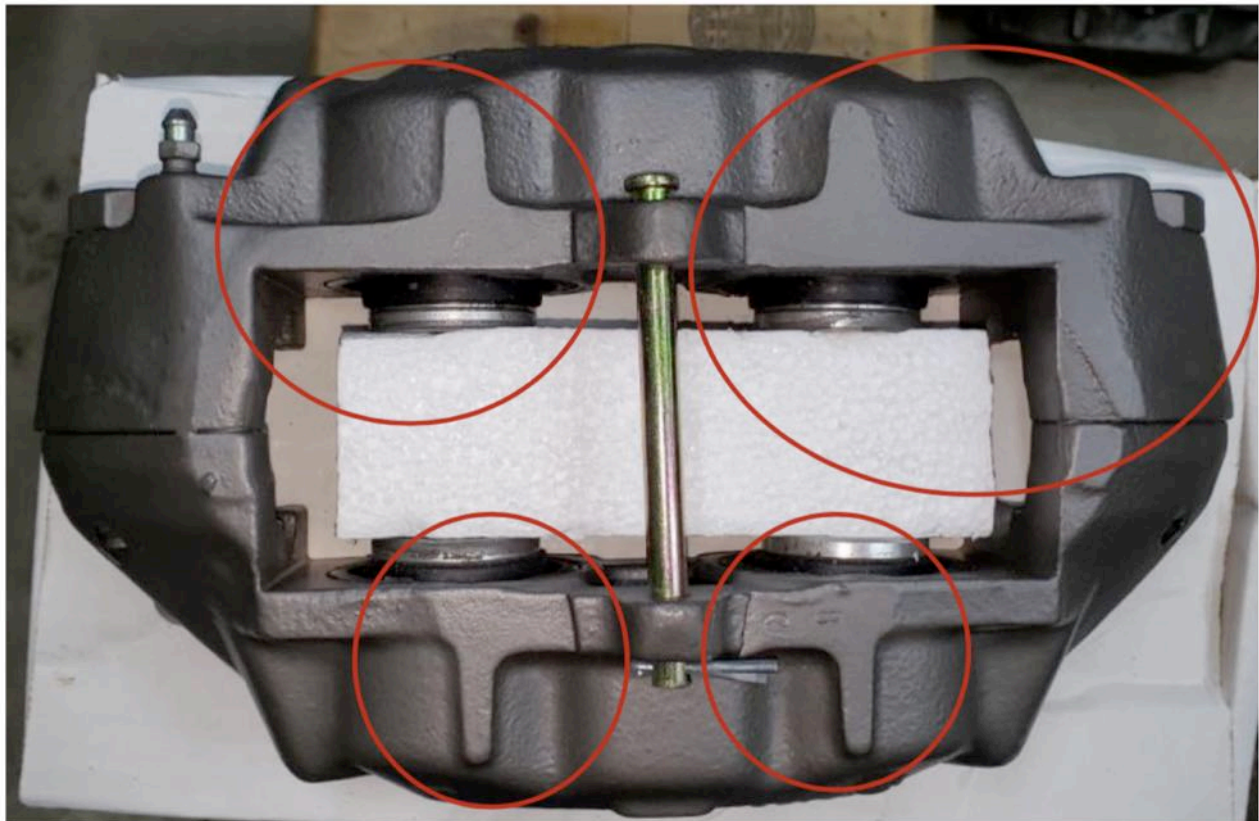


Fig. #5. RF Caliper top view. Red circles show machined areas adjacent of the disc brake pads retaining pin.

On the front calipers, the area around the bleeder screw was NOT machined. (See Fig. #6) But the pad around the bolt that holds the halves together was machined. The caliper mounting boss was machined. Red arrows in Fig. #7 show those areas. The bolt was black- phosphate plated, not painted cast-blast as shown.

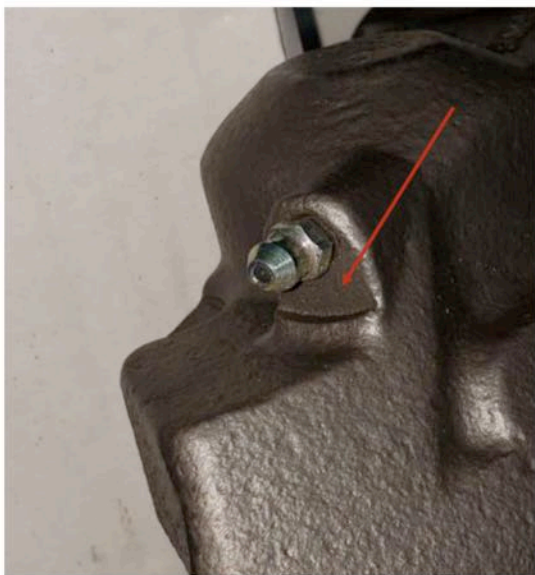


Fig. #6. Close-up of machine pad for the rear caliper bleeders.

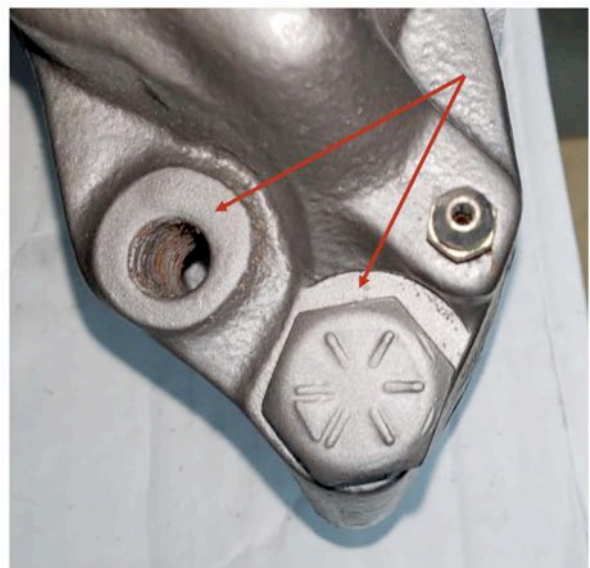


Fig. #7. RF Caliper top view. Red circles show machined areas adjacent of the disc brake pads retaining pin.

Typically, looking at the bottom of the caliper, you will not see any machining, except on the inside near the pistons. When the disc brake pads are installed, it's hard to see that area (Fig 8).

There you have it. A simple job of masking bare calipers, hanging them and painting them. If the calipers come painted black, I have had success with taking acetone and wiping the surface clean. Sometimes more stubborn areas require some paint stripper and acetone. Small paint brushes help also.

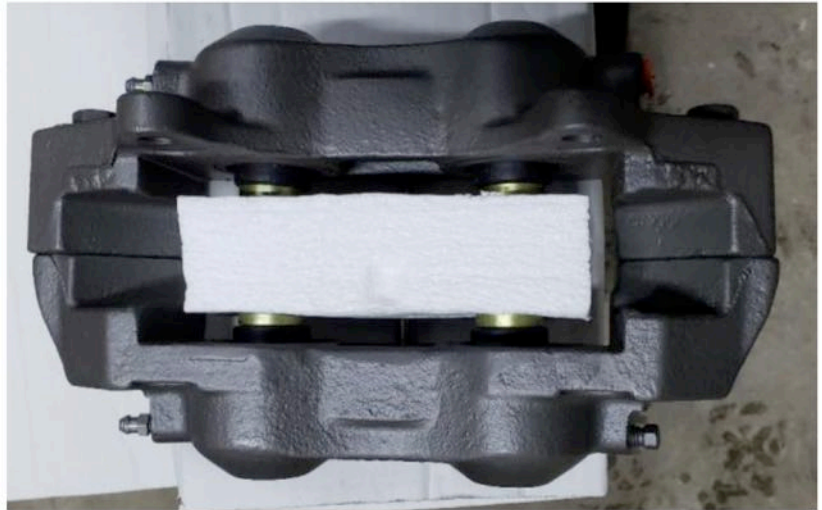


Fig. #8. RR Caliper bottom view. No machining can usually be seen.

Hunting for the Rare and Elusive Tanker

Originally published in the NCRS Southern California Chapter newsletter November 2020

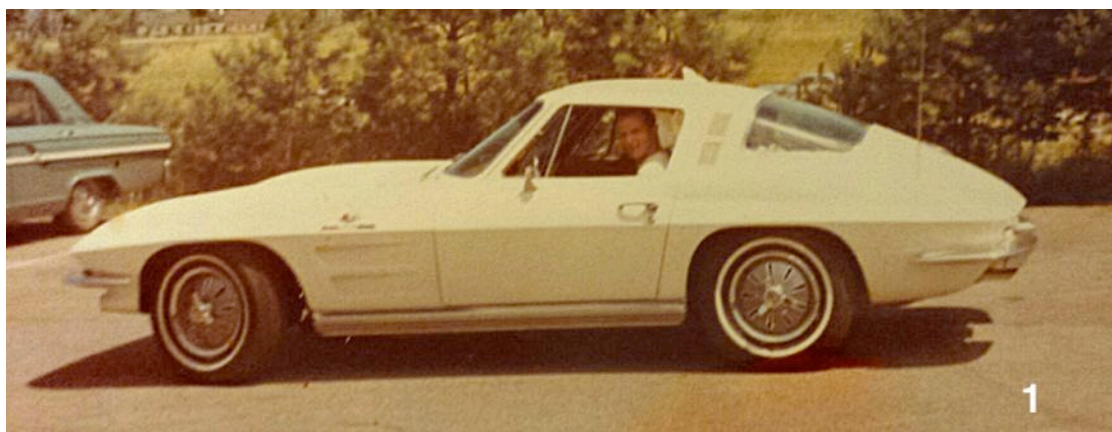
When you ask Corvette enthusiasts what the most coveted Corvette would be to own, you will probably get as many answers as there are enthusiasts. It is something different to everyone, some go for a '57 fuelie, or a '67 L71, or a C3 ZR-1 or ZR-2, or a C4 ZR-1 or Grand Sport. C2 tankers catch my interest, the cars built with the 36.5-gallon gas tank in the rear that takes up most all the luggage space, at a \$202 price. Somehow the addition of that tank, and almost as importantly, the story of why anyone would order it, along with a host of other options, is intriguing to me.

They are quite rare Corvettes. Initially the big tanks were for special race prepared cars, with fuel injection, big brakes, HD suspension, and not many other options. The bigger tank allowed longer time on the track without refueling, but later became less popular with racers, due to weight distribution/handling issues, and more popular with other buyers for a variety of reasons. They started in 1959, as an option with a 24-gallon tank, and no soft top was available with them since the tank took up so much space in a C1. No numbers are known for how many were produced for each year, until 1962, when it is known 65 of them were made, out of 14,531 total produced. For C2s, when the tank size went up to 36.5 gallons, there were 63 made in '63, 38 made in '64, 41 made in '65, 66 made in '66, and only 2 made in '67, as the big tank option was halted and fell out of favor it seems.

I first started looking for a tanker when several threads appeared on the NCRS TDB, where people were discussing their tankers. I started researching the critical characteristics and talking to people who owned them. I had contacted one member (an NCRS Southern California Chapter member, Marty McDonough) who had one and asked if he might want to sell. He said he was not interested, so time passed and I noticed him again talking about his tanker, but now saying he would be interested in a sale. I contacted him immediately,

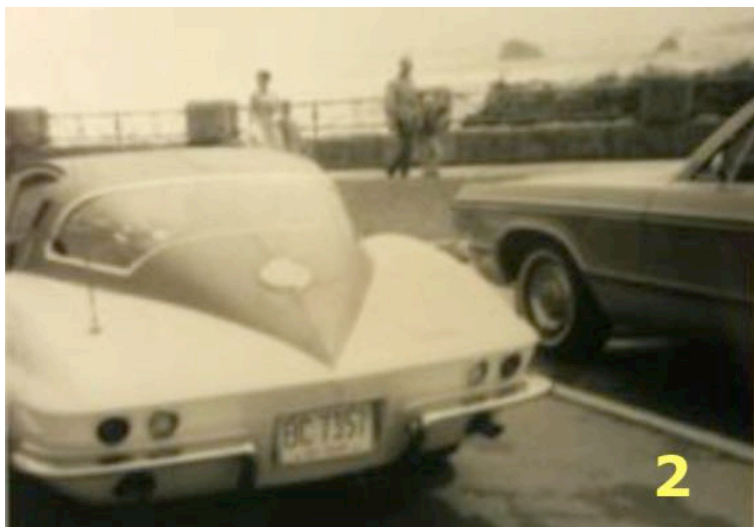
and we made a deal. It is an Ermine White '64 FI tanker, unrestored with low miles, but hard use in Ohio winters; it had the original window sticker, and some previous owner history, and had been owned by the current owner for 30+ years. My lessons in "Tankerology" came immediately into use.

Thanks to Bill Gould's research, I also contacted the 2nd and 3rd owners of the car, but alas the original owner had passed, and only stories from the 2nd owner about her (yes, a woman) existed, but also some great old pictures (Picture 1 shows owner #2 picking up the car) and stories of the car in the '60s (Picture 2 shows the car after it was stolen in 1968 near Boston and painted with a black stripe on the tail and hood patches to camouflage it).



It turns out the car was originally owned by a lady in Cleveland, Ohio, where it was delivered at Humphrey Central Chevrolet. It has a list of 13 options on the window sticker, including J65 metallic brakes, 3.08 posi rear, leather saddle tan interior, power windows, and F40 suspension. When some probable Goodyear Blue Streak tires were swapped for the Power Cushions at delivery (shown in handwritten notes on the window sticker), the total was over \$6,000, quite expensive for the day.

Chronographs were soldered on the speaker grill (still there and they still work) and an oil temp gauge was installed in the glove box door, along with an 8-track tape player and speakers cut into the tank cover, all installed by the original lady owner. All this led the former owners to conclude the car was ordered for competitive road rally duty, but no records have yet been found to prove that.



The car had been through 6 owners before me (one wrote a history of the car in Vette Views in 1977), but little had been done to it except maintenance (and some chrome plating of engine parts) over the years, and when things were replaced, like the shocks, brakes, and rear leaf spring, the owner keep the original parts. It still showed all the original unique tanker marking, like the dyslectic backward "N" + "03" put on the bodies in the lower body assembly process of the St. Louis plant (Picture 3 shows this marking on the back bulk head behind the tank, and the "364" body number), to mark it for numerous modifications



and fabrications for the big tank in the lower body shop, before being mated with the birdcage and upper body section in the main line of the body shop, as so well described by John Hinckley. In restoring the engine, the original markings on the back of the heads were also visible, so the car is a great example of an original tanker. I have decided a full restoration will be done, and has just been completed, preserving as many of the original parts as possible, including the entire interior. But, in her unrestored state she won a high Top Flight at the Laughlin Regional, and, dressed in racing trim, took the top award, the Denise McCluggage Award for vintage race cars, at the Santa Fe Concorso show, competing against Bobby Unser's Rislone Eagle that won the 1968 Indy 500 (Picture 3a)



It seemed like after all the due diligence and education on “Tankerology” I had done, thanks to the NCRS TDB, and talking with various tanker experts, that like potato chips, one would not be enough. I looked at numerous others, but wanted something a bit different, well documented, and of course not too outrageously priced, though that is relative in the tanker world. As luck would have it, a friend who knew of my search contacted me about a very different one for sale by the longtime owner. It was a total frame off restoration, and so unusual were the options, much more due diligence was required. It too was a '64 FI, but it had J56 brakes, F40 suspension, TI, and P48 wheels among the 15 options it originally came with. And it was Tuxedo Black exterior with a white leather interior (Picture 4).



Speaking to former owners and verifying what was known, I couldn't resist it either. Unfortunately, the original owner, a naval aviator (Miramar Naval Air Station) in San Diego who ordered it through Guaranty Chevrolet and transferred to Ft. Carson, Colo., had passed, so no information about the why of ordering such an unusual car could be found, but a conversation with his brother revealed some interesting details about the car. It had sat in various stages of neglect (some outside) in Ohio since the mid 1970s, repainted resale red on the outside, but maintaining its' original white interior and many parts in boxes until it was restored in 2010 or so.

But just when I thought I had enough, another opportunity presented itself in the NCRS Classifieds, as by now a friend in California was letting me know when something unusual was for sale. This was a silver/black '66 427 tanker (Picture 5) for sale by a long time



NCRS member in Sacramento, California, who has owned it for the last 35+ years, and the original owner gave him a statement about the “why” of ordering the car. It says that he (a doctor in Tennessee) ordered it for his daughter for her high school graduation and he checked every option box he could see, which also required he order the 390 HP 427 since he wanted A/C. Yes, again a fully loaded car, this time with 18 options on the window sticker, and an unrestored car again with the tanker markings, but by '66 they had changed some. I really liked all the characteristics of the car, so made a deal. It turned out after all the previous owner research was finished, I was the 20th owner of the car, so the first 15 years of its' life it had 18 owners! The car was restored to its' former original glory and is my favorite driver now.

Soon another '64 tanker came on sale, again J56 brakes, P48 wheels, and a fuelie, with very low miles (13,000) and all original with a window sticker too (Picture 6). This one black with a silver interior, and ordered by a GM executive out of Denver, Colorado (Luby Chevrolet). I fell in love with it and a deal was done.



The same owner also had a '63 Z06 tanker (Picture 7), white with tan leather and ordered without a radio at Ernie Porter Chevrolet in Pasadena and raced by the original owner around the California tracks for a few years. This car had a few more questions to answer and investigation to be done, so the process of buying it took a while, but eventually, a deal was made and it was in my garage, that by now was quite full.



I needed to build a new garage, so that was being done when I found (actually a friend convinced me it was) the perfect fit for my collection, 1 of 2 1967 tankers built, this one white with bright blue interior, an L79, and most all options available (Picture 8). It was part of the Richard Cohen Tanker Collection (Long Island Corvette Supply) that was sold when he passed away a few years ago. It won a Duntov back in the old days, 1990, but is still in perfect shape, well documented, and mostly original parts.



So now I have 6 tankers, all a bit different, but all have some things in common. They are all loaded up with options, and most likely the original owners wanted exactly that. They all come from long time NCRS member owners who treasured the cars. Only the white '64 and '63 Z06 were raced. I am busily taking all of them through NCRS judging, and really want people to see these unusual cars. The black/white '64 won a high Top Flight score at the Las Vegas Nationals, and the silver '66, white/tan '64, and black/silver '64 all won high Top Flight Regional scores. I hope to have them all through the Nationals soon, so please visit. This may be all the tankers I need for now; my garage is full and my wife says that is it. But.....if the right one comes along.....a '65 396.... who knows? I plan to take at least 3 of them to the National in Palm Springs (they had been entered for French Lick, but the plague hit) for judging, Lord willin' and the COVID creek don't rise.....

Membership Renewal

As Brent has mentioned at the beginning of the newsletter, the chapter is waiving membership dues for 2021. However if you would like to pay your next years dues to support the chapter, you can do so and we would appreciate you doing so. You can renew at:

<https://www.forums.ncrs.org/register/chapter-membership.php>

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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