



BRITISH COLUMBIA CHAPTER NATIONAL CORVETTE RESTORERS SOCIETY NEWSLETTER

January 2023

Message From the NCRS BC Chapter President

This time last year our holiday season was full of COVID-19 discussions; on how it was going to affect the future of our hobby. Hopefully, that is all behind us now. Even with such an unsure start to the year, our BC Chapter has been able to accomplish two major events; the Chapter Judging Event in June and our first overnight Road Tour to a Regional or National event in August. This was all due to the strong commitment of our dedicated membership. Thanks to you all!

Since there will not be a North West Regional in 2023, the executive is considering expanding local BC Chapter events to three or four. Our annual Judging Event has been scheduled for Saturday, June 3, 2023, again at Al Tuningley's great facility. Supporting the Chapter's further event expansion has been the result of many kind member's offers of the use of their facilities to have extra judging schools. These facilities are located around the lower mainland and even Vancouver Island. Additionally, there have been expressions of interest from local, traditional Corvette Clubs to do more interaction with our facet of the Corvette hobby. This is a rare situation in the NCRS world. They would like to learn more technical aspects of Corvettes and in turn, offer their more social attributes of the hobby, such as jointly organised road tours, shows, and party events. I for one, would like to find related options to actually drive my Corvette more. Interestingly, this would include the Club's dealership relationships as well, where the latest Corvette examples could be examined and demonstrated. All these functions are centered on one thing, the Corvette marque. The intention is to cover as much of the original Corvette as possible showing how it operates on the road as intended by the GM factory.

There are hopefully some exciting times coming barring pandemics and natural anomalies, so may I remind you it is that time to renew your National and our BC Chapter memberships?

I look forward to seeing you all no matter what the BC Chapter gets up to in 2023. The very best of the Holiday Season to you and yours and a happy and healthy New Year!

Sincerely Yours,
Brent Connors #9643
BCC-NCRS Chairman



Looking to the future (Brent's 1960)

NCRS BC Chapter- Judging Chairman's message

Hello to All BCCNCRS members

Happy Belated Xmas and all and to your Families. I guess I might as well wish everyone a Happy New Years 2023 and everyone have a safe one!!!!!!!!!!

Well I know one thing for sure. I know we are going to have a great Catered Lunch in 2023 Chapter meet and it involves a big hunk of meat!!!! For the vegetarians I will have something for you too!!! So I hope you have a few months of exercise and get ready for a feast.

Our Chapter meet is happening June 3, 2023 and you can start registering any time. But please make sure you are current on BCCNRS membership dues.

For all you aspiring Judges I was going to send a short message for our news letter on Caliper restoration C2, C3 but due to timing I can't get it for this news letter. But it will be at the judging school in June 3, 2023

Our sister NW NCRS chapter has a meet May 13, 2023 so please I encourage you to attend and OJ or even participate to Judge a car.

For those who want to attend a National and see what it is all about and experience what a great event it is then attend the July 23-27 NCRS National Convention – French Lick In, I didn't make it a few years ago but hope to attend this one.

But all in all please attend as many Chapter Regional meets or a National Convention to get more knowledge in the restorations of your car, OJ or aspire to judge a car with a fellow master judge and put a few points in your pocket.

I know I put a few of you to the test and you passed with flying colors!!! Do it again this year at our BCCNCRS Chapter meet

Have a great 2023 New years to follow and see you all soon at BCCNCRS Chapter meet June 3, 2023

Regards

Grant Wong #12133 BCC-NCRS Judging Chairman

63 Convertible Resto Mod Project (In Process) Glenn Bindley

So after 20 years of being a pretty hard-core C2 NCRS guy, I guess you could say I've gone to the dark side. In Jan this year I sold my Top Flight 67 L36 Convertible (back to its former circa 1975 owner) after 16 years of enjoyment. I really wasn't putting many miles on the car, and really wanted something I would get more regular use of.



In February I found a suitable donor in Ohio, a 63 convertible that started life as a 3 speed, Silver Blue exterior on Dark Blue interior roadster and had lost its original engine somewhere along the way, was painted a "unique" metallic white (likely in a previous owners garage), and at one point clearly had wheels that extended past the fenders (with the expected fiberglass damage still visible). Otherwise – the car was solid and fully intact, with sound birdcage and (later confirmed) all original fiberglass.



I lined up a very capable builder to handle the project while I took on the parts sourcing and project management. I’m planning on using an Art Morrison chassis with, custom Halibrand-like racing wheels, a modern corvette motor with a 6-speed transmission I’m planning to keep the body looking original in appearance (excluding the wheels of course) – but minimal body modifications. The finished product will have a “few” non-factory features including :

Independent Front / rear suspension	325/19 rear tires 275/18 front	Wilwood 14” Brakes	LT-4 Wet Sump Supercharged motor	Tremec Super Magnum 6 Speed Transmission
Air Conditioning	Power Steering	Power Brakes	Tilt Steering	Hydraulic Clutch
3” rear exit quad exhaust with bypass	Dual Fan Radiator	Variable speed wipers	Electronic gauges with OBD-II	Tire Pressure Monitoring System
Power hood actuator	LED headlights and bulbs	Bluetooth Audio, quad speakers & subwoofer	Backup camera in mirror	Wireless phone charger
Cloth convertible top	Italian leather interior on Procar reclining seats	3 point seatbelts	Push Button Start	Keyless Access and Alarm

In early April, my builder had cleared enough space and resources in his shop to begin my project. The shop is about 60 miles from my house and I honestly thought it was a 50/50 proposition whether I’d make it there on my own steam. The battery was also on its last legs and would barely hold a charge, I needed to jump it - so stalling the car would also end the journey. Bit of a stressful drive but I managed to make it there unaided.

By the end of April, all the chrome and trim had been removed, dash, carpet, interior, hood, doors. All of the trim components were graded – I’ll replace all the pot metal items with new. Not sure if I will re-chrome the bumpers or just replace them. Fortunately the birdcage is good. By end June the body, hood, doors and decklid were completely stripped and the new custom stainless steel gas tank had arrived

The schedule gating items had all arrived by mid Sept including the wheels and tires, the motor and Tremec transmission , along with my seats, gauges, radiator and most importantly the Art Morrison Chassis / suspension / brakes. The new rear tubs and floor have been installed.



By November the transmission tunnel had been raised to accommodate the Tremec, and the Chassis, engine body and wheels all mated. Over the next few days I'll be out at the shop to confirm the seat fitment and steering wheel and shifter choice.



The adjacent photo is where we are as of Christmas. The major mechanical and body items are in hand but much remains to be done before I can get on the road, hoping that by late summer 2023 I may be behind the wheel.

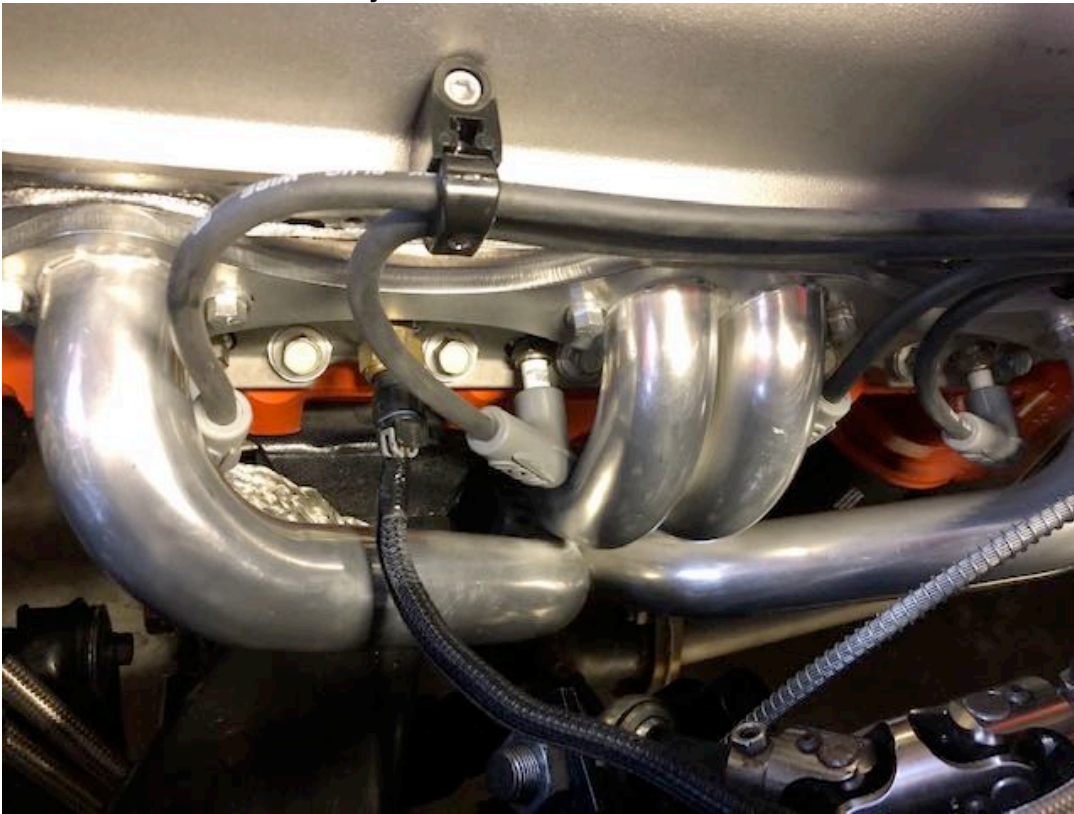
The Muffler Switch – Arne Chaddock

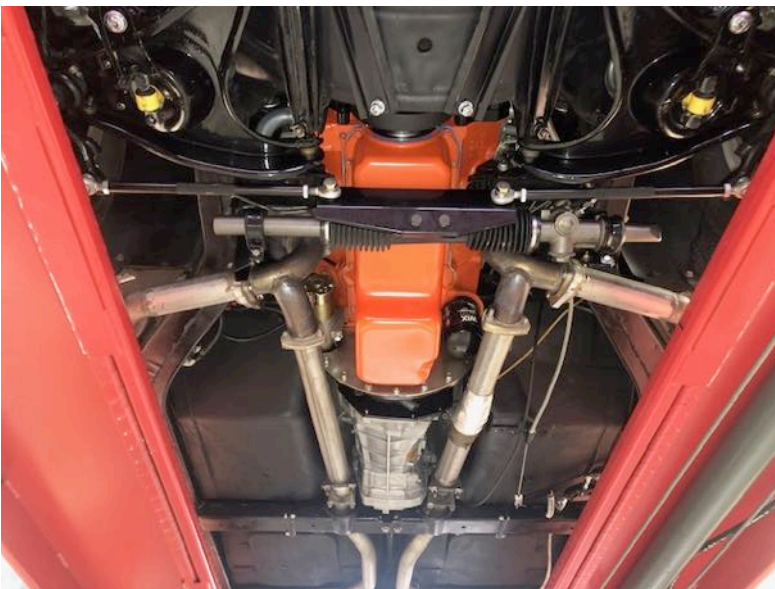
What do you do when.....

- You love the sound of loud Corvette Side Pipes
- You find them too loud on long road trips
- Your co-pilot loves the throaty sound of the factory underneath muffler system
- So then...you want two systems in one, each appearing factory installed, not easily detected and each easily activated.

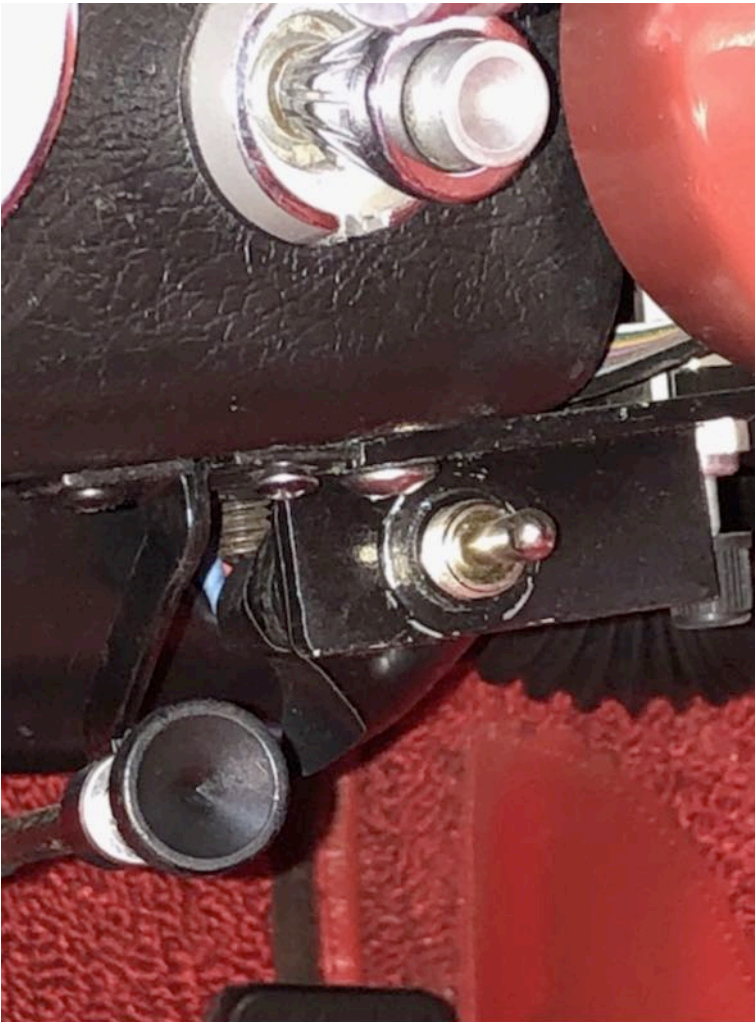
Below is what worked for me;

Shorty powder coated headers, QT electric cut outs, Corvette Central Muffler kit, my home hoist and a buddy who welds well.









Toggle LEFT for Mr. Mode and RIGHT for Mrs. Mode

1965 Radio Repair Experience Rick Nordin

For the C2 Corvette the radio was the most popular option – typically 95% of cars were delivered with a radio, It was an expensive option – typically about \$175 in 1963-67. Probably about the equivalent of \$2000 dollars today?

They were a complex unit with a complex set of associated hardware – with all the ignition shielding and capacitors to ensure a clear radio signal.

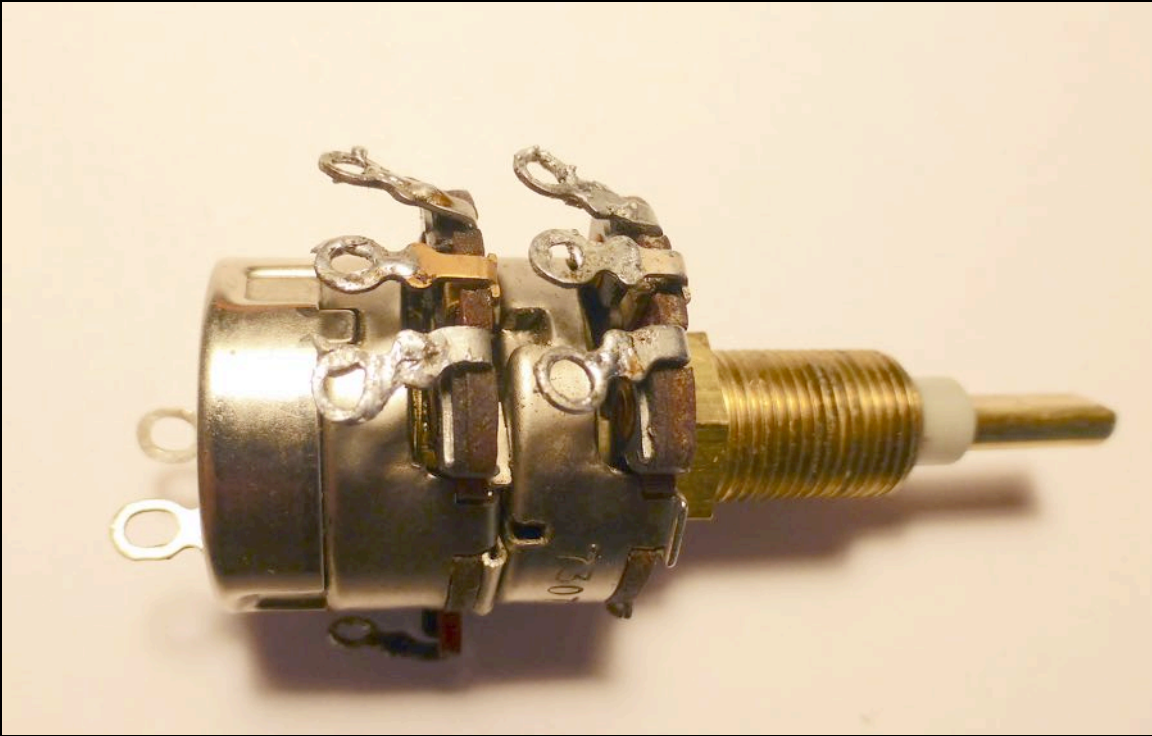
C2 radios are now approaching 60 years old and most require some repairs or service. The radio in my 1965 was not working as it should and I made a number of inquiries about where to send it. All of the repairmen I could find were in the US so I shipped the radio away – well packed and insured at considerable expense and a few weeks later it returned - not in my carefully padded heavy duty cardboard shipping box but in a beat-up cardboard box packed with old newspapers! Not impressed. The tuner buttons did not work. After phoning the repairman he explained how I should reconnect the tuning mechanism – apparently a typical problem with a radio that had been dropped! Not easy to do but I did manage it.

A few months later when I was ready to install it in the car, I bench tested it and after a couple of cycles, I discovered the on/off switch would not work! No power to the radio. I put it back on the shelf and did some searching for another repair shop. I phoned one that looked promising and talked to them about what the problem was (failed on/off switch) and asked if they had the parts and they assured me that they did and I again mailed it off – well packed – and another \$65 shipping with insurance for Canada Post / USPS.

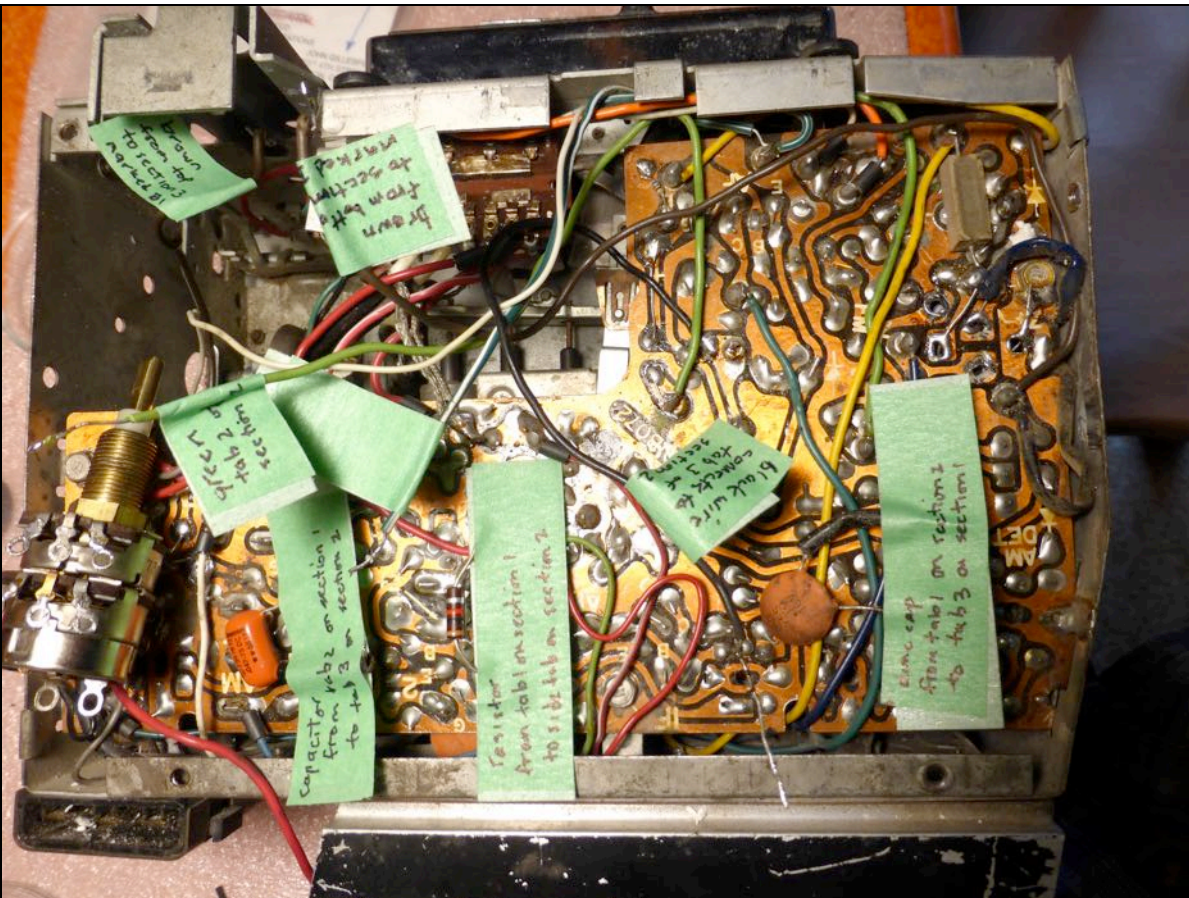
A couple of weeks later I phoned asking about the status of my radio to be told that they did not have the part and they had shipped the radio back to me! And oh I owed them for return postage. As well when it arrived back there was no customs declaration on it so extra aggravation explaining to the Post Office and Customs what the situation was.

Because of the risk of damage and shipping problems and expense of sending my radio to the US I made some inquiries about the possibility of a repairman for older Corvette radios in Canada and received a recommendation for a repairman in Hamilton. I phoned and talked to John Gillespie and explained my broken on / off switch problem. John has enormous experience (especially with Wonderbar radios) and was very helpful. He explained that he was retired from doing repairs as a business and preferred owners to drop off and pick their radios in person – avoiding the risk of loss or damage to a precious vintage radio by shipping. He inquired if I was comfortable with either doing the repair myself – he would talk me through the process – or just sending him the switch itself.

After looking at the switch, I decided I was okay with de-soldering all the wires but was but not very confident about replacing the switch – beside I didn't have a known working spare switch. The volume, tone, on / off switch unit is a complicated mechanism with three modules stacked together like a layer cake. Closest to the knob was the tone control module, next in line was the volume control module and at the back was the on / off switch. To get to the switch, the tone and volume modules need to be carefully removed in sequence by un-bending some delicate metal tabs – without breaking them – to get to the on / off switch.



My decision was to send the switch to John. I de-soldered all the wires and two caps and a resistor making lots of notes and marking everything as well as I could and taking photos There are three connectors on the tone module, four on the volume module and two on the on / off module.



I mailed the control unit to John and he replaced the switch module from his large supply of parts and he sent it back to me within a couple of days. I re-installed the switch assembly and I'm pleased to have my original radio working again!

John Gillespie has kindly agreed that I could include his contact information in this little story. If you have a vintage Corvette radio – especially a Wonderbar – that needs repair or service, John may be able to help you. I would recommend his services unconditionally. I was very glad to make his acquaintance and pleased with his willingness to share his knowledge and time. Thank you John!

John Gillespie: jgillespie@porchlight.ca (905) 389-9843

2023 Chapter dues – renew now!

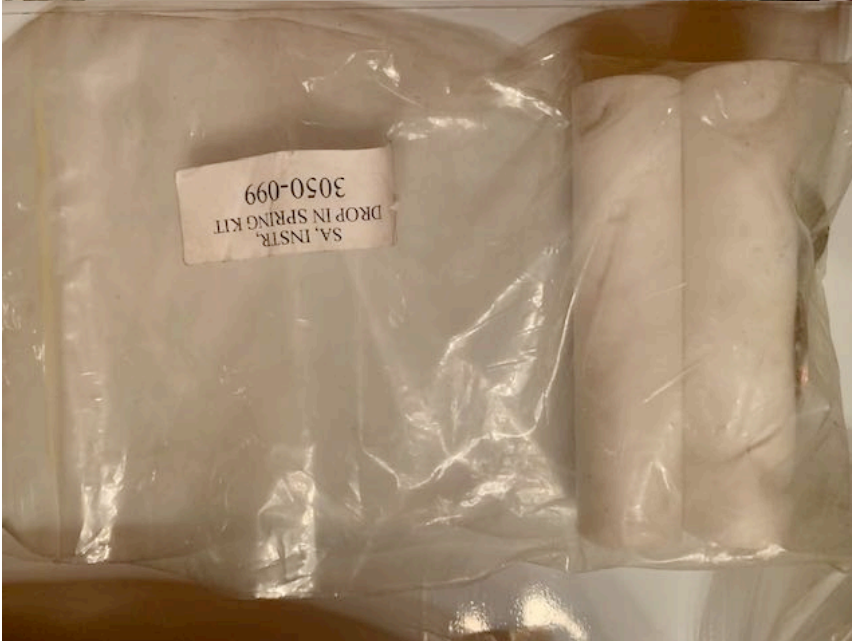
Just another reminder that your NCRS BC Chapter dues for 2023 are now due. The easiest way is through the NCRS website. Go to: <https://www.ncrs.org/forums/register/chapter-membership.php> and follow the directions.

As we have done occasionally previously – here is a **Chapter Wanted and For Sale** section. If you have surplus parts or are needing parts, please let the newsletter editor (Rick) know!

For Sale: Complete set of reproduction wiring harnesses for a 1973 Corvette Coupe equipped with; 350 cu. in. engine, automatic transmission, power windows, rear window defogger and air-conditioning. This Lectric Limited set was purchased 5 years ago for a Corvette restoration that was not finished. Every harness is new in the bag and never used.

Sale price; CND \$1250.00 obo for complete set. Contact Brent, Mobile; (604) 807-7242





From Grant Wong – Items wanted: Contact Grant 604-618-0828

Looking for 70/71 parts

Fuel pump dated E/F/G- J-40709 (E-may F-June G- July J is for 1970)

One AZ Rally Wheels dated June or July 1970

Alternator 1100950 dated June July 1970

smog pump dated between may June July 1970

dated 151-212 1970

front and rear shocks

3192196

3192869

dated 151 to 212 1970

Original fuel line bracket with Stamp rite Stamp

Mint Cut pile black carpet

Mint NOS Drivers Black deluxe door

Mint black leather seat no hole for shoulder belt

Convertible left interior rear 1/4 trim 3974051

Convertible Right interior rear 1/4 trim 3974052

Rad cradle with the two lower u shaped mounting brackets

27 5/8 measures across to the edge of inner frame

17 1/4 measures inside edge up and down

1108338 starter as June July 1970

1108418 July 1970

Parts for a 69

Fan shroud extension

3956089

Also looking for drivers side lower front rocker fiberglass portion from a 68 to 72

Need the front portion where the aluminum rocker attaches to the front fiberglass tab

More items wanted – contact Rick (250-656-7191 or rick.nordin@shaw.ca)

For 1965-66 project car (no matching numbers, condition not important): small block hood, dash frame, steering column, seat frame – bottom only, 2.5 inch exhaust manifolds, RH headlight housing

Items for Sale – Glen Bindley (glennkbindley@gmail.com)

63 Steering Column & Wheel Black Wheel, fully functional \$500.00
 63 Radio Static only, needs rebuild \$150.00
 63 Tire Tub & Lid & Hardware Very Good shape \$500.00
 64 Hub Caps (set) Driver Quality \$200.00
 67 Grill Needs to have paint refinished \$250
 66-67 Fan 5 Blade 18 inch Flat Rivet Fan - Front, H, W 66 67 Corvette 327
 3789562 scratched - no pitting 66-67 Flat Rivet \$150
 67 Front Coil Springs - New Big Block - no A/C \$100
 C6 2008-2013 Corvette C6 LS3 OEM Air Filter & Intake GM 20759238 Grand Sport / Z06 \$100
 C6 OEM Console cover - Titanium Grand Sport / Z06 \$20
 C6 OEM Front and Rear Semi Metallic Brake Pads 80% remain Grand Sport / Z06 \$150
 C6 OEM Shifter (Auto) & Brake Boot - Black Grand Sport / Z06 \$20
 C7 LT4 Oil Pan and Cooler Z06 - unused \$300

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